

## Notice of meeting of

### Decision Session - Executive Member for City Strategy

**To:** Councillor Steve Galloway (Executive Member)

**Date:** Tuesday, 1 September 2009

**Time:** 4.00 pm

**Venue:** The Guildhall, York

## AGENDA

### Notice to Members - Calling In:

Members are reminded that, should they wish to call in any item on this agenda, notice must be given to Democracy Support Group by:

**10:00 am on Friday 28 August 2009**, if an item is called in *before* a decision is taken, *or*

**4:00 pm on Thursday 3 September 2009**, if an item is called in *after* a decision has been taken.

Items called in will be considered by the Scrutiny Management Committee.

#### 1. **Declarations of Interest**

At this point Members are asked to declare any personal or prejudicial interests they may have in the business on this agenda.

#### 2. **Minutes** (Pages 3 - 16)

To approve and sign the minutes of the last Decision Session of the Executive Member for City Strategy held on 7 July 2009.

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

At this point in the meeting, members of the public who have registered their wish to speak at the meeting can do so. The deadline for registering is **5:00pm on Friday 28 August 2009**.

Members of the public may speak on an item on the agenda, an issue within the Executive Member's remit, or an item that has been published on the Information Log for the current session.

### **4. Public Right of Way - Amendment to the Decision in connection with the Scarcroft View Gating Order, Micklegate Ward (Pages 17 - 18)**

This report asks the Executive Member to amend the decision made at the last Decision Session in respect of the Gating Order to close the access/gap in the boundary leading onto Scarcroft Green.

### **5. Public Right of Way - Future of the current gating order on the snicket between Carrfield and Chantry Close, Dringhouses and Woodthorpe Ward (Pages 19 - 50)**

This report considers the future of the current gating order on the snicket between Carrfield and Chantry Close in the Dringhouses and Woodthorpe Ward.

### **6. Public Transport Provision for Temple Lane, Copmanthorpe (Pages 51 - 78)**

This report asks the Executive Member to consider a number of options for the reinstatement of a public transport service along Temple Lane, Copmanthorpe.

### **7. Westminster Road Petitions (Pages 79 - 106)**

This report presents the results of initial survey information and options in response to the two petitions received regarding the change in traffic conditions due to work being carried out on Water End earlier in the year.

[Annex G to this report will follow setting out the scrutiny task groups views (and those of the parent Scrutiny Committee members) on those elements of an ongoing CCfA (Councillor Call for Action) which may impact upon this report being considered by the Executive Member]

- 8. City Strategy Capital Programme - 2009/10 Monitor 1 Report** (Pages 107 - 124)  
This report sets out progress to date on schemes in the 2009/10 City Strategy Capital Programme and makes adjustments to scheme allocations to align them with latest cost estimates and delivery projections.
- 9. Adoption of Highways on New Estates** (Pages 125 - 138)  
This report is in response to the Executive Member's request at the Executive meeting in April 2009 for a further report on the wider issues of highway adoption.
- 10. Blossom Street Multi Modal Study - Options Report** (Pages 139 - 196)  
This report presents scheme options to be considered as part of Blossom Street Multi Modal Study. The study was commissioned to investigate options for improving the Blossom Street, Queen Street, Micklegate, and Nunnery Lane junction and enhancing the streetscape of Blossom Street between this junction and its junction with Holgate Road.
- 11. City of York Local Transport Plan 3** (Pages 197 - 214)  
This report outlines the development of York's Third Local Transport Plan (LTP3) to cover the period from 2011 onwards and in particular outlines the proposals for consultation.
- 12. Any other business which the Chair considers urgent under the Local Government Act 1972**

Democracy Officer:

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## **Information Report:**

### **Access York Phase 1 - Update**

As the Information Log is not yet up and running the above report has been published on-line for information.

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

Contact details are set out above

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### Further information about what's being discussed at this meeting

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### **Holding the Executive to Account**

The majority of councillors are not appointed to the Executive (40 out of 47). Any 3 non-Executive councillors can 'call-in' an item of business from a published Executive (or Executive Member Decision Session) agenda. The Executive will still discuss the 'called in' business on the published date and will set out its views for consideration by a specially convened Scrutiny Management Committee (SMC). That SMC meeting will then make its recommendations to the next scheduled Executive meeting in the following week, where a final decision on the 'called-in' business will be made.

### **Scrutiny Committees**

The purpose of all scrutiny and ad-hoc scrutiny committees appointed by the Council is to:

- Monitor the performance and effectiveness of services;
- Review existing policies and assist in the development of new ones, as necessary; and
- Monitor best value continuous service improvement plans

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City of York Council

Committee Minutes

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MEETING	DECISION SESSION - EXECUTIVE MEMBER FOR CITY STRATEGY
DATE	7 JULY 2009
PRESENT	COUNCILLOR STEVE GALLOWAY (EXECUTIVE MEMBER)

**10. DECLARATIONS OF INTEREST**

Members were asked to declare at this point in the meeting any personal or prejudicial interests they might have in the business on the agenda. None were declared.

**11. MINUTES**

RESOLVED: That the minutes of the last meeting of the Decision Session – Executive Member for City Strategy held on 2 June 2009 be approved and signed by the Executive Member as a correct record.

**12. PUBLIC PARTICIPATION**

It was reported that there had been eleven registrations to speak at the meeting under the Council's Public Participation Scheme. Details of these speakers are set out under the individual agenda items.

Councillor Simpson-Laing spoke on the general issue of lifetime homes. She drew attention to the statistics demonstrating the country's ageing population and the need to ensure that housing was appropriate to meet the needs of older or disabled people. All new public sector funded housing in England would be required to conform with the Lifetime Homes Standard from 2011, with 2013 being the target for private housing. It was therefore important that action was taken as soon as possible and that this issue was addressed within the Local Development Framework.

RESOLVED: That the Executive Member agreed that the issue of Lifetime Homes Standard be referred to the LDF Working Group for consideration<sup>1</sup>.

REASON: To ensure that consideration is given to the Lifetime Homes Standard.

Action Required

1. Refer to LDF Working Group

SS

**13. BECKFIELD LANE - EXTENSION OF CYCLE ROUTE**

The Executive Member considered a report which looked at options for extending the recently constructed off-road cycle facilities on Beckfield Lane between Boroughbridge Road and Ostman Road, to the junction with Wetherby Road.

The Executive Member referred to further written representations he had received from:

- Councillor D'Agorne, who agreed that the scheme was worthwhile but suggested that there were other schemes in the capital programme that were a higher priority in terms of reducing accidents, promoting cycling and developing a coherent cycle network, notably Blossom Street and Fishergate Gyratory.
- Peter Pagliaro, York Access Group, in support of the extension to the new shared path, believing that it would improve safe access not only to pupils and others at Manor CE School, but also to cyclists and those with special needs.
- Susan and Julian Jones, local residents, in support of the proposal to extend the shared path believing that it would improve safety and improve access for cyclists, wheelchair users and those with special needs.
- Geoff and Dianne Henman, residents, in support of the proposal to eventually extend the new shared path along both sides of Beckfield Lane.
- David Brown, Secretary York Access Group, in support of the implementation of the proposals at the earliest opportunity but had concerns about shared paths without a tactile division recognisable by guide dogs.
- Adrian Pagliaro, resident, in support of the scheme believing the proposed extension would improve safety on a busy and dangerous stretch of road, particularly for children travelling to school.
- Debbie Pagliaro, resident, in support of the proposal as the shared path would improve safety for cyclists and pedestrians.
- Reverend Phil Carman, resident, in support of the proposal as the fast moving traffic in Beckfield Lane presented dangerous road conditions for cyclists, especially children travelling to Manor CE School.

Peter Pagliaro of York Access Group, spoke in support of the proposal. He stated that the new shared path was being well-used, and had also been welcomed by wheelchair users. The latest proposal was also well-thought out and would improve the safety of cyclists.

Paul Hepworth, Cycling Touring Club, expressed concern regarding the proposed toucan crossing near the Ostman Road junction which would necessitate cyclists travelling alongside Beckfield Lane to pass the entrance/exit to the Civic Amenity site. He suggested that consideration be given to siting the toucan crossing on the B1224 side of the tip access or if this were not possible, to install some minimal physical calming to be installed to reduce vehicle speeds on entering or leaving the Amenity site. Officers responded to the concerns regarding the siting of the crossing and



explained that a pedestrian survey had taken place which showed a higher number of pedestrians crossing near Ostman Road, and the proposed siting of the crossing removed the need for cyclists to cross the access to the shops. As part of the detailed design further consideration would be given to access to the Amenity site.

Following consideration of all comments received the Executive Member then considered the following options:

Option One – authorise continued design and public consultation on the proposal shown in Annex C;

Option Two – make any changes to the proposal that the Executive Member considers necessary before progressing to design and consultation;

Option Three – defer further work on this scheme at this time, but keep the scheme in reserve for consideration at a later date for potential inclusion in future transport capital programmes.

The Executive Member commented that a number of points had been made both in favour and against the proposal. Those in favour of the completion of the Beckfield Lane off carriageway cycle path, had drawn attention to the narrow carriageway width and the relatively large numbers of cyclists who already choose, probably for safety reasons, to use the public footpath. It was acknowledged that there were a significant number of pensioners living in the area and they were likely to prefer an arrangement whereby a cycle path was clearly delineated from the area used by pedestrians. Leaving the cycle path half complete would be contrary to the Council's aim of providing safe routes for school children and other cycle users. There was a particular problem in Beckfield Lane with the large vehicles which service the Civic recycling site which was located halfway down the street. Views had been put forward that there were more pressing cycling schemes which deserved priority. Officers had been asked to bring forward a model which would forecast how particular improvements would influence cyclists' behaviour and what effect the improvement would have on the numbers choosing to cycle. This model was not yet ready.

The Executive Member drew attention to the Executive decision of 31 March 2009 to agree in principle the proposed allocation of funding in Annex C, with an allocation of £270,000 towards the Lendal Cycle hub and £54,000 towards route maintenance, but requested officers to develop further a predictive modelling system aimed at establishing the increase in cycle usage that individual improvement schemes would produce. Such a model was to be used to inform the final choice of capital schemes to be implemented.

In the meantime it was possible to make simple comparisons with the investment needs for other schemes, which were generally more costly than the Beckfield Lane proposal, with the important factors being the current number of cyclists and the number of accidents on the route.

Beckfield Lane was a key safe route to school for two secondary schools and a local primary school.

The Executive Member reiterated that the priority should be contrasted with other schemes. These included the Lendal Towers cycle hub and proposed "on carriageway" improvements in Fishergate and Blossom Street. However, these schemes were all much more complex in design terms than Beckfield Lane and hence more likely to be delayed during the public consultation process. Any delays could influence the ability to spend the full £3.5 million Cycle City grant, the deadline for which was March 2011. Funding was in place for all the schemes over the next three years. It would be prudent at this time to move them all forward at least to the next stage of public consultation. The Executive Member stated that in taking that decision, he had placed some weight on the views expressed by the York Access Group, which represented the interests of people with disabilities.

Officers would need to look carefully at the quality and extent of the markings which delineated the pedestrian and cycle paths and would also need to produce a convincing solution to the junction arrangements at the Wetherby Road end of the route and at the siting of the crossing. It would not be easy to develop a network of off carriageway cycle paths and hence when opportunities arose they must be seized.

RESOLVED: That the Executive Member authorises the continued design of, and public consultation on, the proposal shown in Annex C to the officer report<sup>1</sup>.

REASON: To allow the scheme to progress in comparison with other cycle schemes around the city.

Action Required

1. Officers to continue design work and consultation on Annex C SS

**14. A19 FULFORD ROAD CORRIDOR UPDATE**

Consideration was given to a report which updated the Executive Member on progress with the development of proposals to improve the Fulford Road Corridor, in particular the section of Fulford Main Street to the north of Heslington Lane and Heslington Lane junction.

The Executive Member referred to further written representation he had received from:

- Councillor D'Agorne who generally supported the conclusions in the report but was concerned that there were no proposed time limits for waiting in the parking bays. He had also raised concerns regarding the proposed pavement widening in front of 15-21 Main Street. Whilst agreeing that the pavement needed widening at the corner of Heslington Lane, he believed that the rest was of adequate width and it would be better for a 1.5m wide cycle lane to be installed instead.

- Councillor Aspden supported the recommendations in the report but had been asked by the Parish Council to raise some questions with regards to the Fulford Park elements of the scheme prior to the meeting. Officers had responded to the questions as follows:
  - It was the intention to retain the existing bus shelter pending further discussions regarding its possible refurbishment outside of the proposed improvement works and that the previous proposals for a new standard shelter at this location had been dropped.
  - The option to retain some parking on the western side near to Fulford Park would require a build-out to provide a suitable bus boarding point. This was an essential feature of the proposed option in Annex C, unless the number of parking spaces to be provided was significantly reduced.
  - The narrowing at the entrance to Fulford Park had been reduced from that shown previously in view of local concerns. The Council was keen to reduce the pedestrian crossing distance in view of concerns about the existing arrangements raised in an initial road safety audit, whilst taking account of the concerns about vehicle ingress and egress. It was suggested that the proposed new kerb line be set out and discussed with Councillor Aspden prior to implementation. Network Management had also indicated that they would consider a localised section of waiting restriction on Fulford Park near the junction if parked vehicles were making it difficult to get in and out.

Bryn Bircher, Main Street resident, spoke in support of Option 3. He stated that cycling had become easier since the route had been introduced and he looked forward to its extension. The village was unique in that it was close to York but had a rural character. It was therefore important that the improvements were also in keeping with the conservation area.

Paul Hepworth, representing Cycling Touring Group, stated that continuity in cycle lane provision would encourage people to cycle rather than use a car. He requested that although residents would like to see the parking bays retained this should not be at the expense of continuity in routes.

Verna Campbell, Chair of Fulford Parish Council, stated that the Parish Council was generally in favour of Option 3 but had two concerns:

- The build out of the bus stop would be detrimental to the conservation area. The buses were often there a long time, particularly at school leaving time.
- There was no need for the footpath to be widened and it would be preferable to have two lanes of traffic.

Councillor Aspden, Ward Councillor, stated that he was broadly in support of the recommendations in the report but believed that the build-out and additional markings would detract from the area and that the funding for these would be better spent on an alternative scheme.

Councillor D'Agorne, Fishergate Ward Councillor, stated that he believed that the changes should be implemented in a financial year and urged that

there be no undue delay to the Fishergate Gyratory scheme. He was generally supportive of the officers' recommendations.

Officers showed plans illustrating the options outlined in the report. Responding to issues raised regarding the bus build-out, it was explained that if this were to be removed from the plans there would need to be sufficient space to enable buses to pull out and at least one parking space would be lost. Councillor Aspden asked if there would be further discussions regarding the bus build-out. The Executive Member suggested that Councillor Aspden discuss this matter with officers, prior to the plans being finalised.

The Executive Member gave consideration to the following options:

### Main Street (North)

Option 1 is to implement a scheme that replicates what is to be provided to the north and represents the ultimate transport option. This scheme would be as shown on the plan at Annex A and involves an inbound bus lane and cycle lane; an outbound cycle lane; and a shared use off-road facility on the eastern side. This would however result in the loss of all on-street parking and, as such, is strongly objected to by Fulford Parish Council and some Fulford residents.

Option 2 is to implement the scheme that formed part of the previous consultation and which is the scheme referred to in the previous City Strategy EMAP report. This scheme would be as shown on the plan at Annex B. It is similar to Option 1 except that the outbound cycle lane would be discontinuous to permit a section of limited time parking on the eastern side. These parking spaces would not be available in peak periods, making it easier for cyclists to remain on-road without having to negotiate parked vehicles in heavy traffic flows. Links would be provided to and from the off-road facility where the on-road cycle lane ends and restarts. As noted in the previous EMAP report this option is also unacceptable to the parish council and some residents as they consider the proposed parking provision to be inadequate to serve local needs.

Option 3 is the option based on the outcome of the meeting with the parish council and concerned residents. This scheme would be as shown on the plan at Annex C. On the western (city-bound) side there would be parking for about 10 vehicles fronting Connaught Court with a cycle lane skirting the edge of the parking spaces, similar to the scheme in the vicinity of the local shops to the north of the Hospital Fields Road junction. The bus lane would commence approximately at the boundary of Connaught Court / Sir John Hunt Homes, giving a 150m length of bus lane compared with the 220m in Options 1 and 2 above.

### Heslington Lane junction

Option 1 is to implement the scheme that formed part of the previous consultation and which is the scheme referred to in the previous City Strategy EMAP report. This scheme would be as shown on the plans at Annexes A and B. The scheme involves replacing the existing two-lane

approaches on Main Street outbound and on Heslington Lane with a single vehicle lane; a cycle lane; and an Advanced Stop Line (ASL) cycle box. The straight ahead lane and right turn lane on the Main Street (South) approach would be retained but modified to also include a cycle lane and an ASL cycle box. The existing staggered pedestrian crossing island on the Main Street (North) arm would be relocated to accommodate a city bound cycle lane through the junction and would be widened to provide a safer facility, in particular as this is on a key route to and from local primary and secondary schools.

Option 2 is to implement an improvement scheme similar to Option 1 however the existing two-lane exit from Heslington Lane would be retained and the short section of proposed cycle lane deleted. A cycle ASL box would be provided however there would be no specific facility to help cyclists to access the box. This scheme would be as shown on the plan at Annex C. Further consideration will need to be given to the safety of cyclists waiting to turn right (which is the main cycle movement) when the left turn filter signal is operating, noting that the left turn is the significantly higher vehicular movement.

Option 3 is to do nothing. This provides no benefits to pedestrians or cyclists and is not recommended.

The Executive Member stated that this was an important project, which would ease congestion in the Fulford area giving priority to public transport and making travel conditions for cyclists and pedestrians quicker and safer. It was important to measure the “before and after” effects of these improvements on those travelling on this corridor. The Council would be looking for significant increases in those cycling and those using the park and ride service. Local residents, the Parish Council and local members had actively engaged in helping to refine the scheme and he was pleased to give approval for implementation. The Executive Member did, however, have some reservations about the need for the on-street cycle lane between 153-191, which duplicated the parallel off-street cycle path. He suggested that this was reviewed, together with the outstanding details raised by Ward Members and that officers used their delegated authority to make any minor changes that may be considered necessary.

RESOLVED: That the Executive Member for City Strategy:

- i) Notes the contents of the report and its annexes.
- ii) Agrees that Main Street (North) Option 3, as shown on Annex C, should form the basis for the improvements to Fulford Main Street north of the Heslington Lane junction.
- iii) Agrees that Heslington Lane Junction Option 2, as shown on Annex C, should form the basis for the improvements to the Heslington Lane junction.

- iv) Requests that officers use delegated powers to make any further minor changes to the layouts with the aim of satisfying, as far as possible, any outstanding concerns raised by members<sup>1</sup>.

REASON: To improve conditions along this section of the corridor whilst addressing the concerns of Fulford Parish Council and local residents.

Action Required

- 1. Officers to progress agreed options, incorporating minor amendments to layout if required SS

**15. PECKITT STREET AND FRIAR'S TERRACE FLOOD PROTECTION SCHEME**

The Executive Member considered a report, which provided details of a proposed flood protection scheme to reduce flood risk from the River Ouse to properties on Peckitt Street and Friar's Terrace and to maintain access during floods to the fire station and to thirteen more properties.

Consideration was given to the following options:

- 1. Do not build scheme and withdraw from providing the temporary protection.
- 2. Do not build scheme but continue to provide temporary protection.
- 3. Build the proposed scheme.

The Executive Member stated that the scheme would provide protection from flooding for a small number of riverside properties. It would avoid the need for sandbagging and should be quicker, cheaper and less resource intensive to activate. The scheme had general support and therefore he gave it his approval.

RESOLVED: That the Executive Member agrees the principle of implementing the Peckitt Street and Friar's Terrace flood protection scheme<sup>1</sup>.

REASON: To provide the most reliable protection against flooding and significantly reduce the resources required.

Action Required

- 1. Officers to progress implementation of the scheme SS

**16. PUBLIC RIGHTS OF WAY - PROPOSAL TO RESTRICT PUBLIC RIGHTS OVER THE ACCESS BETWEEN SCARCROFT BACK LANE AND SCARCROFT GREEN, MICKLEGATE WARD, YORK**

The Executive Member considered a report which examined the closure of an access point in the low wall and ornamental railings, leading onto

Scarcroft Green from Scarcroft Road back lane. It was proposed to use Gating Order legislation in order to prevent crime and anti social behaviour associated with the back lane.

The Executive Member referred to further written representations he had received from:

- Jaki Boston, Scarcroft View resident, expressing concerns if the access to the green were to be blocked off and requesting that a gate be installed and that Scarcroft View residents be granted access. She would be willing to contribute towards the costs involved.
- Sue Edwards, Scarcroft View resident, supporting the views put forward by Jaki Boston and detailing incidents of disruptive behaviour that were currently occurring in the area.
- Rob King, Scarcroft View resident, detailing incidents of anti-social behaviour that were taking place and stating that he was in support of a gating order. As residents of Scarcroft View would be the primary users of this access, a gate with key pad should be considered.
- Katherine Nightingale and Tom Stirling, residents of Scarcroft View, expressing support for Option B in the report.
- Charlotte Morris and Joe Maitland, residents of Scarcroft View, opposing the recommendation of Option C in the report and expressing support for Option B. They were in support of the access being closed off only if the owners of 1-5 Scarcroft View were allowed to continue to have access to the green by key or pin code.
- Lynn Kellett, resident of Scarcroft View, objecting to the permanent closure of the opening and expressing support for the installation of an access gate.
- David Grabaskey, resident of Scarcroft View, drawing attention to incidents of criminal behaviour but requesting that residents not be asked to contribute towards the costs of a gate.

Peter Lyons, local resident, spoke in support of the closure. He gave examples of criminal activity that had taken place in the area and stated that he supported the proposal for the gap to be closed. He had no objections to a gate being installed and thanked officers for the way in which they had consulted with residents on this matter.

Wayne Edwards, local resident, expressed concerns at the legal implications if the gate were to be paid for by residents.

Officers gave assurances that the recommendations in the report were in accordance with legislation.

The Executive Member gave consideration to the following options:

Option A: Do not authorise the making of the proposed Gating Order and leave the gap open for public use. This option is not recommended.

Option B: Authorise the making of a Gating Order, but install a gate to restrict access through the gap rather than restore the low wall and railings to its original condition. Additionally, give the PIN code required to operate

the gate to residents of Scarcroft View only. This option is not recommended.

Option C: Authorise the making of a Gating Order and restrict access through the gap by reinstating the wall and railings to its original condition. Advise residents of Scarcroft View that they are able to pursue their own private gated access onto the green from their private alleyway should they wish to do so at their own expense. This option is recommended

The Executive Member stated that this item, although affecting only a limited number of residents, had attracted a lot of representations. Most of the residents on Scarcroft View wished to retain a direct access onto their green. It was noted that historically these properties had enjoyed this facility. It had been claimed that if the combination to the gate lock were to be given to five properties, then the Council would not be able to resist doing likewise for other residents. It was, however, unlikely that those responsible for anti-social behaviour would seek to formally be allocated the keypad number and there was the option to change the combination if necessary. The Micklegate Ward Councillors had expressed the view that the frontages should meet the cost of installing and maintaining a private gate from their private alleyway at the front of their properties to the green should Option C be approved.

RESOLVED: That the Executive Member accepts Option B and resolves to:

- i) Authorise the Director of City Strategy to instruct the Head of Civic, Democratic and Legal Services to make a Gating Order to close the access point/gap in the boundary, leading onto Scarcroft Green from Scarcroft Road back lane, Micklegate Ward, in accordance with s129A of the Highways Act 1980 and to provide a gate<sup>1</sup>.
- ii) Advise residents of Scarcroft View that the Council will agree to them having access via the gate onto the green should they make a financial contribution towards the costs of installing and maintaining the gate<sup>2</sup>.

REASON: In order that the access point/gap in the railings, leading onto Scarcroft Green from Scarcroft Road back lane, Micklegate Ward, can be closed by providing a gate to help prevent crime and anti-social behaviour currently associated with the back lane.

Action Required

- |  |    |
|--|----|
| 1. Gating Order to be made                 | SS |
| 2. Notify residents of agreed arrangements | SS |



## 17. VILLAGE ACCESSIBILITY REVIEW

Consideration was given to a report which advised the Executive Member of the outcome of the Village Accessibility Review which examined the safety and ease of access issues at eight junctions with radial routes into York.

The following were the locations of the junctions shown on maps at Annex A to the report:

- B1363 / Mill Lane (Wigginton)
- Strensall Road / Towthorpe Road / Towthorpe Moor Lane (Strensall)
- A64 / Towthorpe Moor Lane / Hazelbush Lane (Stockton on the Forest)
- A64 / Barr Lane (Stockton on the Forest)
- A64 / North Lane (Huntington)
- A166 Stamford Bridge Road / Church Balk (Dunnington)
- A1079 / Common Road / Common Lane (Dunnington)
- A19 / Main Street (Deighton)

The Executive Member referred to further written representation he had received from:

- Councillor Firth, in support of the Mill Lane scheme and suggesting that the 40mph zone should be extended further along the B1363 to further enhance road safety, particularly as there was a local bus stop at the junction.
- Councillor R Watson, in support of the Mill Lane scheme and suggesting that the 40mph speed limit was the way forward and that traffic lights were essential.

Councillor Firth expressed concern regarding the safety at the road junction and drew attention to the collisions and near misses that had occurred. There had been an increase in the bus service and a car boot sale was held near to the junction. Traffic lights needed to be installed and a reduction in the speed limit imposed. The proposal was welcomed as it would improve road safety.

The Executive Member summarised that the Executive had reprioritised the transport capital programme for the current year to include a programme aimed at making access to rural areas safer and easier. Eight options for the use of funding, which extended over and beyond the next two years, had been considered, with officers making recommendations on prioritisation. In the main the objective of the prioritisation was to reduce the number of accidents on the roads. The accidents record at the three recommended priorities for 2009/10 were:

Mill Lane, Wigginton – 4 accidents, 7 casualties, 3 serious  
Strensall Road, Strensall – 6 accidents, 10 casualties, all slight  
Church Balk, Dunnington – 6 accidents, 8 casualties, 1 fatal

**RESOLVED:** That the Executive Member for City Strategy agrees to:

- i) Note the content of the report, particularly Table 1 which outlines the issues, potential solutions and their cost estimates.

- ii) Authorise the commissioning of more detailed designs for the following:
  - A166 Stamford Bridge Road / Church Balk traffic islands;
  - B1363 / Mill Lane traffic signals and 40mph speed restriction limit and
  - Strensall Road / Towthorpe Road / Towthorpe Moor Lane (extend 40mph speed restriction limit to south of the junctions)schemes prioritised for implementation in the 2009/10 financial year, and including further evaluation of the refinements suggested by local Ward Members, and that detailed proposals be reported to a subsequent Decisions Session - Executive Member for City Strategy<sup>1</sup>.
- iii) Requests officers to reply to the lead petitioner for the A19 / Main Street, Deighton scheme<sup>2</sup>
- iv) Requests officers to investigate whether any low cost options are available for the early resolution of problems at the North Lane junction<sup>3</sup>.

REASON: The proposed investment would underpin the Council's aim of reducing the number of killed and seriously injured victims on York's roads.

Action Required

- |  |    |
|--|----|
| 1. More detailed designs for agreed schemes to be commissioned and reported to future Decision Session | SS |
| 2. Inform lead petitioner of decision  | SS |
| 3. Officers to investigate low cost options re North Lane junction                                     | SS |

**18. CITY STRATEGY CAPITAL PROGRAMME - 2009/10 CONSOLIDATED BUDGET REPORT**

The Executive Member considered a report which detailed the consolidation of the 2009/10 City Strategy Capital Programme and carryovers that were not completed in 2008/09 and made adjustments to scheme allocations which aligned the latest cost estimates and delivery projections.

The Executive Member stated that the report needed to be amended to conform with the decision of the Executive taken on 31 March 2009. Otherwise the refinements to the programme were aimed at producing the most economical way of progressing improvements in the Fulford Road area whilst sustaining the improvements elsewhere which reflected the Council's desire to minimise accidents and encourage residents to chose the most appropriate form of travel to meet their needs. The majority of the expenditure was aimed at schemes which benefited all types of transport (e.g. resurfacing schemes), while the largest single project – York Access

phase 1, will mainly be spend on car parking provision and improvements to the A59 roundabout.

RESOLVED: That the Executive Member for City Strategy agrees to:

- i) Approve the carryover schemes and adjustments set out in Annexes 1 and 2 of the report.
- ii) Approve the increase to the 2009/10 City Strategy capital budget, subject to the approval of the Executive<sup>1</sup>.
- iii) Request officers to fully reflect the decisions taken by the Executive on 31 March 2009 when next presenting the capital programme for review<sup>2</sup>.

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

Action Required

- 1. Refer to Executive SS
- 2. Officers to take on board comments when preparing capital programmes SS

Cllr Steve Galloway, Executive Member for City Strategy  
[The meeting started at 4.00 pm and finished at 5.15 pm].

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**Decision Session  
Executive Member for City Strategy****1 September 2009**

Report of the Director of City Strategy

**PUBLIC RIGHTS OF WAY – Amendments to the decision made at the Decision Session of the Executive Member for City Strategy on 7 July 2009 in connection with the Scarcroft View Gating Order, Micklegate Ward, York****Summary**

1. At the Decision Session of the Executive Member for City Strategy held on 7 July 2009, it was resolved to:
  - i) Authorise the Director of City Strategy to instruct the Head of Civic, Democratic and Legal Services to make a Gating Order to close the access point/gap in the boundary, leading onto Scarcroft Green from Scarcroft Road back lane, Micklegate Ward, in accordance with s129A of the Highways Act 1980 and to provide a gate.
  - ii) Advise residents of Scarcroft View that the Council will agree to them having access via the gate onto the green should they make a financial contribution towards the costs of maintaining the gate.

It has since come to light that the Council has no power to seek a financial contribution from the public to install highway furniture.

2. The purpose of this report is therefore to amend this decision.

**Recommendation**

3. It is recommended that the Executive Member amends the original decision and resolves to:
  - i) Authorise the Director of City Strategy to instruct the Head of Civic, Democratic and Legal Services to make a Gating Order to close the access point/gap in the boundary, leading onto Scarcroft Green from Scarcroft Road back lane, Micklegate Ward, in accordance with s129A of the Highways Act 1980 and to provide a gate at that point.

- ii) Advise residents of Scarcroft View that the council may issue any person with a key to access the gate upon receipt of a reasonable deposit (amount to be determined by the Director of City Strategy). This deposit is refundable at any time on the safe return of the key.
- iii) The Council will waive this deposit in the event of exceptional circumstances such as hardship (to be determined by the Director of City Strategy).

### Reasons

- 4. In order that the access point/gap in the railings, leading onto Scarcroft Green from Scarcroft Road back lane, Micklegate Ward, can be restricted to help prevent crime and anti-social behaviour currently associated with the back lane.
- 5. To allow access to those members of the public who wish to use it whilst implementing a deterrent to those who are causing the issues associated with the back lane.

### Contact Details

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**Chief Officer Responsible for the report:**

Damon Copperthwaite  
Assistant Director  
(City Development and Transport)

**Report  
Approved**

**Date**

19.08.09

**Wards Affected:**

All

Micklegate Ward

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

**Background Papers:**

Highways Act 1980  
Crime and Disorder Act 1998  
Countryside and Rights of Way Act 2000  
Clean Neighbourhoods and Environment Act 2005 & the Home Office Guidance relating to the making of Gating Orders 2006  
The Highways Act 1980 (Gating Orders) (England) Regulations 2006 (SI 2006 No 537)  
City of York Council Gating Order Policy Document  
A step-by-step guide to gating problem alleys: Section 2 of the Clean Neighbourhoods and Environment Act 2005 (Home Office – October 2008)



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**Decision Session -  
Executive Member for City Strategy****1 September 2009**

Report of the Director of City Strategy

**PUBLIC RIGHTS OF WAY – the future of the current gating order on the snicket between Carrfield and Chantry Close, Dringhouses and Woodthorpe Ward****Summary**

1. This report considers the future of the current gating order on the snicket between Carrfield and Chantry Close, Dringhouses and Woodthorpe Ward (see legal order and plan – Annex 1) taking into account the current levels of crime and anti-social behaviour (ASB) and the views of residents living on both streets.

**Recommendation**

2. It is recommended that the Executive Member accept **Option A** and resolve to:

Authorise the Director of City Strategy to instruct the Head of Civic, Democratic and Legal Services to formally review the order with the purpose of revoking the gating order which exists on the snicket between Carrfield and Chantry Close, Dringhouses and Woodthorpe Ward, in accordance with s129F(3) of the Highways Act 1980.

**Reason**

3. Because the restriction imposed by the order is no longer expedient in all the circumstances for the purpose of reducing crime or ASB (see Annex 4 – Legislative Requirements) and because of residents' concerns, which are detailed in the report.

**Background**

4. The decision to make a Gating Order on this snicket was made at the meeting of the Executive Member for City Strategy (EMAP) on 27 January 2009 for the purposes of reducing crime and ASB in the area. The order allows a gate to be installed to prevent public use between the hours of 20:00 and 06:30 everyday. Those living in properties adjacent to the snicket and who are

directly affected by the location of the gate on their boundaries (No's 29 and 31 Carrfield) have the Personal Identification Number (PIN) for access. Additionally anyone living on either Carrfield or Chantry Close who have mobility problems and for whom the alternative route would prove inconvenient, may apply for the PIN code.

5. The gate has a magnetic locking system which is operated by an electronic timer run off the electricity supply from a streetlamp. A self-closing arm is attached and during the hours of closure the gate can be opened using a PIN code on the electronic keypad.
6. When the order was confirmed residents of Chantry Close raised concerns, as they did not realise they would not have access during the hours of closure.
7. The gate was physically installed on 9 April but was removed approximately 2 weeks later for safekeeping after a number of incidents of vandalism were reported, and before it was made operational. The self-closing arm was broken off twice and a group of young people were found swinging on it on two occasions, trying to break it and causing damage to the adjacent fence.
8. On 13 May a petition was received from residents of Chantry Close expressing their views on the gating order. The vast majority (27 out of 28 petitioners) said they were against the closure, especially since they would not have access.

## **Consultation**

9. On 1 June a letter and consultation form was sent to all residents of Carrfield and Chantry Close in order to canvas the views on the future of the gating order from everyone who was consulted previously. Residents were given 4 weeks within which to reply and were offered the following 3 options to choose from:

### **1 – Revoke the order**

I / We **do not agree** to the gating order and wish it to be revoked so that the snicket can remain open for public use at all times. This option would mean that the gate would not be installed, the existing gate posts etc removed and the cycle barriers replaced.

### **2 – Install the gate as intended**

I / We **agree** to the gating order and understand that the snicket will be closed between 20:00hrs and 06:30 hours everyday. This option would mean that the gate would be re-hung and the electronic lock will become operational. As is required by legislation the residents of No's 29 and 31 Carrfield would receive the PIN code to operate the gate during hours of closure. Those who have mobility problems will be issued with the PIN code on application if they can demonstrate that they either hold a 'Blue Badge' or are eligible for a 'Blue



Badge'. The PIN code will not be issued to anyone other than those mentioned above.

### **3 – Vary the order by amending the times of closure**

I / We **agree** to the gating order but request that the hours of closure be altered. This option will mean that the gate will be re-hung and the electronic lock will become operational, but the hours of closure will be changed to take into consideration residents' requirements, as much as possible. The decision to close the snicket between the original times ie 20:00hrs and 06:30hrs, was made to take into account the times of reported incidents of crime and ASB for the 12 months prior to the Order being made. If the hours of closure were to be changed to a later time in the evening and the pattern of crime and ASB were to continue unchanged, it is likely that the restriction will have little or no effect.

10. Residents were also given the opportunity to add their own comments regarding the matter (see paragraphs 14, 15 and Annex 2).
11. Ward Members and Group Spokesperson(s) have been consulted. Their comments, verbatim, are:

#### **Ward Councillors**

12. Cllr A Reid: *"I find it difficult to make comment without knowing the response from residents. The whole issue of the gate has become polarised, with some residents supporting it and others opposing. The Ward Councillors would not wish to make any comments at this stage but reserve our position until the report for the EMDS is available and we are able to see residents views of the latest consultation".*

Cllr T Holvey: As above

Cllr S Sunderland: As above

#### **Group Spokesperson(s)**

13. Cllr Stephen Galloway: *"I have no comments to make on this specific proposal at the present time. My view remains that we should make the code to any gate available to anyone who wishes to have it on directly affected streets. Alternatively, we can make it available to anyone who makes a financial contribution to the provision and/or maintenance of the gate".*

Cllr Ruth Potter: No comments received

Cllr Ian Gillies: No comments received

Cllr Andy D'Agorne: No comments received

14. A total number of 77 properties were canvassed and 48 replies were received. Table 1 below details the results:

Table 1:

	<b>Chantry Close (34 properties)</b>	<b>Carrfield (43 properties)</b>	<b>Total</b>
<b>1-Revoke</b> (do not agree)	15	7	<b>22</b>
<b>2-Install</b> (agree)	7	15	<b>22</b>
<b>3-Vary</b> (agree but want change to time of closure)	1	1	<b>2</b>
<b>No opinion / does not apply</b>	1	1	<b>2</b>
<b>Total no. replies</b>	24	24	48

15. Annex 2 details all comments made by residents. There are two main points of view, for the gating order and against. To summarise residents' comments:

*In support of the Gating Order*

- a) residents *"have experienced problems, particularly at night"*
- b) the gate should be locked for shorter hours in the summer and longer during the winter months
- c) a *"house on the snicket is repeatedly subject to attack"*

*In opposition to the Gating Order*

- d) the gate could attract trouble, not prevent it
- e) crime and ASB in Chantry Close has recently been low
- f) the residents of Chantry Close do not want a gate if they are not given access during hours of closure
- g) few residents of Carrfield use the snicket – why should they have a say whether a gate is installed or not?
- h) the alternative route is too long and inconvenient

A few residents on both sides of the argument commented that the snicket between No's 22 and 24 Carrfield should be gated instead because the people who cause trouble come through from Foxwood.

16. Annex 2 also gives relevant details of the petition received from residents of Chantry Close. It is worth noting that in some instances the results of the consultation are inconsistent with the opinions expressed in the petition.
17. Additionally, the views of residents expressed in paragraph 15(e) are supported by comments received from North Yorkshire Police on 22 July that there is *"no justification at this time"* on crime and disorder grounds for a gate to be installed on this snicket.

*“Approx 2 years ago there was a high number of burglaries in the area and the suspects were from Foxwood hence the alleygate application. There was also minimal ASB on Chantry Close-both these issues have now ceased.”* (Sgt S. Bestington (Westfield, Woodthorpe and Dringhouses Safer Neighbourhoods Policing Team)).

The most recent crime reports are available in Annex 3. These support the assertion that levels of crime and ASB in this area are currently low, particularly in relation to the previously agreed times of operation as detailed in paragraph 4.

## **Options**

18. Option A: Revoke the order by formally reviewing the gating order which exists on the snicket between Carrfield and Chantry Close, Dringhouses and Woodthorpe Ward, in accordance with s129F(3) of the Highways Act 1980. This option is recommended.
19. Option B: Uphold the current gating order, re-install the gate and make it operational ie connect to the electricity supply. This option is not recommended.
20. Option C: Vary the times of closure on the order by formally reviewing the gating order which exists on the snicket between Carrfield and Chantry Close, Dringhouses and Woodthorpe Ward, in accordance with s129F(2) of the Highways Act 1980. This option is not recommended.

## **Analysis**

21. Option A: This option would allow the current gating order to be formally reviewed with a view to revoking it. In order to do this, all residents and statutory consultees will be consulted on the proposed revocation. The proposal will be advertised in the local Press, on the Council’s website, and notices posted on site giving 28 days within which representations can be made. The results will be presented in a report which will be taken to the Executive Member for City Strategy for a decision to be made. Should the order be revoked, the gateposts currently installed will be removed and the cycle barriers reinstalled in their original position on the snicket. Should the order not be revoked the gate would be re-fitted and Option B would prevail.
22. Given the views expressed by North Yorkshire Police (paragraph 17), it is necessary to formally review the gating order. Gating orders are for the sole purpose of reducing levels of crime and ASB. If there is no need to restrict access for these purposes the order should be revoked. In order to do this the council must be satisfied that the restriction imposed by the order is no longer expedient in all circumstances for the purpose of reducing crime or ASB (s129F(3) – see Annex 4 paragraph 5).

23. Of important consideration is the fact that when the gate was installed for a brief period in April it became clear that it attracted nuisance behaviour (see paragraph 7) rather than discouraging it.
24. In addition to the above, although the result of the recent canvass of opinion as to the future of the gating order is an even split for and against, it could be argued that the opinion of residents who are most affected by the order should carry more weight. The majority of Chantry Close residents who responded to the consultation do not want the gate (15 out of 24) because they will not have access during the hours of closure and the alternative route is inconvenient. It could be argued therefore that the continuation of the current gating order is not expedient in all circumstances.
25. Option B: This option will mean that once the gate is installed and operational it will be locked between 20:00hrs and 06:30hrs. Access will be given to properties adjacent to or adjoining the restricted route (No's 29 and 31 Carrfield) and anyone, on application, living on either Carrfield or Chantry Close who are eligible under the Blue Badge scheme (as detailed in paragraph 4).
26. The existence of a reasonably convenient alternative route was considered at the EMAP (City Strategy) on 27 January. The decision made was that for those with good mobility it was reasonable and convenient. The results of the recent canvas of residents clearly demonstrates that to the residents of Chantry Close, who are most affected by the order, the alternative route is not reasonable or convenient. The majority of Chantry Close residents who responded to the consultation do not agree to this option (15 out of 24).
27. Additionally, given the comments made by North Yorkshire Police and some residents, and taking into account the crime reports (Annex 3) a gating order is not needed on this particular snicket at this time. For these reasons it is necessary to formally review the order (see Annex 4).
28. Option C: This option would again allow the current gating order to be reviewed. The same process as set out in paragraph 21 will be followed, with the proposed new time of closure detailed on the proposed order.
29. Only two residents voted for this option (one saying it should be open longer during the summer and another giving no comment as to preferred times), although one other resident commented saying the hours of closure should be extended during the winter months. It is not clear from these responses what hours of closure would be preferred.
30. Given the pattern of crime and ASB reported over the last 12 months (see Annex 3), to lock the gate later than 20:00 and open it before 06:30 would prove ineffective. In effect the gating order would serve no purpose.

## **Corporate Priorities**

31. As the evidence in paragraph 7 suggests, the existence of the gate may actually attract ASB. Options B and C would therefore go against the Council's Corporate Strategy, Priority Statement No 2 to make York a Safer City.
32. Option A ties in with the Council's Corporate Strategy, Priority Statement No2 to make York a Sustainable City by encouraging the use of sustainable methods of transport such as walking as cycling.

## **Implications**

### **Financial**

33. Funding implications for Options B and C relate to installation costs as well as ongoing maintenance of the gate and lock should it be re-installed. Ongoing maintenance is anticipated to cost in the region of £150 per year (minimum) for this gate. It is estimated that the cost of electricity per annum will be in the region of £50 per year. Option C would also require the Gating Order to be re-advertised at a cost of approximately £800.
34. Funding implications for Option A relate to the cost of re-advertising the Gating Order again, approximately £800, along with the cost of removal of the gate posts and reinstatement of the cycle barriers.
35. The cost of either option can be managed within the Public Rights of Way budget.

### **Human Resources (HR)**

36. To be delivered using existing staffing resources.

### **Equalities**

37. There are no equalities implications to this report.

### **Legal**

38. Gating Order legislation gives the council powers to restrict public access to a relevant highway in order to help reduce crime and ASB associated with it. Once an order is made it can be reviewed and either varied or revoked (s129F(2) or (3)). Annex 4 gives details of the requirements of this legislation along with details of Home Office Guidance on the use and life of a Gating Order.

### **Crime and Disorder**

39. Other than that discussed in the main body of the report and Annex 3, there are no other crime and disorder implications.

### **Information Technology (IT)**

40. There are no Information Technology implications.

**Other  
Transport Planning Unit**

41. The health and sustainable transport implications of the order should be considered as Gating Orders could potentially encourage the use of cars if the alternatives are too long or lack pedestrianised sections. This should be balanced against health impacts facing pedestrians from the ongoing crime or ASB in the alleyway.

**Risk Management**

42. In compliance with the council's Risk Management Strategy, the main risks that have been identified should Options B and C be approved are that which could lead to non-compliance with legislation (Legal and Regulatory – see paragraph 24 and 28 and Annex 4). All options are subject to internal budgetary pressure (Financial – see paragraph 33 and 34).

**Contact Details**

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Tel: (01904) 551338

**Chief Officer Responsible for the report:**  
Damon Copperthwaite  
Assistant Director  
(City Development and Transport)

**Report**  **Date** 17 August 2009  
**Approved**

**Wards Affected:**  
Dringhouses and Woodthorpe Ward

All

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

**Background Papers:**

Highways Act 1980  
Crime and Disorder Act 1998  
Countryside and Rights of Way Act 2000  
Clean Neighbourhoods and Environment Act 2005 & the Home Office Guidance relating to the making of Gating Orders 2006  
The Highways Act 1980 (Gating Orders) (England) Regulations 2006 (SI 2006 No 537)  
City of York Council Gating Order Policy Document  
A step-by-step guide to gating problem alleys: Section 2 of the Clean Neighbourhoods and Environment Act 2005 (Home Office – October 2008)

- Annexes:**
- 1) Legal order and plan
  - 2) Resident's Comments (from council consultation)
  - 3) Crime and Anti-Social Behaviour Statistics
  - 4) Summary of Legislative Requirements and Home Office Guidance for Gating Orders

HIGHWAYS ACT, 1980 SECTION 129A  
GATING ORDER FOR A CERTAIN HIGHWAY FOR THE PURPOSES OF  
PREVENTING CRIME AND/OR ANTI-SOCIAL BEHAVIOUR

THE COUNCIL OF THE CITY OF YORK  
CARRFIELD / CHANTRY CLOSE GATING ORDER 2009

This Order is made by the Council of the City of York, under the Highways Act 1980, Section 129A ("the Act") as highway authority for the highway identified below because it appears that:-

- (a) the requirements of Section 129A(3) in respect of the said highway are satisfied; and
- (b) that it is expedient for the purposes of preventing or reducing crime and/or anti-social behaviour that public pedestrian use of the said highway be restricted as this Order provides.

**BY THIS ORDER**

1. The public pedestrian use of the highway indicated in paragraph I of the Schedule below is restricted.
2. Such restriction shall apply between 20:00hrs and 06:30hrs
3. Such restriction shall not apply to the occupiers of premises adjoining or adjacent to the highway so indicated on the attached map.
4. Such restriction shall not apply to any person resident at an address in Carrfield or Chantry Close, York, who holds a Blue Badge disabled parking permit issued by the Council of the City of York or who can demonstrate by documentary evidence automatic entitlement to a Blue Badge permit.
5. The alternative to the said restricted highway is as indicated in paragraph II of the Schedule below.
6. There is authorised the installation of a gate in the position identified in paragraph I of the Schedule whose operation and maintenance is the responsibility of the Assistant Director (City Development and Transport), 9 St. Leonard's Place, York, YO1 7ET.

**THE SCHEDULE**

- I. The route to be restricted commences from the side of No29 Carrfield at Grid Reference SE 5741 4961 (Point A on the map), to a point close to the front of No36 Chantry Close at Grid Reference SE 5743 4959 (Point B on the map) as shown by a bold continuous line on the Order map. The gate to restrict public use will be located at Grid Reference SE 5743 4959 (Point B on the map).

- II. The alternative routes which will be available to pedestrian traffic are the footways which make up part of the highways known as Carrfield, Ryecroft Avenue and Chantry Close.

THE COMMON SEAL of the )  
Council of the City of York was )  
this *1st* day of *April* 2009 )  
hereto affixed in the presence of:- )

*Gilbert*  
Mr Glen McCusker LLB  
Solicitor  
Head of Civic, Democratic &



457400

457500

449700

449500

449500

### KEY

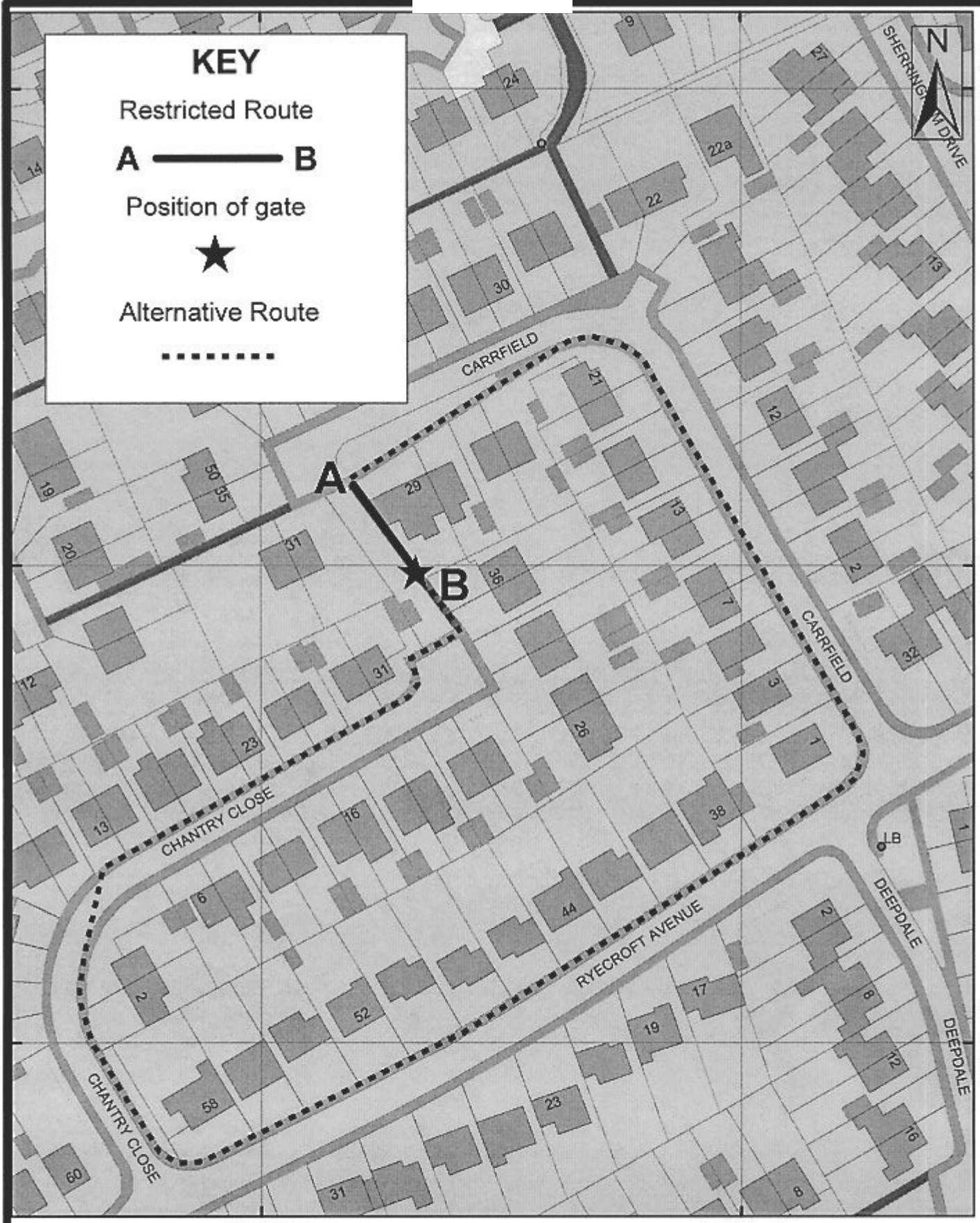
Restricted Route

A ——— B

Position of gate



Alternative Route



457400

457500



9 St. Leonards Place, York, YO1 2ET  
Telephone: 01904 613161

## Highways Act 1980 s129A Carrfield / Chantry Close Gating Order 2009

Scale 1:1,100

Drawn By: EM

Date: 29/09/08

Public Rights of Way

Reference: Grid Ref 5743

Drawing No.

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## Annex 2 - Residents' Comments

Reference no.	Comments	Summary of relevant comments made on the Chantry Close petition	
<b><u>Option 1 - Revoke the order</u></b>		<b>Do you agree to the gate being closed to residents?</b>	<b>Do you agree that Chantry Close is an area of high crime and anti-social behaviour?</b>
<b>Carrfield</b>			
1)	I think the closing could in fact create even more problems. i.e - pedestrians reaching the gate to find it locked could cause problems of a frustrated nature.		
2)	We want to keep all accesses to and from Carrfield the way they were in 1987 when we purchased this freehold property. As shift workers (both of us) we find this route handy for a short walk through the next close and back with an elderly dog, as it provides a degree of safety in the early hours of the morning, as other areas as Hob Moor or near the rugby ground does not. We both wish we had not signed any petition, as we now feel it was misleading about all the exits in Carrfield being closed. This whole business is to do with a few people trying to increase the market value of their properties next to the pathway in question, at the council's cost. If the gate goes ahead, everyone in both closes should have the code tot he gate, so it can be used 24 hours a day byt both closes residents. The problem snicket where thugs disperse is between 22-24 Carrfield near the play area - a new estate where we've had vandalism done to garden etc on countless occasions (the last time I had a hedgehog thrown at my living room window).		
3)	(No comment)		
4)	With the closure of that snicket it leas to bringing the problem into our street through another snicket making the trouble increase.		
5)	I do not want the gate as it will stop me having access to my elderly sister in Chantry Close. I also think it's in the wrong place, and should be inbetween Carrfield and the Woodlands.		
6)	We do not really agree or disagree. We have had not trouble with the land and feel if the gate is locked youths could climb in our garden to get round the gate.		
7)	The footpath access is currently not considered to be an ongoing problem, as it may have been at certain night times in the past. The two incidents in the past, 1991 & 2000, have been day time house breaks, which would have not been covered by option 2. The snickets are footpaths and not officially cycleways. It would, of couse, be unkind to go against the neighbours, or visitors, who may use the sniekt for access, providing adequate care is taken. Details are on the deeds of the house re Carrfield to Foxtan snicket, which is know to be the subsequent proposal. I do now have a new fence. It does not state that this/these are cycle paths, as required by law. It is cycling only where it sates that this is permitted. The snickets do not appear on the map of cycle routes provided by CYC.		
<b>Chantry Close</b>			
8)	Sooner the better!	No	No
9)	The pattern of crime and ASB in Chantry Close are recently very low.	No	No

10)	If as residents we cannot have the PIN code for 24 hour access, then we have no choice but to vote for no gate. Apparently there should be no fence or gate, as this was deemed on emergency access route. Also, as few people in Carrfield use the snicket, why should they be included in the vote, plus there are more houses in Carrfield than Chantry Close so we are outnumbered.	No	No
11)	(No comment)	No	No. Ridiculous.
12)	(No comment)	-	-
13)	The gate is not needed or wanted. Chantry Close is not and never has been a high crime area and should be left open plan like it was designed and meant to be. It is also unfair the residents of Carrfield get to vote because they have four exits in their Street, (Chantry Close has two), therefore the majority do no use or need to use the cut through, the residents of Chantry Close do.	No	No
14)	I prefer the snicket to be open for two reasons: I have lost confidence in living alone and have someone who comes to clean who lives on the other side of the snicket. She holds a key to my home should I need help. I would not feel I could ask her to do this if she had to walk all the way round. When my grandchildren visit me they come that way as the distance is much shorter.	No	Object strongley. Definitely not.
15)	(No comment)	Did not wish to discuss	
16)	I work unsocial hours so the gate only being open at certain times is very inconvenient for me.	No	No
17)	Since we are not supplied with a code enabling us to use the snicket between 8pm and 6:30am, we will not be able to walk the dog before bed or early before work as we are used to doing.	No	No
18)	When are we to have the consultation as promised? This form does not represent consultation as the options are not comprehensive and there is no means of discussion. A large number of recipients (Carrfield Close residents) of this missive are not affected by the gate as it does not cut off their primary access to nearby leisure facilities. (A bit of local knowledge would not go amiss!). Only the first option does not contravene the Highways Act 1980. The PIN code statement in the letter is incorrect.	No	No. Totally ridiculous.
19)	(No comment)	No	No
20)	As there has been no problems for the last year or so I feel there maybe if the snicket is closed off.	No	No
21)	I firmly am of the opinion that closing will create problems: i.e. 'frustration'. Particularly, young men at weekends after time at a pub not being able to walk through. I can image tims and bottles being thrown at windows, not an attractive situation. Also I feel closing creates a crime area situation.	No	No
22)	We do not agree to the gating order, as in our opinion the gate is in the wrong snicket - it should have been placed in the Carrfield/Woodlands snicket. The gate has in fact attracted antisocial behaviuir, and has had to be removed because of vandalism. It is our belief that it is illegal, as it blocks an emergency route into Carrfield and blocks disabled access - you couldn't open it and use the PIN pad if you were in a wheelchair. This gate only came about because of the actions of individuals who had no interest in the security and well-being of local residents, and only wished the corner to be blocked off so they could appropriate the land in the corner of the close for themselves - a fact well known to our local councillor, Anne Reid. This whole fiasco has cost a fortune in taxpayers money, because the council has allowed itself to be led by the nose by individuals obsessed with obtaining land for free.	No	No
<b>Total = 22 (7 from Carrfield, 15 from Chantry Close)</b>			

<b><u>Option 2 - Install the gate as intended</u></b>			
<b>Carrfield</b>			
23)	I think it would be better if there was a gate between Foxwood & Carrfield.		
24)	Best option would be for both gates to be open and closed at the same time to prevent other people from using them, (which makes common sense).		
25)	(No comment)		
26)	(No comment)		
27)	(No comment)		
28)	(No comment)		
29)	(No comment)		
30)	Although we agree to the gating order, we can not see how this will be of much value whilst the snicket between Carrfield and Foxwood remains open. This snicket has the most amount of people using it and is the main 'escape' route for burglars etc. There have been quite a few residents in Carrfield who have been burgled and feel that our concerns have not been listened to despite correspondence from you.		
31)	(No comment)		
32)	I should point out I never at any time use the snicket in the gating order, but know others who have experienced problems, particularly at night. Therefore, I feel that option 2 would be appreciated in this case.		
33)	(No comment)		
34)	Sad if they come down, people want things doing but don't like the idea of walking a few extra yards to get peace and quiet. I feel some people who have voted the gates to come down have been influenced by one or two certain individuals. It's the first time I have got involved in anything like this and it make one think is it worth doing. Also makes you appreciate what councillors have to put up with! Whatever the outcome, thankyou for your time and effort you have put into this matter.		
35)	(No comment)		
36)	My comments refer to the lack of planning and preparation yet again. Why was formal notification of conditions not made know before work as commenced as the taxpayer yet again may witness waste of public funds in removing the erected gates, not to mention the cost laready expended in the erection.		
37)	I trust that these gates will go ahead as planned, or is this another example of York Council throwing money away - something that they seem good at. We keep being asked to vote but it makes you wonder who for as decision makers seem to be somewhat lacking. It would appear that councillors are afraid of being taken to court over these gates - so what?! - at least money spent fighting these threats in my opinion would not be wasted.		
<b>Chantry Close</b>			
38)	(No comment)	Definitely not.	Do not agree.
39)	(No comment)	-	-
40)	(No comment)	No	No
41)	(No comment)	No	No. Definitely not.
42)	We agree that a gate is needed, but there are a few residents who feel they need the PIN code for various reasons. Would it be possible to contact these people with a vew to who has the PIN code. (I don't need the PIN code though could have if wanted as my husband is disabled with a blue badge).	No	Had incidents. Better than a few years ago when had 2 incidents.
43)	(No comment)	No	No. Definitely not.

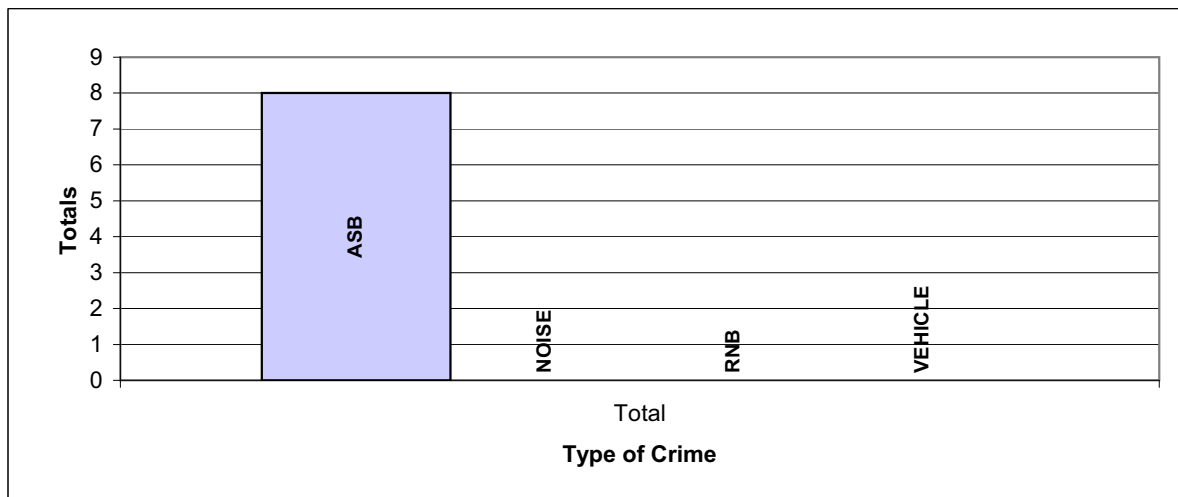
44)	I think the gate is a fantastic idea and the council should be commended for it's actions. The only minor criticisms are: I live right on the snicket and don't get a code. I believe the gate should be locked for longer during the winter months. Of those objecting or who are disabled how many actually use the snicket between these hours? The answer is the odd one or two, certainly not the majority. I don't have time for those who need access to get back from the pub when my house on the snicket is repeatedly subject to attack.	Yes	No answer
<b>Total = 22 (15 from Carrfield, 7 from Chantry Close)</b>			
<b><u>Option 3 - Vary the order by amending the times of closure</u></b>			
<b>Carrfield</b>			
45)	Alter the times in the summer months to left open a little later.		
<b>Chantry Close</b>			
46)	It would be more appropriate for all to have access code or a swipe card system/fob access.	No	No
<b>Total = 2 (1 from Carrfield, 1 from Chantry Close)</b>			
<b><u>No option selected</u></b>			
<b>Carrfield</b>			
47)	Do not use the snicket at all for anything, no need for access. Does not apply to me.		
<b>Chantry Close</b>			
48)	No opinion.	No	No
<b>Total = 2 (1 from Carrfield, 1 from Chantry Close)</b>			

# NYP ASB General Incidents Report

ASB Analysis Study Area:	=	<b>Carrfield - Chantry Close Study Area</b>
Planning Application Reference:	=	<b>Alleygating</b>
Size of Study Area from Application	=	<b>Please See map</b>
Study Period Start:	=	<b>01/04/2008</b>
Study Period End:	=	<b>31/03/2009</b>
Date Study Completed	=	<b>10/07/2009</b>
Number of Months in Study Period	=	<b>12</b>
Geocoding Accuracy Rate	=	<b>95%</b>

ASB Incident Group	Total
ASB	8
NOISE	0
RNB	0
VEHICLE	0
<b>Grand Total</b>	<b>8</b>

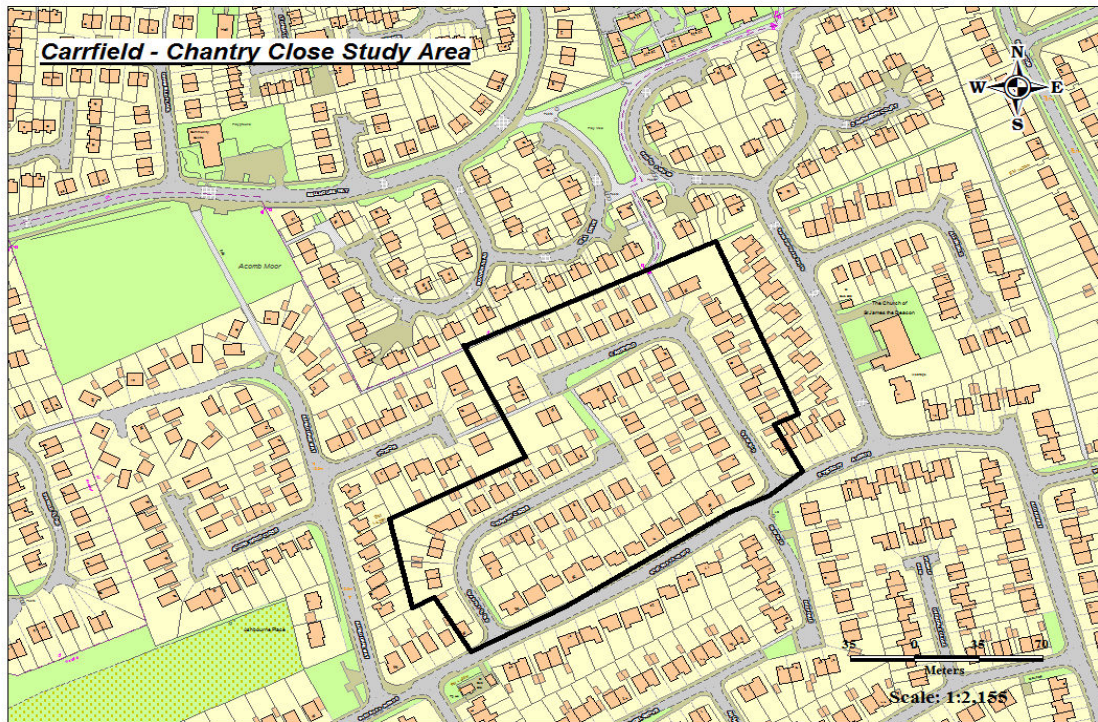
**A Table of NYP ASB Incidents in the Study Area (Above) and corresponding Graph (Below)**



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

**A Table of ASB by ASB Group and then Incident Heading**

EVENT_GROUP	INCIDENT_HEADING	Total
ASB	BEHAVIOUR	6
	NEIGHBOUR	2
Grand Total		8



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

**A Table of ASB Incidents by Month of the Year and Hour of the Day in the Study Area**

Month	Total
Jan	0
Feb	0
Mar	0
Apr	3
May	0
Jun	0

Month	Total
Jul	0
Aug	2
Sep	2
Oct	0
Nov	0
Dec	1

Day	Total
Mon	0
Tue	2
Wed	1
Thu	4
Fri	0
Sat	1
Sun	0
<b>Grand Total</b>	<b>8</b>

**Grand Total**

**8**

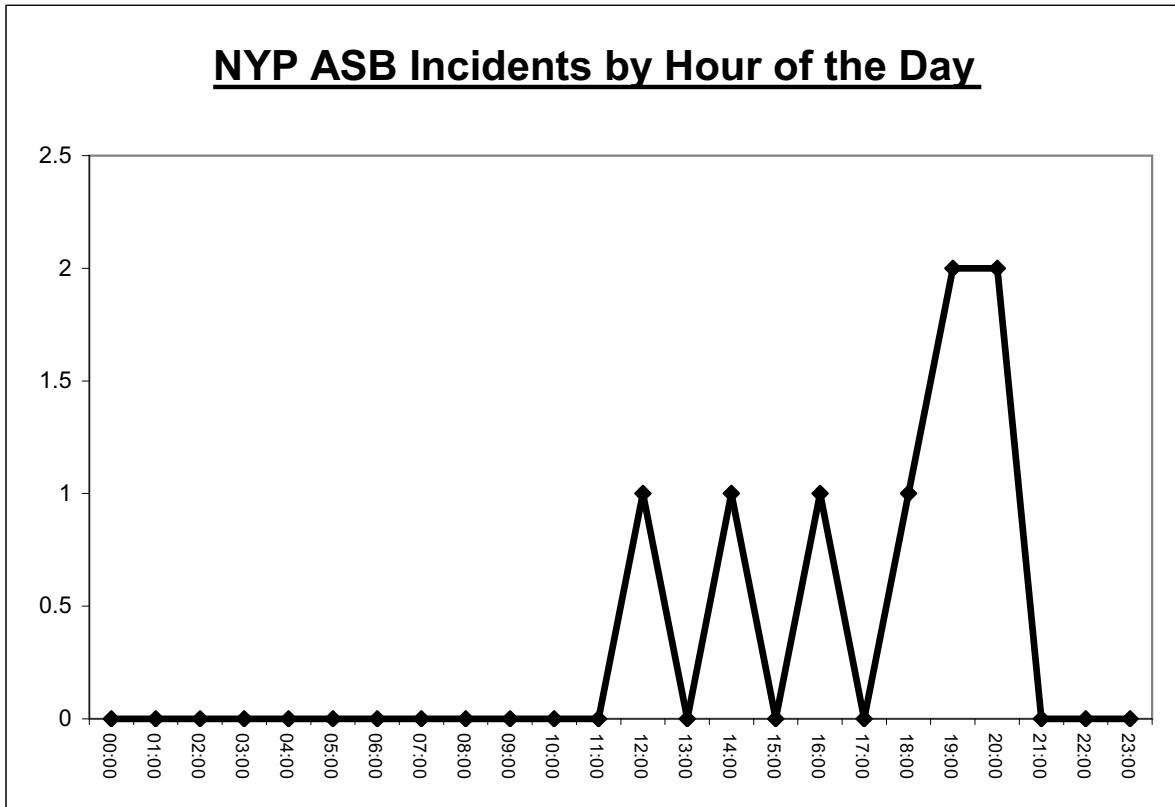
Expected Average Incidents per Month = **0.67**

Expected Average Incidents per Day = **1.14**

**A Table of NYP ASB Incidents by Hour of the Day in the Study Area**

	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2	2	0	0	0	8

**NYP ASB Incidents by Hour of the Day**



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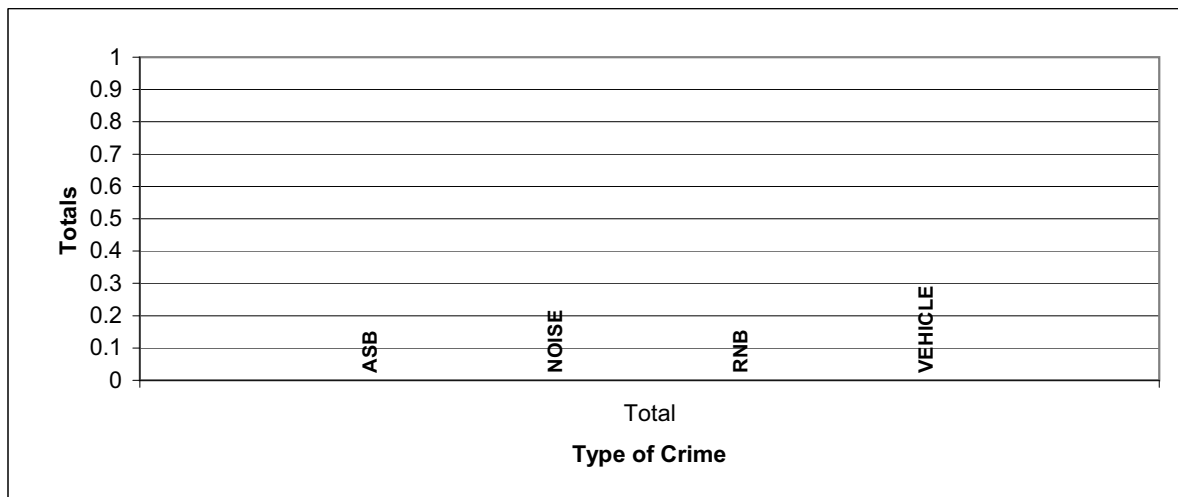


# NYP ASB General Incidents Report

ASB Analysis Study Area:	=	<b>Carrfield - Chantry Close Study Area</b>
Planning Application Reference:	=	<b>Alleygating</b>
Size of Study Area from Application	=	<b>Please See map</b>
Study Period Start:	=	<b>01/04/2009</b>
Study Period End:	=	<b>31/6/9</b>
Date Study Completed	=	<b>10/07/2009</b>
Number of Months in Study Period	=	<b>3</b>
Geocoding Accuracy Rate	=	<b>95%</b>

ASB Incident Group	Total
ASB	0
NOISE	0
RNB	0
VEHICLE	0
<b>Grand Total</b>	<b>0</b>

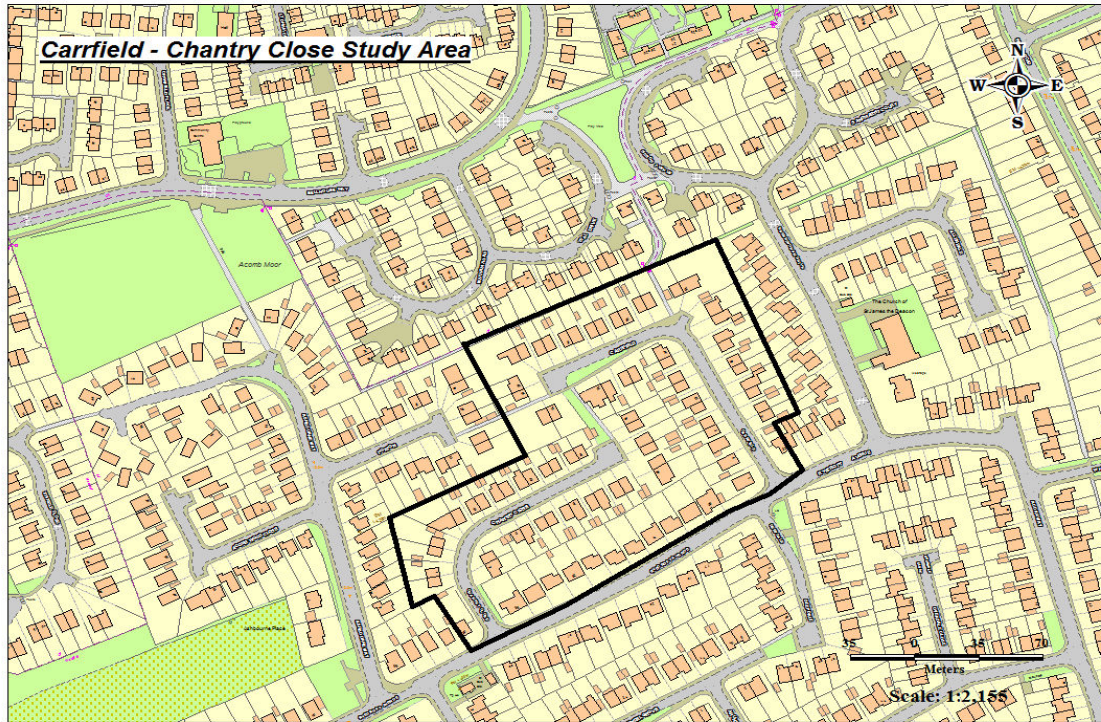
**A Table of NYP ASB Incidents in the Study Area (Above) and corresponding Graph (Below)**



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

**A Table of ASB by ASB Group and then Incident Heading**

NO RECORDS



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

**A Table of ASB Incidents by Month of the Year and Hour of the Day in the Study Area**

Month	Total
Jan	0
Feb	0
Mar	0
Apr	0
May	0
Jun	0

Month	Total
Jul	0
Aug	0
Sep	0
Oct	0
Nov	0
Dec	0

Day	Total
Mon	0
Tue	0
Wed	0
Thu	0
Fri	0
Sat	0
Sun	0
Grand Total	0

Grand Total

0

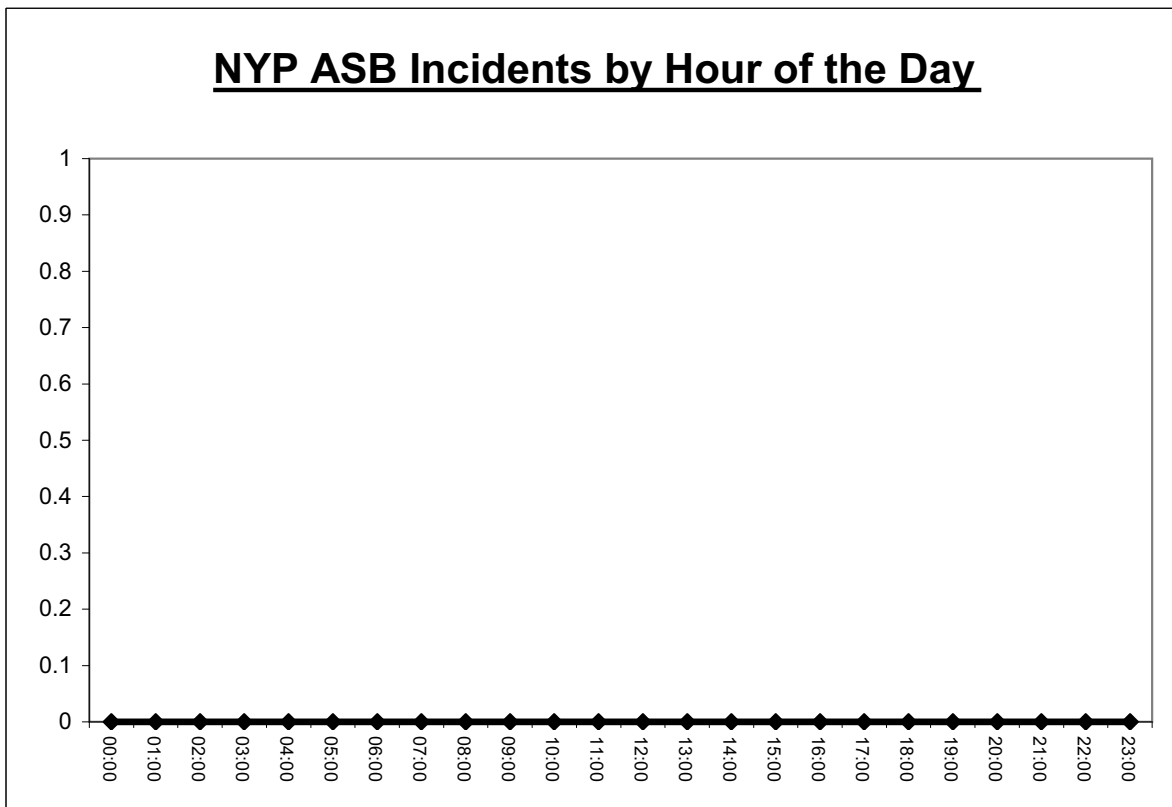
Expected Average Incidents per Month = **####**

Expected Average Incidents per Day = **0**

**A Table of NYP ASB Incidents by Hour of the Day in the Study Area**

	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**NYP ASB Incidents by Hour of the Day**



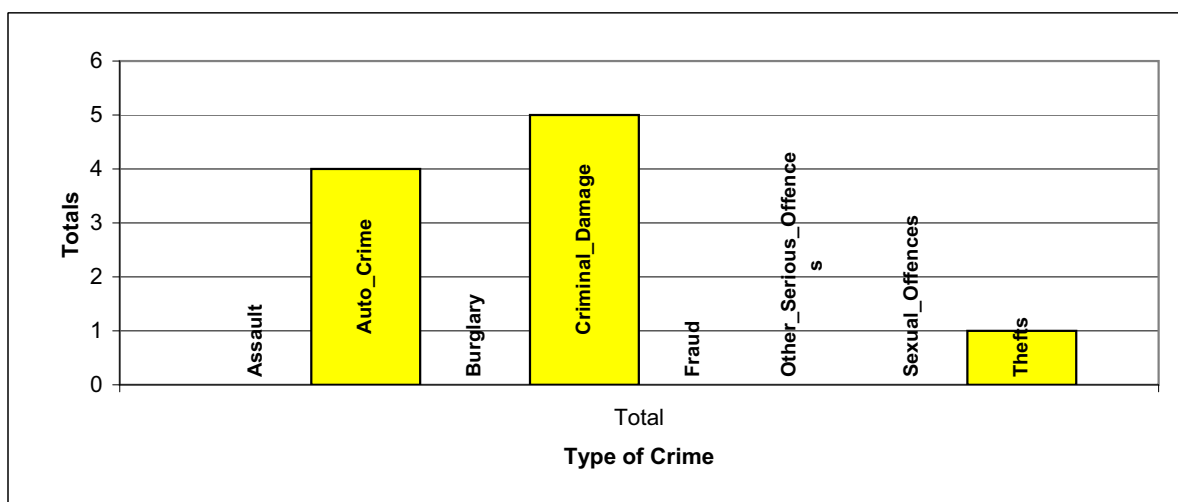
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# Architectural Liason Officer Report

Crime Analysis Study Area:	=	<b>Carrfield - Chantry Close Study Area</b>
Planning Application Reference:	=	<b>Alleygating</b>
Size of Study Area from Application	=	<b>Please See map</b>
Study Period Start:	=	<b>01/04/2008</b>
Study Period End:	=	<b>31/03/2009</b>
Date Study Completed	=	<b>10/07/2009</b>
Number of Months in Study Period	=	<b>12</b>
Geocoding Accuracy Rate	=	<b>95%</b>

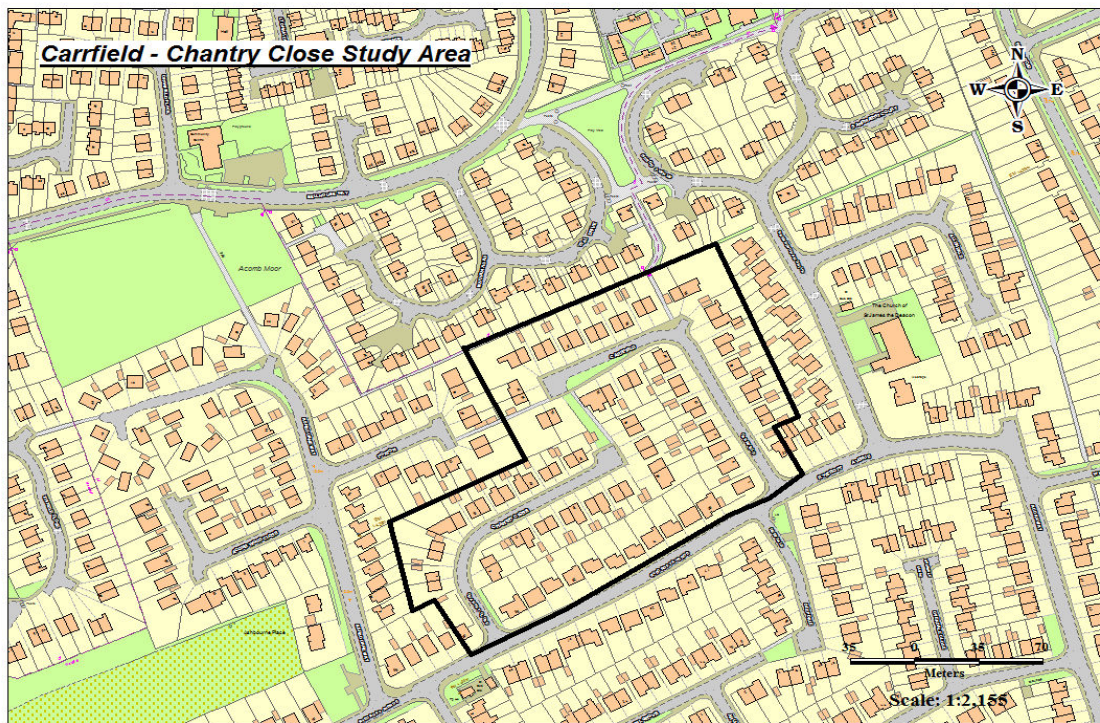
Crime Group	Total
Assault	0
Auto_Crime	4
Burglary	0
Criminal_Damage	5
Fraud	0
Other_Serious_Offences	0
Sexual_Offences	0
Thefts	1
<b>Grand Total</b>	<b>10</b>

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



**A Table of Crime by Crime Group and then Crime Type**

EVENT_GROUP	HO_DESCRIPTION	Total
AUTO_CRIME	THEFT FROM VEHICLE	4
CRIMINAL_DAMAGE	CRIMINAL DAMAGE OTHER	2
	CRIMINAL DAMAGE TO DWELLINGS	3
THEFTS	OTHER THEFT OR UNAUTHORISED TAKING	1
Grand Total		10



**A Table of Crime by Month of the Year and Hour of the Day in the Study Area**

Month	Total
Jan	3
Feb	2
Mar	0
Apr	1
May	0
Jun	0

Month	Total
Jul	2
Aug	0
Sep	0
Oct	0
Nov	1
Dec	1

Crime Day	Total
Mon	2
Tue	2
Wed	1
Thu	1
Fri	0
Sat	1
Sun	3
<b>Grand Total</b>	<b>10</b>

**Grand Total**

**10**

Expected Average Crime per Month =

**0.83**

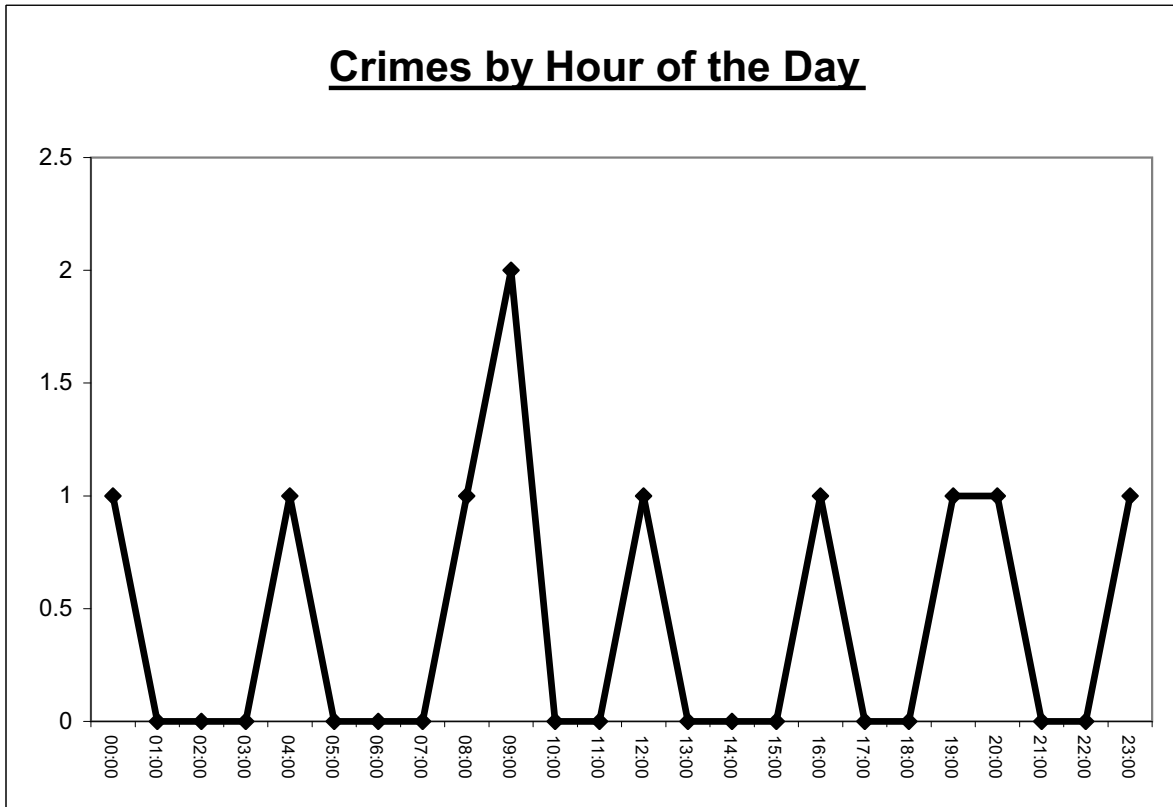
Expected Average Crime per Day =

**1.43**

**A Table of Crime by Hour of the Day in the Study Area**

	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Total	1	0	0	0	1	0	0	0	1	2	0	0	1	0	0	0	1	0	0	1	1	0	0	1	10

**Crimes by Hour of the Day**



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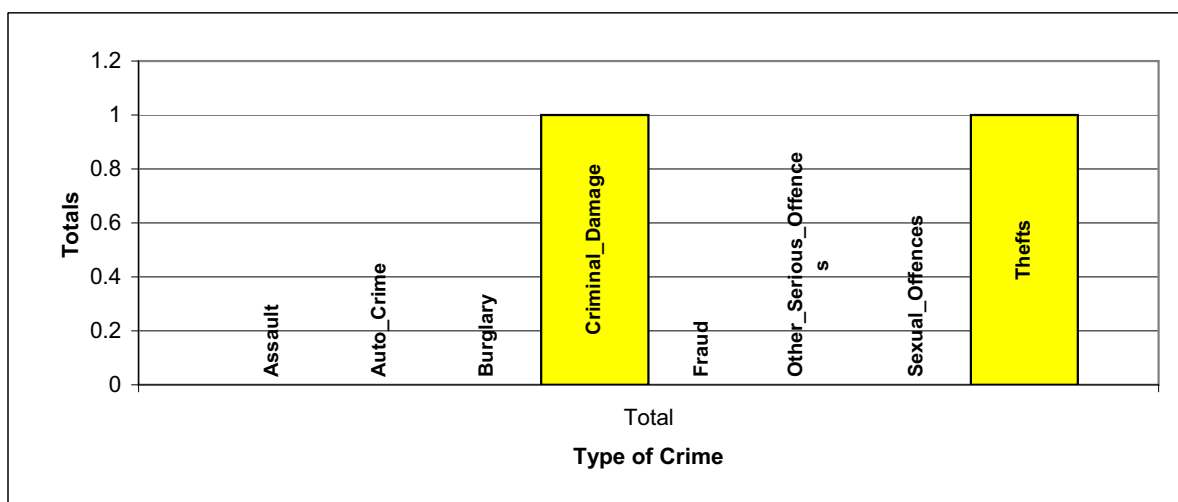


# Architectural Liason Officer Report

Crime Analysis Study Area:	=	<b>Carrfield - Chantry Close Study Area</b>
Planning Application Reference:	=	<b>Alleygating</b>
Size of Study Area from Application	=	<b>Please See map</b>
Study Period Start:	=	<b>01/04/2009</b>
Study Period End:	=	<b>31/06/2009</b>
Date Study Completed	=	<b>10/07/2009</b>
Number of Months in Study Period	=	<b>3</b>
Geocoding Accuracy Rate	=	<b>95%</b>

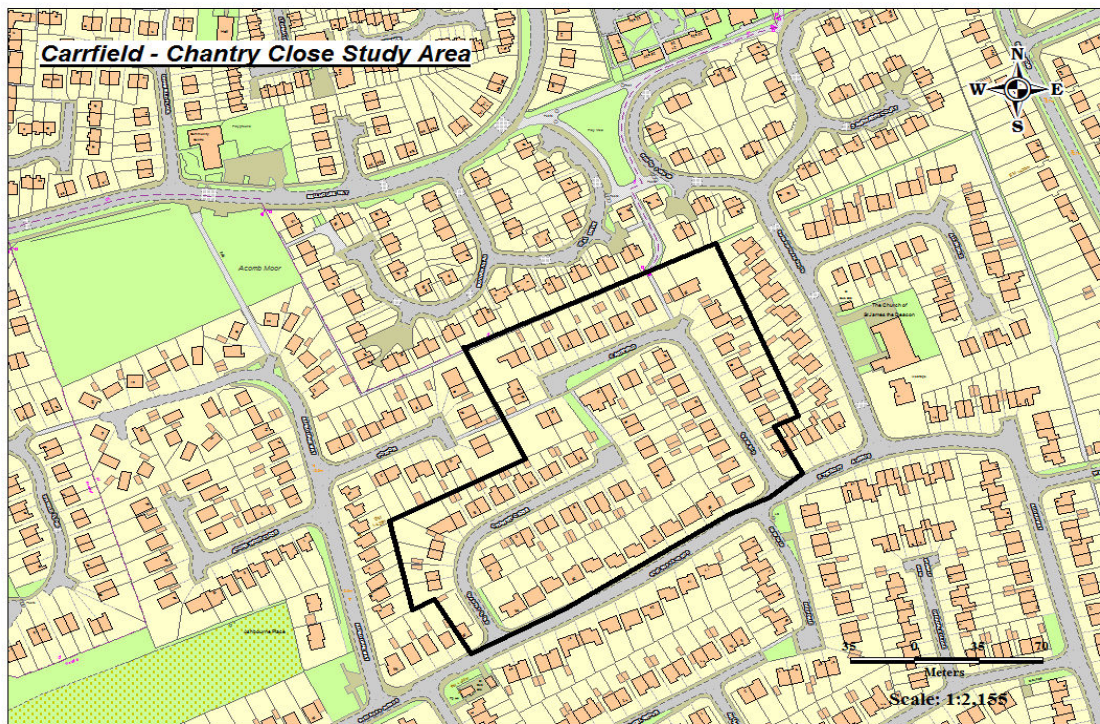
Crime Group	Total
Assault	0
Auto_Crime	0
Burglary	0
Criminal_Damage	1
Fraud	0
Other_Serious_Offences	0
Sexual_Offences	0
Thefts	1
<b>Grand Total</b>	<b>2</b>

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



**A Table of Crime by Crime Group and then Crime Type**

EVENT_GROUP	HO_DESCRIPTION	Total
CRIMINAL_DAMAGE	CRIMINAL DAMAGE OTHER	1
THEFTS	OTHER THEFT OR UNAUTHORISED TAKING	1
Grand Total		2



**A Table of Crime by Month of the Year and Hour of the Day in the Study Area**

Month	Total
Jan	0
Feb	0
Mar	0
Apr	1
May	1
Jun	0

Month	Total
Jul	0
Aug	0
Sep	0
Oct	0
Nov	0
Dec	0

Crime Day	Total
Mon	1
Tue	0
Wed	0
Thu	1
Fri	0
Sat	0
Sun	0
Grand Total	2

Grand Total

2

Expected Average Crime per Month =

**0.67**

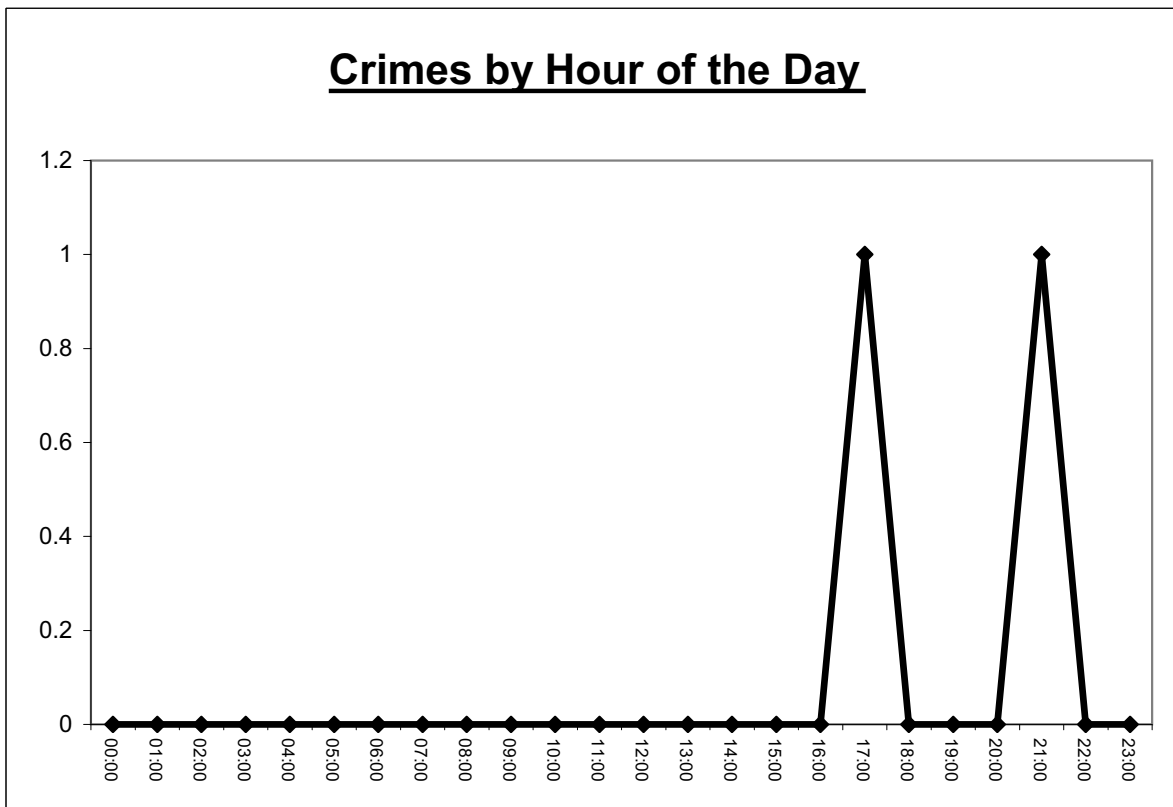
Expected Average Crime per Day =

**0.29**

**A Table of Crime by Hour of the Day in the Study Area**

	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2

**Crimes by Hour of the Day**



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## **Annex 4**

### **Summary of Legislative Requirements and Home Office Guidance for Gating Orders**

1. Section 129A of the Highways Act 1980 (as amended) by the Clean Neighbourhoods and Environment Act 2005 (CNE) allows local authorities to make Gating Orders to restrict public access over any relevant highway (as defined by S129A(5)) to reduce and prevent crime and anti-social behaviour. In order that a highway can be considered for a Gating Order, it must be demonstrated that it meets all of the following legislative requirements:
  - a) Premises adjoining or adjacent to the highway are affected by crime or anti-social behaviour;
  - b) The existence of the highway is facilitating the persistent commission of criminal offences or anti-social behaviour; and
  - c) It is in all circumstances expedient to make the order for the purposes of reducing crime or anti-social behaviour. This means that the following has to be considered:
    - (i) The likely effect of making the order on the occupiers of premises adjoining or adjacent to the highway;
    - (ii) The likely effect of making the order on other persons in the locality; and
    - (iii) In a case where the highway constitutes a through route, the availability of a reasonably convenient alternative route.
2. Home Office Guidance 2006 suggests that the council should give consideration as to whether there are alternative interventions that may be more appropriate to combat crime and anti-social behaviour before considering the use of a Gating Order. Alternative methods of crime prevention carried out in the Scarcroft View area to date are patrolling, offender-based operations and media campaigns to raise awareness about securing premises.
3. Access along a route which is restricted by a Gating Order is given to residents adjacent to or adjoining the restricted route (HA1980 S129B (3)) and anyone who has a private right of access over it (Gating Orders can only be made to restrict Public Rights of Way).
4. Although a Gating Order restricts public use over a route, its highway status is retained, thus making it possible to review the need for the order. Home Office Guidance 2006 recommends that this review be carried out on an annual basis.

5. As set out by S129F HA1980, a gating order may be varied or revoked. Subsections (1), (2) and (3) set out when this course of action should be taken:
  - (1) A council may vary a gating order made by them so as further to restrict any public rights of way over the highway to which the order relates, if they are satisfied that in all the circumstances it is expedient to do so for the purpose of reducing crime or anti-social behaviour.
  - (2) A council may vary a gating order made by them so as to reduce the restriction imposed by the order, if and to the extent that they are satisfied that the restriction is no longer expedient in all the circumstances for the purpose of reducing crime and anti-social behaviour.
  - (3) A council may revoke a gating order made by them, if they are satisfied that the restriction imposed by the order is no longer expedient in all the circumstances for the purpose of reducing crime or anti-social behaviour.



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**Decision Session –  
Executive Member for City Strategy****1<sup>st</sup> September 2009**

Report of the Director of City Strategy

**Public Transport Provision for Temple Lane, Copmanthorpe****Summary**

1. This report considers a number of options for reinstatement of a public transport service along Temple Lane, Copmanthorpe.

**Recommendation**

2. The Executive Member is asked to

Either (i) Approve introduction of an additional two return journey car or Community Transport vehicle service between Temple Lane, Copmanthorpe Village, and York on two days a week. This recommendation is included as option (a) in paragraph 10 with analysis in paragraphs 14 - 15.

Or (ii) Approve revision of Service 21 to run via Bishopthorpe four days a week instead of the current six and via Copmanthorpe on two days a week (Tuesday and Thursday), provided acceptable terms can be negotiated with the service provider. This recommendation is included as option (g) in paragraph 10.

Reason: That these potentially offer the most cost effective achievable means of providing a public transport service to meet the unmet travel demands of the residents of the Temple Lane area of Copmanthorpe.

**Background**

3. The Council has provided limited subsidised bus services along Temple Lane, Copmanthorpe since March 1997, following the withdrawal of bus services run commercially by the then main provider of bus services in the City, Rider York Ltd. These ran infrequently, during off peak periods only, to cater for the travel needs of people who would otherwise have suffered social exclusion and have been combined with similar provision for Acaster Malbis.

4. The following table outlines changes made to the bus service in the area:

2004	Council decision taken to withdraw the infrequent (but daily) bus service to Acaster Malbis via Copmanthorpe, which also served Middlethorpe Drive/ Middlethorpe Grove, due to budgetary pressures, low patronage volumes, and the availability of alternative services for Acaster Malbis.
2004	A residents' petition (135 signatories) resulted in the introduction of an unpopular Tuesday, Thursday, and Friday only infrequent (two hourly, off-peak only) feeder service between Acaster Malbis, Temple Lane, and Askham Bar Park & Ride.
2005	The service was extended from Askham Bar to York at similar times.
July 2008	Executive approval given to withdraw the service (route 21) from April 2009 in conjunction with improvements to the service now operating Bolton Percy – Appleton Roebuck – Acaster Malbis – York. Again, this decision was taken as a result of budgetary pressures and low patronage volumes.
April 2009	Service changes applied. Old route 21 via Temple Lane withdrawn, new route 21 introduced.

5. A further petition, containing 177 signatures from 98 addresses in the Temple Lane area, seeking continuation of bus service provision along Temple Lane, Copmanthorpe, was considered by the Executive Member at the Decision Session meeting on 2 June 2009. The petitioners' case, together with a letter of support from Copmanthorpe Parish Council, accompanies this report as Annex A. A number of optional solutions were presented for consideration, but the Executive Member asked for more detailed investigation of some of the options before deciding on the appropriate course of action.
6. Temple Lane runs south eastwards from Copmanthorpe towards Acaster Malbis and extends 2 kilometres (1.25 miles) beyond the terminus of First York Bus Service 13 in Station Road. There are around 120 residential properties in the Temple Lane area, with the majority being in Temple Garth & Drome Road, up to 0.9 kilometres (0.56 miles) away from the First York Service 13 terminus. The road rises to cross the East Coast Main Line between Temple Garth & Station Road.

### **Consultation**

7. Prior to proposals for change being considered at July 2008 Executive, Parish Councils in villages affected by the planned changes to Services C1 and 21 were consulted. Acaster Malbis responded, indicating it wished both services to remain unchanged, despite being advised that retention of two separate services to the village was considered untenable. Copmanthorpe Parish Council responded, expressing concerns that the proposal for a revised service did not cater for residents of the Temple Lane area of the village. The proposals were



developed in conjunction with North Yorkshire County Council, which shares funding for the route to Appleton Roebuck and Bolton Percy.

8. Officers attended a public meeting arranged at a house in Temple Garth on 23 March 2009, with one of the three Ward Councillors, to discuss the revised service and its effect on the local community. The reasoning for the Council decision was explained, but not accepted, and a number of alternative ways of providing a bus service along Temple Lane were suggested by residents. These are considered under "Options" below.
  
9. Councillors for Rural West York Ward were invited to comment on the June 2009 Executive member Decision Session report. Councillor Healey asked for Dial & Ride to be modified to provide, additionally, the facility to travel to and from Copmanthorpe. Unfortunately this is not feasible with the limited resources currently available to this service. Return pick up times would be impossible to predict and commitment to such pick ups would prevent route optimisation to cover all booked journeys as quickly and efficiently as possible. Councillor Gillies asked for shared hire car or taxibus options to be explored. With the assistance of the Ward Councillors, further consultation, involving Temple Lane residents and all affected Parish Councils has been carried out on options (g) and (h), set out in paragraph 12 below, for alternative Service 21 routes. The views expressed in the 48 replies received are summarised in the following table:

Some journeys in option (h) unacceptably long	Option (g) preferred (Tue/Thurs via Temple Lane)	Option (h) preferred	Option (g) potentially confusing	No return service from Copmanthorpe in option (h)
42#	44#	1*	3*	40#
<p>(*) Acaster Malbis Parish Council indicated 35 residents were unanimous in these views.</p> <p>(#) 40 Identical letters received from Copmanthorpe expressing these views and supported by Copmanthorpe Parish Council; one reply expressed preference for three days a week service via Temple Lane and one argued for an all day daily service to appeal to a wider public.</p> <p>The contractor of route 21 (Harrogate Coach Travel) would seek additional subsidy (amount not yet quantified) to reflect risk of revenue loss, due to service being less convenient/attractive with either option g) or h), and there being less demand for travel between outlying villages and Copmanthorpe compared to Bishopthorpe.</p>				

## Options

10. A number of different ways of providing a public transport service along Temple Lane, Copmanthorpe has been suggested. These are set out below together with officers comments on their feasibility and affordability.

- a) Provide a 2 or 3 day a week public transport link from Acaster Malbis to either Askham Bar or York City Centre using either bus or shared car options.

**For** – Meets principal travel needs of those in the community dependent on public transport

**Against** – Minimal provision unappealing to those in the community with choice of travel mode, potentially too expensive as bus, but possibly affordable as shared hire car

- b) Extend First York Service 13, either in whole or part, to a new terminus in Temple Lane

**For** – Would not require additional resources to run service, would potentially provide more frequent solution than above, should be economical (no, or low, cost to Council solution)

**Against** – Relies on co-operation of First York to modify their commercially operated service to accommodate Temple Lane. It has not been possible to establish an acceptable, safe, existing location to turn the buses back to Copmanthorpe. The Company has confirmed it is unwilling to make the requested change.

- c) Join First York Service 13 (Monks Cross – Copmanthorpe) to Service 11 (Ashley Park – Bishopthorpe) via Temple Lane and Appleton Road

**For** – Would reinstate public transport links between Bishopthorpe & Copmanthorpe broken over a decade ago, would provide more frequent solution than recently discontinued service, might provide other opportunities to rationalise and improve services

**Against** – Would require additional resource for which it is anticipated the Council would need to provide substantial subsidy, relies on co-operation of First York to provide the service, involves changes of time which may inconvenience other users of the two services

- d) Divert some or all Yorkshire Coastliner services from Hallcroft Lane/Top Lane via Copmanthorpe and Bishopthorpe to & from Tadcaster Road

**For** - May not require additional resources to run service, would potentially provide more frequent solution than above, an economical solution with no, or low, cost to Council

**Against** - Relies on co-operation of Yorkshire Coastliner to provide the service. The Company has confirmed it is unwilling to make this requested change as it would be likely to reduce reliability and attractiveness of service for other users/potential users

- e) Revise the new Service 21 to run along Temple Lane and return between Acaster Malbis and Bishopthorpe (but see further option in “Analysis” below)

**For** – Provides improved service for Temple Lane compared to recently discontinued service

**Against** – Modified route could not be accommodated in existing schedule, so would incur additional resource cost , reduce frequency, or require route curtailment elsewhere, any changes would reduce attractiveness of service to other passengers

- f) Revise the new Service 21 to run some journeys each day via Bishopthorpe and some journeys via Copmanthorpe

**For** - Would not require additional resources to run service and is a no, or low, cost to the Council solution

**Against** – Would make already infrequent (every two hours) service less frequent for journeys to/from split sections of route, reducing its attractiveness/convenience to users/potential users

- g) Revise the new Service 21 to run via Bishopthorpe on some days and Copmanthorpe on others

**For** - Would not require additional resources to run service, is likely to incur additional cost for loss of operator revenue but this is expected to be low when compared to other options

**Against** – Would reduce service to and from Bishopthorpe, reducing its attractiveness to users/potential users, likely to cause confusion amongst customers and operator’s staff.

- h) Revise the new Service 21 to run a one way loop (Acaster Malbis – Copmanthorpe – Colton – Bolton Percy – Appleton Roebuck – Acaster Malbis) linked to existing York – Bishopthorpe route

**For** – Minimises loss of service to communities served by Service 21

**Against** – Significantly extends journey times for some passengers, only provides one-way link between Temple Lane and Copmanthorpe village, only provides one way links between other villages on route.

## Analysis

11. Surveys on sample days carried out on the old Service 21 showed the following:

When?	Journey / passengers	Journey / passengers
2005	Temple Lane to York / 9	Total route / 44
2006	Temple Lane to Askham Bar / 4	Total route / 38
2007	Temple Lane to York / 6 Temple Lane to Copmanthorpe / 2	Total route / 37

Local residents claim that about a dozen residents in the Temple Lane area need to use the bus service to meet their travel needs. Summarised passenger survey results are attached to this report as Annex D.

12. The new route 21 has merged aspects of both the old routes C1 and 21. Prior to the rationalisation of these bus services in April 2009, the following 2008/09 out-turn data demonstrated:

Service	Passenger per bus hr	Subsidy per passenger
C1 (via Bishopthorpe)	6.1	£1.96
21 (via Temple Lane/Copmanthorpe)	10.5	£2.70
Council policy to justify continued support	Minimum 11	Max. £2

An independent review of subsidised bus services reporting to Executive in January 2009, identified both of these services as representing questionable value for money. Early indications following introduction of the revised service suggest subsidy is currently between £2 and £2.50 per passenger journey and patronage is around 8 passengers per bus hour. These figures are likely to improve as awareness of the service amendments spreads and more data becomes available for analysis.

13. Option (g) proposes a return to the 2-3 day a week bus service enjoyed by Temple Lane prior to the changes. If the re-routing of an existing bus service is not deemed to be desirable or achievable however, then the introduction of a dedicated public transport service for Temple Lane may be more attractive. A price has been sought from a supplier with resources available to provide a limited bus service (one return journey per day) between Acaster Malbis and Askham Bar (via Temple Lane). This is similar to the saving made by discontinuation of the old service 21 (£22,000 per annum). This could be reduced pro rata by provision on two rather than three days. The price quoted is not considered to offer good value for money due to the small number of passengers likely to use the service, which would largely replicate the former unpopular Park & Ride feeder which was extended to York in 2005. Using available information, it is estimated that subsidy per passenger journey is likely to be well over £20.
14. A price has also been sought, informally, from a Private Hire Vehicle operator, who would be able to provide a similar replacement service (one return journey) between Temple Lane and the City Centre using an eight seat, wheelchair accessible minibus. This is significantly less than the price quoted in paragraph 13 above and promises to be a proportionate and more affordable solution. To comply with Council Financial Regulations, competitive quotations would need to be sought before a contract could be awarded.
15. This alternative to a full size bus could operate in one of three ways:
- a. As a shared hire car service

- b. As a Minibus Permit service (both requiring passengers to pre-book and agree to the sharing arrangement),
- c. As a "Taxibus", as provided for by the 1985 Transport Act,
- d. Or as a "Private Hire Bus", as recently introduced under the Local Transport Act 2008.

The latter two options would require the operator to obtain a Special Restricted Public Service Vehicle Operating Licence from the Traffic Commissioner. This may deter some interest in providing the service and add to costs. During the recent consultation it emerged that, to cater for the travel needs of residents, ideally there should be both a morning and an afternoon return journey. This would also increase costs, but it is expected they will still be below the quotation provided by a bus operator referred to in paragraph 13.

- 16. None of the three proposals previously put forward to modify the new Service 21, options [(e), (f), and (g) in paragraph 10] is considered to be in the best interests of the service and the majority of its users. After further consideration, an alternative has been developed [option (h) in paragraph 10] which could minimise the adverse consequences of incorporating Temple Lane into the route. The existing 21 timetable and a possible revision (option h) are attached to this report as Annex C.
- 17. If option (h) was adopted, buses from York would continue to Acaster Malbis as at present, then run via Temple Lane, Copmanthorpe Village and the A64 to Colton, Bolton Percy, and Appleton Roebuck, before returning to York via Acaster Malbis and Bishopthorpe as at present. Most passenger journeys currently catered for by the service would continue to be catered for, albeit with some of those to Colton, Appleton Roebuck, and Bolton Percy taking longer. Additionally journeys from Temple Lane to Copmanthorpe and York and from York to Temple Lane would be possible. Return journeys from Copmanthorpe to Temple Lane would not however be possible, without a 45 minute journey via the North Yorkshire villages. Temple Lane would, however, have a six day a week service to and from York reinstated, representing an improvement on recent previous provision.
- 18. If no action is taken, Temple Lane will have no conventional local bus service. This is likely to cause some hardship and inconvenience for the small number of, mainly elderly, residents who rely on the bus service to maintain an independent lifestyle. The Council's Dial & Ride Service is available to help them meet some of their travel needs. The available journey options are shown in Annex B to this report. There has been resistance in the local community to acceptance of Dial & Ride as a satisfactory alternative to a regular bus service and one resident who has used the service has expressed dissatisfaction with the experience of using it. It was felt that the driver was struggling with the schedule, due to the number and distribution of calls to pick up and set down passengers, there was not enough time allowed in the City Centre to complete all intended business, and the return journey, in the rear seats, was considered uncomfortable.

## Corporate Priorities

19. Support for the bus services contributes to the following Corporate priorities:
  - **Sustainable City** - There is considerable scope for reducing vehicle congestion delay on the overall network through greater bus use, thereby reducing the associated adverse affects, such as air pollution.
  - **Inclusive city** – The provision of a range of sustainable bus routes increases access to opportunities and facilities by a wider (and potentially cheaper) range of travel choices.
20. Local Transport Plan 2006-2011 (LTP2): Support for bus services contributes to several of the aims of the second Local Transport Plan, namely:
  - To tackle congestion
  - To improve economic performance in a sustainable manner;
  - To enhance opportunities for all community members, including disadvantaged groups, to play an active part in society;
  - To reduce the impact of traffic and travel on the environment, including air quality, noise and the use of non-renewable resources.

## Implications

21.
  - **Financial** – Any action taken, which incurs additional cost for the Council will erode the planned saving of £22,000 per annum achieved by the bus service rationalisation. Depending on which option, if any, is progressed, the cost could easily exceed the original saving on a budget which has been subject recently to severe upward pressure. It should be noted, however, that due to tender prices for other bus service contracts recently awarded being slightly below budget, funds are currently available in the allocated budget to meet modest additional expense. The cost of either recommended option is expected to be less than £10,000 in a full year, and is affordable within the budget.
  - **Human Resources (HR)** – Any action recommended to provide a replacement bus service will add unplanned activity to the workload in the Council's Transport Planning Unit. Changes to existing contracted bus services would, however, involve less additional unplanned work and could be more easily accommodated.
  - **Equalities** – Taking no action will lead to a small number of people experiencing increased social exclusion.
  - **Other** – There are no other known implications.

## Risk Management

22. The risk/s associated with the recommendation of this report are assessed at a net level below 16.

### Contact Details

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Public Transport Planner  
Directorate of City Strategy  
Ext. 1403

**Chief Officer Responsible for the report:**

Damon Copperthwaite  
Assistant Director (City Development & Transport)  
Directorate of City Strategy

**Report Approved**

**Date** 17 August 2009

**Specialist Implications Officer**

Financial  
Patrick Looker  
Finance Manager – Env & Develop, Resources & Business Management, City Strategy

Tel No. Ext. 1633

**Wards Affected:** Rural York West

**All**

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

**Background Papers:**

**All relevant background papers must be listed here.**

Ticket sales data provided by contractors providing bus services C1 and 21

Sample passenger surveys carried out on bus services C1 and 21 by Council staff.

Service C1 and 21 Contract files

**Annexes**

**All annexes to the report must be listed here.**

Annex A – Petition Header Sheets

Annex B – Council Dial & Ride Service timetable for Copmanthorpe Area

Annex C – Service 21 – Current and Proposed timetables

Annex D – Service 21 & C1 – Summary passenger survey data

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**Petition regarding the cessation of the 21 bus service to a particular isolated area of Copmanthorpe.**

The petition was taken to dwellings in the following areas.

Temple Lane Copmanthorpe

Temple Garth Copmanthorpe

Drome Road Copmanthorpe

These are the residents who will be most affected by the stoppage of the bus service.

There is no other service available to the residents unless they walk between half and one mile to the next nearest bus stop.

As many of the users are frail and elderly this will have an extremely adverse effect on their lives as they could not attempt such a walk.

Enclosed are

1. The petition given to residents.
2. The signatures of residents supporting the petition. Pages 1 to 11  
There are a total of 167 signatures

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Petition regarding the cessation of the 21 bus service to a particular isolated area of Copmanthorpe.

1) **The residents of Drome Road, Temple Garth and Temple Lane respectfully submit this petition in the light of the decision to remove the 21 bus service from this area of Copmanthorpe effective from 24<sup>th</sup> April 2009.**

2) This area is isolated from the main part of the village separated by the East Coast Main Line

3) There are 117 dwellings with a significant population of elderly people and an increasing number of children who are, or will be in the near future, reliant upon a bus service.

4) Up until 1999 there was a service a daily hourly service which was reduced to its present three times a day thrice a week service. **The present decision completely removes the service altogether which will have a detrimental effect on their quality of life.**

Residents, historically and currently, plan their daily activities, which of necessity include visits to Doctors, Dentists, Hospital and shops, around the timings of the service which we have been and remain happy to do so.

6) **Should the service be removed the nearest bus stop is at Station Road, across the railway bridge, between ½ and 1 mile away. A further stop in Acaster Malbis is 1¼ miles away and there is no pavement the majority of the way. The village centre with the Doctors, Dentist, Post Office, Newsagent, Hairdressers and Supermarket are almost a mile away. Such distances are beyond walking distance for current users of the bus service. This is particularly true if shopping bags and other items are to be carried.**

7) We are informed that Members did not have any opportunity to consider alternative arrangements whereby a service could be provided, reduced or otherwise, to this isolated part of Copmanthorpe. It is believed that options do exist and a number were offered and briefly discussed at a meeting between residents and officers on Monday the 23<sup>rd</sup> of March.

8) It is acknowledged that financial constraints are an important aspect of any decisions made by the City Council. However, as it appears in this case, to rationalise a service in such a way as to **increase it substantially in one area whilst completely depriving another area** is an inequitable use of resources.

9) This petition is therefore our formal request for Members to require Officers to produce a further report for their consideration. Such a report should give due weight to our particular needs and situation and outlining a number of possible options whereby a bus service can be provided to continue to serve our area. Whilst this report is being prepared the existing service should continue to be fully funded.

10) We the undersigned are, due to certain time restraints, a representative group of residents of the area and confident that, had time permitted, a vast majority of other residents would have added their signature.

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# Copmanthorpe Parish Council

Email: [coppc@ukf.net](mailto:coppc@ukf.net)

Transport Planning Department  
City of York Council  
9 St Leonard's Place  
York YO1 7ET

6 Wilstrop Farm Road  
Copmanthorpe  
York YO23 3RY

Tel: (01904) 702844

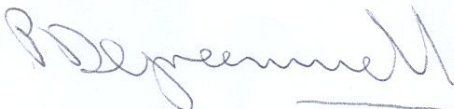
31 March 2009

Dear Sirs

## Bus Service along Temple Lane

The Parish Council is concerned that cessation of the only bus service to the Temple Lane area of the village will seriously disadvantage the community. Accordingly, the Parish Council supports the residents' Petition requesting that Members address the situation and consider options whereby an adequate bus service can be restored to this isolated part of Copmanthorpe.

Yours faithfully



P D Greenwell  
Clerk to the Parish Council

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## York's flexible bus service

### What is Dial & Ride?

Dial & Ride is York's flexible bus service for residents who have difficulty in getting around.

It provides a door-to-door service, taking you from home to the city centre or major supermarkets. The service also provides transport to the Dolphin Swim sessions at Edmund Wilson Pool on Sundays and Mondays.

Buses are equipped for people who have difficulty walking and for those who use wheelchairs.

### How do I use Dial & Ride?

- Step 1: Find out which area you live in from the timetables (Area A, B or C)
- Step 2: Choose where you would like to go and the day and time to travel from the timetable
- Step 3: Call the office on **01904 551441** to book a seat
- Step 4: Pay the driver when you travel.

If you are not sure about any of this, please call us on **01904 551441** and we will try to help.

### Check which area you live in

More flexible arrangements may be possible for residents who live within the city walls. Please telephone to enquire.

There may also be some flexibility for people who live near to a boundary between neighbouring areas. Please discuss your requirements with us and we will do our best to help.

### Booking a seat on Dial & Ride

You need to book in advance by telephoning **01904 551441**. Office opening times are weekdays from 8am until 12 noon but you can leave a message outside of these times. There are limited seats available on each bus, so please book early. We can take bookings up to two weeks in advance.

### What does it cost?

	Full fare	Concessionary pass holders
Single journey:	£1.75	£1.00
Return journey:	£3.50	£1.75

Blind person's pass holders travel free

This leaflet is available in alternative formats on request, such as audio or large print.

Please telephone the office on  
**01904 551441.**

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 جا سکتی ہیں۔ (Urdu)  
☎ (01904) 551550

Early morning:	<b>Monks Cross</b>	
	Pick up from home:	09.00 – 10.00
	Return from Monks Cross:	11.30
Mid morning:	<b>Monks Cross</b>	
	Pick up from home:	10.15 – 11.15
	Return from Monks Cross:	12.30

## Tuesday

Early morning:	<b>City centre and supermarkets</b>	
	Pick up from home:	09.00 – 10.00
	Pick up from city centre for Sainsbury's or Morrisons:	11.15
	Return home from Sainsbury's or Morrisons:	12.30
Mid morning:	<b>City centre</b>	
	Pick up from home:	10.15 – 11.15
	Return from city centre:	14.30

## Wednesday

Early morning:	<b>Askham Bar</b>	
	Pick up from home:	09.00 – 10.00
	Return from Askham Bar:	11.30
Mid morning:	<b>City centre</b>	
	Pick up from home:	10.15 – 11.15
	Return from city centre:	14.30
Afternoon:	<b>Monks Cross</b>	
	Pick up from home:	13.30 – 14.30
	Return from Monks Cross:	15.45

## Thursday

Early morning:	<b>City centre and supermarkets</b>	
	Pick up from home:	09.00 – 10.00
	Pick up from city centre for Sainsbury's or Morrisons:	11.15
	Return home from Sainsbury's or Morrisons:	12.30
Mid morning:	<b>City centre</b>	
	Pick up from home:	10.15 – 11.15
	Return from city centre:	14.30
Afternoon:	<b>Askham Bar</b>	
	Pick up from home:	13.30 – 14.30
	Return from Askham Bar:	15.45

## Friday

Early morning:	<b>City centre and supermarkets</b>	
	Pick up from home:	09.00 – 10.00
	Pick up from city centre for Sainsbury's or Morrisons:	11.15
	Return home from Sainsbury's or Morrisons:	12.30
Mid morning:	<b>City centre</b>	
	Pick up from home:	10.15 – 11.15
	Return from city centre:	14.30



**Decision Session Executive Member City Strategy - 1 Sept 2009  
CITY OF YORK COUNCIL – DIRECTORATE OF CITY STRATEGY  
LOCAL BUS SERVICE 21; Timetable from 27 April 2009**

Draft timetable: Monday to Saturday (excluding Public Holidays)

<b>Service No:</b>	<b>21NS</b>	<b>21</b>	<b>21</b>	<b>21</b>	<b>21</b>	<b>21</b>	<b>21</b>	<b>21</b>	<b>21FS</b>
Colton , Sun Inn	0715	0810	0910	1118	1318	1518	1720	1820	-
Bolton Percy, Phone Box	0722	0817	0917	-	-	-	-	-	1912
Appleton Roebuck, Roeb'k Inn	0728	0823	0923	1123	1323	1523	-	-	1918
Acaster Malbis, Mt Pleasant	0734	0829	0929	1129	1329	1529	-	-	1924
Bishopthorpe, Acaster Lane	0742	0837	0937	1137	1337	1537	-	-	1932
Askham Bar, Tesco	0748	0843	0943	1143	1343	1543	1730	1830	1938
Middlethorpe Grove, Shops	-	-	0946	1146	1346	1546	-	-	-
Campleshon Rd, Curzon Terr	-	-	0952	1152	1352	1552	-	-	-
York, Rail Station	-	-	1001	1201	1401	1601	-	-	-
York, Stonebow	-	-	1007	1207	1407	1607	-	-	-
York, Foss Bank	-	-	1010	1210	1410	1610	-	-	-
<b>Service No:</b>	<b>21NS</b>	<b>21</b>	<b>21</b>	<b>21</b>	<b>21</b>	<b>21</b>	<b>21</b>	<b>21NFS</b>	<b>21FS</b>
York, Foss Bank	-	-	1020	1220	1420	1620	-	-	-
Foss Islands, Morrisons	-	-	1022	1222	1422	1622	-	-	-
York, Stonebow	-	-	1025	1225	1425	1625	-	-	-
York, Rail Station	-	-	1030	1230	1430	1630	-	-	-
South Bank, Balmoral Terrace	-	-	1036	1236	1436	1636	-	-	-
Middlethorpe Grove, Shops	-	-	1042	1242	1442	1642	-	-	-
Askham Bar, Tesco	0757	0857	1047	1247	1447	1647	1747	1847	1847
Bishopthorpe, Acaster Lane	-	-	1052	1252	1452	1652	1752	1852	1852
Acaster Malbis, Mt Pleasant	-	-	1059	1259	1459	1659	1759	1859	1859
Appleton Roebuck, Roeb'k Inn	-	-	1105	1305	1505	1705	1805	1905	1905
Bolton Percy, Phone Box	-	-	1111	1311	1511	1711	1811	1911	1911
Colton, Sun Inn	0809	0909	1116	1316	1516	1720	1820	1920	-

**NS** = Not Saturdays    **FS** = Fridays and Saturdays only  
**NFS** = Not Fridays & Saturdays

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Decision Session Executive Member City Strategy 1 Sept 2009;  
CITY OF YORK COUNCIL - DIRECTORATE OF CITY STRATEGY  
Proposed Timetable Service 21

ANNEX C

**Option 1: Monday to Saturday (excluding Public Holidays)**

	NS									Journey Times			
										NFS	FS	Current	Proposed
Foss Islands, Morrisons				1025	1225	1425	1625					From FB	
York, Stonebow				1028	1228	1428	1628					n/c	
York, Rail Station				1033	1233	1433	1633					n/c	
South Bank, Balmoral Terrace				1039	1239	1439	1639					n/c	
Middlethorpe Grove, Shops				1045	1245	1445	1645					n/c	
Askham Bar, Tesco		0757	0857	1050	1250	1450	1650	1755	1855	1855		n/c	
Bishopthorpe, Appleton Road			0900										
Bishopthorpe, Acaster Lane				1055	1255	1455	1655	1800	1900	1900		n/c	
Acaster Malbis, Mount Pleasant				1102	1302	1502	1702	1807	1907	1907		n/c	
Copmanthorpe, Temple Lane			0905	1108	1308	1508	1708					From/To FB	
Colton, Sun Inn	0715	0810	0915	1120	1320	1520	1720					54/52	55/60
Bolton Percy, Phone Box	0722	0817	0922	1127	1327	1527	1727					49/59	62/53
Appleton Roebuck, Roebuck Inn	0728	0823	0928	1133	1333	1533	1733	1813	1913	1913		43/47	68/47
Bolton Percy, Phone Box								1819	1919	1919			
Colton, Sun Inn								1828	1928	1928		To FB	
Acaster Malbis, Mount Pleasant	0734	0829	0934	1139	1339	1539						n/c	
Bishopthorpe, Acaster Lane	0742	0837	0942	1147	1347	1547						n/c	
Askham Bar, Tesco	0748	0843	0948	0953	1353	1553	1748	1838		1938		n/c	
Middlethorpe Grove, Shops			0951	0956	1356	1556						n/c	
Campleshon Rd, Curzon Terrace			0957	1002	1402	1602						n/c	
York, Rail Station			1006	1011	1411	1611				<i>1945</i>		n/c	
York, Stonebow			1012	1017	1417	1617				<i>1950</i>		n/c	
Foss Islands, Morrisons			1015	1020	1420	1620						n/c	

Times in italics are optional extension through to York Centre on FS journey

NS = Not Saturday

FS = Friday & Saturday only

NFS = Not Friday and Saturday

Decision Session Executive Member City Strategy 1 Sept 2009;  
CITY OF YORK COUNCIL - DIRECTORATE OF CITY STRATEGY  
Proposed Timetable Service 21

**ANNEX C**

**Option 2: Monday to Saturday (excluding Public Holidays)**

	<b>NS</b>		<b>MWFS</b>	<b>TTh</b>	<b>MWFS</b>	<b>TTh</b>	<b>MWFS</b>	<b>TTh</b>	<b>MWFS</b>	<b>TTh</b>		<b>FS</b>
Colton, Sun Inn	0715	0810	0910	0910	1118	1118	1318	1318	1518	1518	1720 1820	
Bolton Percy, Phone Box	0722	0817	0917	0917								1912
Appleton Roebuck, Roebuck Inn	0728	0823	0923	0923	1123	1123	1323	1323	1523	1523		1918
Acaster Malbis, Mount Pleasant	0734	0829	0929	0929	1129	1129	1329	1329	1529	1529		1924
Copmanthorpe, Temple Lane				0935		1135		1335		1535		
Bishopthorpe, Acaster Lane	0742	0837	0937		1137		1337		1537			1932
Askham Bar, Tesco	0748	0843	0943	0946	1143	1146	1343	1346	1543	1546	1730 1830	1938
Middlethorpe Grove, Shops			0946	0949	1146	1149	1346	1349	1546	1549		
Campleshon Road, Curzon Terrace			0952	0955	1152	1155	1352	1355	1552	1555		
York, Rail Station			1001	1004	1201	1204	1401	1404	1601	1604		
York, Stonebow			1007	1010	1207	1210	1407	1410	1607	1610		
York, Foss Islands, Morrisons			1010	1013	1210	1213	1410	1413	1610	1613		
	<b>NS</b>		<b>MWFS</b>	<b>TTh</b>	<b>MWFS</b>	<b>TTh</b>	<b>MWFS</b>	<b>TTh</b>	<b>MWFS</b>	<b>TTh</b>		
York, Foss Islands, Morrisons			1017	1017	1217	1217	1417	1417	1617	1617		
York, Stonebow			1020	1020	1220	1220	1420	1420	1620	1620		
York, Rail Station			1025	1025	1225	1225	1425	1425	1625	1625		
South Bank, Balmoral Terrace			1031	1031	1231	1231	1431	1431	1631	1631		
Middlethorpe Grove, Shops			1037	1037	1237	1237	1437	1437	1637	1637		
Askham Bar, Tesco	0757	0857	1042	1042	1242	1242	1442	1442	1642	1642	1747	1847
Bishopthorpe, Acaster Lane			1047		1247		1447		1647		1752	1852
Copmanthorpe, Temple Lane				1053		1253		1453		1653		
Acaster Malbis, Mount Pleasant			1054	1059	1254	1259	1454	1459	1654	1659	1759	1859
Appleton Roebuck, Roebuck Inn			1100	1105	1300	1305	1500	1505	1700	1705	1805	1905
Bolton Percy, Phone Box			1106	1111	1306	1311	1506	1511	1706	1711	1811	1911
Colton, Sun Inn	0809	0909	1111	1116	1311	1316	1511	1516	1715	1720	1820	1920 <b>NFS</b>

MWFS = Monday, Wednesday, Friday, Saturday only (days indicative; subject to amendment) - Service 21B

TTh = Tuesday, Thursday only (days indicative; subject to amendment) - Service 21C

CITY OF YORK COUNCIL Service 21  
Summary Sample Passenger data

Tue/Thur/Fri

Journey AM to Y	Date	Total Pax	A	C	YP	NP
09:20	Th22/06/2006	8	1	0	7	0
10:50	Th22/06/2006	10	1	0	9	0
12:50	Th22/06/2006	1	0	0	1	0
14:50 to C	Th29/06/2006	0	0	0	0	0
16:35 to AB	Th29/06/2006	0	0	0	0	0
<b>Totals</b>		<b>19</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>0</b>

Journey Y to AM	Date	Total Pax	A	C	YP	NP
10:07	Th22/06/2006	1	0	0	1	0
12:07	Th22/06/2006	10	0	0	10	0
14:07	Th29/06/2006	6	1	0	5	0
16:10 from AB	Th29/06/2006	0	0	0	0	0
<b>Totals</b>		<b>17</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>0</b>

Tue/Thur/Fri

Journey AM to Y	Date	Total Pax	A	C	YP	NP
09:20	Th22/11/07	14	0	0	14	0
10:50	Th22/11/07	9	0	0	9	0
12:50	F07/12/07	3	2	0	1	0
14:50 to C	Th22/11/07	0	0	0	0	0
16:35 to AB						
<b>Totals</b>		<b>26</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>0</b>

Journey Y to AM	Date	Total Pax	A	C	YP	NP
10:07	Th22/11/07	1	0	0	1	0
12:07	F07/12/07	5	0	0	5	0
14:07	Th22/11/07	5	0	0	5	0
16:10 from AB						
<b>Totals</b>		<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>

A= Adult  
C= Child  
YP= York Free Concession  
NP= NYCC Free Concession

**CITY OF YORK COUNCIL Service 21  
Summary Sample Passenger data**

**ANNEX D**

From 27/04/09

<b>Journey</b>	<b>Date</b>	<b>Total</b>	<b>A</b>	<b>C</b>	<b>CP</b>	<b>CP</b>		<b>Journey</b>	<b>Date</b>	<b>Total</b>	<b>A</b>	<b>C</b>	<b>CP</b>	<b>CP</b>
<b>C to Y</b>		<b>Pax</b>			<b>Y</b>	<b>NY</b>		<b>Y to C</b>		<b>Pax</b>			<b>Y</b>	<b>NY</b>
0715	M01/06/09	3	3	0	0	0		0757C	M01/06/09	0	0	0	0	0
0810	M01/06/09	8	8	0	0	0		0857C	M01/06/09	0	0	0	0	0
0910	M01.06/09	26	5	1	17	3		1020	M01/06/09	14	3	0	11	0
1118	M01/06/09	12	4	1	6	1		1220	W24/06/0	12	2	0	9	1
1318	W24/06/09	10	1	0	9	0		1420	M01/06/09	16	3	2	11	0
1518	M01/06/09	4	1	0	2	1		1620	W03/06/09	12	2	0	10	0
1720	W03/06/09	0	0	0	0	0		1747	W03/06/09	7	6	1	0	0
1820	W03/06/09	0	0	0	0	0		1847	Th04/06/09	1	1	0	0	0
1912FS	F05/06/09	0	0	0	0	0		<b>Totals</b>		<b>62</b>	<b>15</b>	<b>3</b>	<b>32</b>	<b>0</b>
<b>Totals</b>		<b>63</b>	<b>21</b>	<b>2</b>	<b>25</b>	<b>5</b>		1847	F05/06/09	5	4	1	0	0
<b>Saturday</b>														
<b>Journey</b>	<b>Date</b>	<b>Total</b>	<b>A</b>	<b>C</b>	<b>CP</b>	<b>CP</b>		<b>Journey</b>	<b>Date</b>	<b>Total</b>	<b>A</b>	<b>C</b>	<b>CP</b>	<b>CP</b>
<b>C to Y</b>		<b>Pax</b>			<b>Y</b>	<b>NY</b>		<b>Y to C</b>		<b>Pax</b>			<b>Y</b>	<b>NY</b>
0810								0857C						
0910								1020						
1118								1220						
1318								1420						
1518								1620						
1720								1747						
1820								1847						
1912FS								<b>Totals</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Totals</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>								



CITY OF YORK COUNCIL Service C1

Passenger Journey Analysis for a sample day  
2007

<b>C1 Tadcaster</b>								
0	0	Oxton						
1	1	0	Bolton Percy					
0	0	0	0	Colton				
2	2	0	0	0	Appleton Roebuck			
3	2	0	0	0	1	Acaster Malbis		
13	3	0	2	0	4	4	Bishopthorpe	
64	1	0	6	0	24	30	3	Askham Bar
83	9	0	8	0	29	34	3	<b>Totals</b>

40 transfers to/from First York

21 from Apr/09

<b>21 from Apr/09</b>														
0	0	Colton												
0	0	0	Bolton Percy											
3	1	0	2	Acaster Malbis										
14	0	1	4	9	Bishopthorpe									
51	3	4	14	24	6	Askham Bar								
0	0	0	0	0	0	0	Middlethorpe Estate							
2	0	0	0	2	0	0	0	Tadcaster Road						
1	0	0	0	0	0	1	0	0	South Bank					
0	0	0	0	0	0	0	0	0	0	Bishopthorpe Road				
15	3	0	1	0	6	0	3	0	2	0	Station			
10	0	0	3	0	2	0	3	0	1	1	0	Micklegate		
29	0	0	11	9	0	0	6	1	0	1	1	0	Stonebow	
5	0	0	0	0	0	0	4	0	0	0	1	0	0	Foss Islands
130	7	5	35	44	14	1	16	1	3	2	2	0	0	<b>Totals</b>

11 transfers to/from First York at Askham Bar



**CITY OF YORK COUNCIL  
Passenger Journey Analysis for a sample day  
Bus Service 21; Aug/Sept 2005**

<b>Totals</b>	Acaster	Malbis															
nil	Nil	Cop'thorpe	Temple	Lane													
nil	Nil	Nil	Cop'thorpe	Village													
nil	Nil	nil	Nil	Merchant	Way												
nil	Nil	nil	Nil	Nil	Fox and	Hounds											
8	4	3	1	nil	Nil	6 <sup>th</sup> form	College										
nil	Nil	nil	nil	nil	Nil	nil	Askham	Bar									
1	1	nil	nil	nil	Nil	nil	Nil	Midd'thorpe	Drive								
nil	Nil	nil	Nil	Nil	nil	nil	nil	nil	TadRd/The	Mount							
3	1	1	Nil	Nil	Nil	Nil	nil	1	Nil	York	Station						
1	1	Nil	Nil	nil	nil	nil	Nil	nil	Nil	nil	nil	Street					
30	7	5	2	nil	nil	nil	1	15	nil	nil	nil	Mickle	Gate				
1	Nil	Nil	nil	nil	nil	nil	nil	1	nil	nil	nil	nil	Stonebow				Foss Bank
44	14	9	3	nil	nil	nil	1	17	nil	nil	nil	nil	nil	nil	nil	nil	Totals

**Bus Service 21; Nov/Dec 2007**

<b>Totals</b>	Acaster	Malbis															
0	0	Copmanthorpe	Temple Lane														
2	0	2	Copmanthorpe	Village													
2	2	0	0	Askham Bar													
0	0	0	0	0	Middlethorpe	Drive											
0	0	0	0	0	0	Tadcaster	Road										
2	0	0	0	2	0	0	South Bank										
3	1	0	0	0	1	0	1	Bishopthorpe	Road								
2	0	2	0	0	0	0	0	0	Station								
1	1	0	0	0	0	0	0	0	0	Micklegate							
25	6	4	1	0	4	1	0	9	0	0	Stonebow						
37	10	8	1	2	5	1	1	9	0	0							Totals

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**Decision Session - Executive Member for City Strategy****1 September 2009****Report of the Director of City Development****Westminster Road Petitions****Summary**

1. This report presents the results of initial survey information and options in response to the two petitions received regarding the change in traffic conditions due to works carried out on Water End earlier in the year.

**Recommendations**

2. The Executive Member for City Strategy is recommended to:
  - i. Approve the course of action detailed in Options A and B, that will allow:
    - a. Further surveys to be undertaken once the road humps on Westminster Road have been replaced and the results reported to a future Decision Session meeting
    - b. Progress the introduction of a 20 mph limit and undertake a review of the School Travel Plan
  - ii. Options G and H be given further consideration as part of the reporting of the above.

Reason: The recommended options to take forward for further works to alleviate traffic problems encountered by residents in the Westminster Road and The Avenue are considered to be the most appropriate options to progress at this time.

**Background**

3. Two separate petitions (see Annex A) have been submitted from residents covering the Westminster Road, The Avenue and Greencliffe Drive areas. The first of these received on 10<sup>th</sup> June contained 95 signatures from 62 properties mainly from Westminster Road and called for the Council to instigate the closure of Westminster Road. The second petition received on 11<sup>th</sup> June 2009 came from residents of The Avenue; it contained 20 signatures covering 12 properties and also requested the closure of

Westminster Road. There are approximately 158 properties along the three roads in this area. Both these petitions were also recently submitted to Full Council on 9th July 2009.

4. There has been a long history of complaints of through traffic using Westminster Road and The Avenue to avoid the traffic signals at Clifton Green. The Ward Committee had previously funded the introduction of traffic calming in the form of speed cushions along this route. More recently there have been heightened concern over through traffic for the following reasons:
  - Firstly the introduction on the Water End Cycle scheme made significant alterations to the Clifton Green Signals (see location plan Annex B and letter of support for scheme at Annex F) by reducing the two lane entry to one with the introduction of an on carriageway cycle lane. This resulted in increased queue lengths on the Water End approach to Clifton Green Signals and to avoid this traffic began to use Westminster Road and The Avenue. Once traffic patterns had stabilised alterations were made to the signal timings to help reduce the queues along Water End. Work is currently taking place to update the traffic signal plans used at the Water End / Clifton Green junction. This should lead to further improved signal operation and reduced queue lengths.
  - Secondly during the construction of the cycle scheme emergency repairs were required to a burst water main that resulted in the complete closure of Water End near to the Clifton Green Signals. The emergency closure occurred during the middle of the day and although the signed diversion route was at the Salisbury Road junction in to the Leeman Road area (part of the classified road network) many drivers chose to continue along Water End and ended up using Westminster Road and The Avenue. The traffic heading out of the city on the A19 was diverted out to the ring road rather than along The Avenue and Westminster Road. The flooding created additional construction problems for the cycle scheme that resulted in the road being closed to through traffic for 3 full days between 9.30am and 4pm. The flooding also resulted in a number of collapses to existing ducting associated with the traffic signals that created intermittent faults and reliability issues. A programme of works to repair this was quickly undertaken along with works to upgrade the traffic signal controller, which had been planned for later in the year.
  - In addition construction works associated with the school playing fields required the temporary removal of 6 speed cushions along Westminster Road that were removed at the beginning of May. The removal of these cushions was part of a previously approved planning permission and the Council are working closely with the School to get the cushions reinstalled as soon as possible. This is however dependent upon the progress of the associated works, it is hoped that this will have been done by the end of August in time for the start of the new school term.

5. The combined effect of these issues has increased the attractiveness of Westminster Road and The Avenue as an alternative route for traffic and raised awareness of its existence to some drivers.
6. At the request of Clifton Ward Committee a special Ward Committee Meeting was held on the 10<sup>th</sup> July that officers attended. The Committee were advised that it was intended to undertake an origin and destination survey once the speed cushions on Westminster Road were reinstated and traffic patterns settled down. This detailed survey information was considered essential to enable the extent of any through traffic issues to be quantified and an assessment made of the likely impact of any significant alterations such as a road closure. Without this information it would not be possible to adequately consider the implications of the range of options under consideration or to judge what level of intervention would be appropriate.
7. It was evident at the meeting that this was considered unacceptable by a large number of attendees due to the time scale involved. The earliest this was likely to be undertaken would have been after the summer holidays once the schools returned. The reinstatement of the cushions are in the control of the School (and their contractor) who were unable to guarantee a specific date when this would occur. Whilst the planning conditions specified they must be reinstated no later than one month after the construction works were completed, the Council have requested that this be done at the earliest opportunity.
8. In direct response to the petitions, Ward Committee comments and other correspondence expressing concerns an Origin and Destination survey has recently been undertaken before the summer break. Unfortunately this is also whilst the cushions on Westminster Road are not in place which may be resulting in higher levels of through traffic and the level of school traffic may be reduced as it was nearing the end of term. It will however enable the level of through traffic to be determined and quantified against other traffic.
9. In addition to this, a speed survey was undertaken on The Avenue before the alterations to Clifton Green signals, this also gave some traffic flow information. A further speed survey was undertaken more recently (June 2009) along Westminster Road since the removal of the speed cushions and completion of the Water End cycle scheme (which altered the traffic signal operation at Clifton Green).
10. Several suggestions and comments have been made for addressing the issues of through traffic as well as raising other concerns. Whilst the vast majority of those views expressed in the petitions seem to be in favour of a closure there have also been views expressed against such action. A list of the main points and concerns so far expressed are provided in Annex C.

### **Survey Information**

11. The results of the traffic speed surveys carried out along The Avenue and Westminster Road have been tabulated in Annex D. The surveys were undertaken the week commencing 19<sup>th</sup> January 2009 along The Avenue and

along Westminster Road the week commencing 15<sup>th</sup> July 2009. Whilst primarily aimed at gathering traffic speed data the surveys do also give a good indication of the traffic volumes. An origin and destination survey has also been undertaken at the beginning of July 2009, which quantifies the level of through traffic at that time.

#### Traffic Speeds

12. The before speed surveys were carried out on The Avenue (which has not had any speed cushions removed) and the after speed surveys were on Westminster Road (after the removal of the cushions). This gives a direct comparison of the speed differential of locations with and without road humps.
13. The speed surveys demonstrated a consistency in respect to the direction of travel with no noticeable differences. The before surveys gave an average speed of 17 mph with an 85<sup>th</sup> percentile speed of 20 mph. The after speed surveys taken with no cushions in place gave average speed readings of 25 mph and an 85<sup>th</sup> percentile of 30/31 mph. Once the road humps are put back in place on Westminster Road it is anticipated that the average and 85<sup>th</sup> percentile speeds will return to around 17 and 20mph respectively.

#### Traffic Flows

14. It should be stressed that because the first survey was carried out on The Avenue and the second survey was on Westminster Road the surveys are not directly comparable due to some vehicles using the area arriving and leaving along the same street. The surveys do however give a reliable indication of the likely increase in usage. Once the speed cushions are back in position on Westminster Road a repeat of both surveys on The Avenue and Westminster Road would be beneficial to gain a better comparison of the changes in traffic flows in the area.
15. From these it can be seen that overall traffic levels appear to have increased by around 97% from an average weekday flow of 900 vehicles to 1,774. The AM peak flow has seen an increase of 92% (134 - 257 vehicles) compared to the PM flow of 49% (200 – 297 vehicles). This equates to approximately an extra 123 in the AM and 97 vehicles in the PM peak hours.
16. The increased flows appear to be more predominant in the direction heading from Water End to A19 Clifton with 539 vehicles compared to 335 in the opposite direction in the weekday average figures. It should be noted that these figures do not differentiate between through traffic, access traffic and residents traffic.
17. In order to put some perspective on the general level of traffic in the surrounding road network the 12-hour (7am - 7pm) two-way flows are provided below. These show that some 17,833 vehicles were recorded along Water End (to the West of Westminster Road) and some 10,363 vehicles used the A19 Clifton (to the south of The Avenue).

Origin & Destination Analysis

18. An Origin and Destination survey was undertaken on 2<sup>nd</sup> July 2009, the results of which have been tabulated in Annex D. The survey covered a 12-hour period from 7am to 7pm. The most noteworthy points derived from analysis of this survey are detailed below.
19. Three quarters (75%) of the traffic using the Westminster Road/ Water End junction was related to through traffic movements (972 out of 1290). Just under 2/3<sup>rd</sup>s (59%) of the traffic using The Avenue/ A19 Clifton junction was related to through traffic movements (969 out of 1645). Very little traffic was seen to utilise Greencliffe Drive/ Water End junction (107 vehicles of which 20% through movements).
20. As you would expect the main through traffic movements are between the Westminster Road/ Water End junction and The Avenue/ A19 Clifton junction as it is the route that allows the traffic signals at Clifton Green to be bypassed. Over the 12 hours surveyed the through traffic was predominantly in the Water End to A19 Clifton direction with some 739 vehicles whilst there were 221 in the opposite direction (A19 Clifton to Water End). Without a similar "before" O & D survey (which has not been undertaken) it is difficult to identify what proportion of the current level of through traffic has increased from previous levels. The weekday Traffic flow data, detailed earlier, indicated a 97% rise (900 to 1774), which suggests that at least half of the recorded through traffic may be due to the effects of recent changes in this area.
21. During the a.m. peak hour there were 157 through traffic movements from Westminster Road/ Water End to The Avenue/ A19 Clifton (with 14 in the opposite direction). In the evening peak there were 60 movements from Westminster Road/ Water End and 80 movements from The Avenue/ A19 Clifton.
22. It should be worth noting that through traffic problems have historically existed along this route. There are unfortunately many locations across the City that experience through traffic issues, for which the Council have received several complaints for over the years. Without undertaking a comprehensive range of surveys at other similar locations it is not possible to determine how the level of problems along Westminster Road compare elsewhere.

Accident Details

23. An analysis of the existing injury accident record has been carried out for the last three years (Mar 06 to Feb 09) along the length of Westminster Road and The Avenue. There has only been one injury accident in the last three years along this route. This was on Westminster Road and involved a vehicle attempting a "U" turn across the path of a moped that resulted in a slight injury.

24. A further three injury accidents have occurred at The Avenue/ A19 Clifton junction over the same period. All resulted in slight injuries two were to cyclists and one to a pedestrian. The vehicle manoeuvres involved were: a right turn into The Avenue, a left turn out of The Avenue and a right turn out of The Avenue. Only the “right turn out” accident could have possibly been associated with a through traffic manoeuvre bypassing the signals but the time of the accident (9:50 am) would suggest it unlikely. No injury accidents are associated with the Westminster Road / Water End junction.

## **Options**

### Option A - Further Survey

25. Continue to monitor the situation and undertake a further Origin and Destination Survey once the speed cushions have been reinstated, after the schools return and there is a period of say 2 months to allow for traffic flows to have settled down. This will give the most accurate picture of the extent of the through traffic issues by allowing the full effects of the traffic calming to be made and a more suitable settling in period to have expired. However it does not have any immediate impact on the current situation and an Origin and Destination survey has already quantified the level of through traffic whilst only half the route is effectively traffic calmed. The results of these surveys would be reported to a future Decision Session meeting at the earliest opportunity. This is a recommended option.

### Option B - 20 mph Speed Limit/ School Travel Plan Review

26. The introduction of this restriction will effectively reinforce the speed that already appears to be observed where the traffic calming is in place. It is unlikely to deter significant amounts of through traffic over and above that already deterred by the traffic calming in place. Westminster Road, The Avenue and Greencliffe Drive should be included under this consideration. Part of this work will also include reviewing the existing School Travel Plan for St Peter’s School to explore possible further improvements to school traffic and safety issues. This is a recommended option and would be progressed in line with usual procedures.
27. The next range of options considers utilising the introduction of Traffic Regulation Orders with no physical constraints. It should be noted that as with any traffic order there will be a right of objection from any interested parties and any significant opposition with valid objections is likely to prevent its introduction.

### Option C - Access Only Order

28. It is possible to introduce an “access only” traffic regulation order that prohibits any traffic without a legitimate reason for accessing the area. Past experience of these types of orders have proven to be almost entirely ineffectual. They rely solely on enforcement action from the Police Authority, which cannot be guaranteed. This option is not recommended for further consideration.



Option D - Banned Turning Manoeuvres

The main through traffic routes used are:

1. Right Turn into Westminster Road – Right Turn Out of The Avenue and
  2. Left Turn into The Avenue – Left Turn out of Westminster Road
29. Whilst this may be slightly easier to enforce than the Access order proposal it would still rely heavily on an appropriate level of enforcement from the Police Authority that cannot be guaranteed and the level of abuse can be expected to be quite high. This will also have a significant impact (if observed) on the existing traffic movements of residential traffic and other access traffic such as School related. This option is not recommended for further consideration.

Option E - One Way Traffic

30. The introduction of a one-way route would only be effective in preventing through traffic in one direction. It would also require most traffic to enter via one main junction and exit via another (depending on the direction chosen). This will also have a significant impact on the existing traffic movements of residential traffic and other access traffic such as School related. This option is not recommended for further consideration.
31. The following range of options take into consideration the use of physical restrictions that may be used in conjunction with the Traffic Regulation Orders detailed above.

Option F - Banned turning manoeuvres with junction alterations.

32. If the banned turns considered in option D were accompanied by physical alterations to the junctions to prevent and discourage the banned movement, they would become more effective and less reliant on Police enforcement. Their effects on residential and access traffic would again be significant on existing movements. Significant costs are likely to be incurred with such an option but have not been explored further at this stage. This option is not recommended for further consideration.

Option G - Point Closure along Westminster Road or The Avenue.

33. This would be the most effective method of preventing through traffic from using this route as it physically blocks it. It would also have the biggest effect on residents and access traffic movements. Depending on where such a point closure is provided will greatly vary its effects on residents. There are four main areas considered to be the most effective location for a closure. All of which would need further detailed consideration and consultation if it were to be pursued further. With each of these four options consideration will also have to be given to introducing a closure on Greencliffe Drive to avoid it becoming a main access/ egress point.
34. They are:
- i) On Westminster Road at the junction with Water End

- ii) On Westminster Road at the junction with The Avenue
  - iii) On the Avenue at the junction with Westminster Road
  - iv) On the Avenue at the Junction with A19 Clifton
  - v) On Greycliffe Drive at the junction with Westminster Road for all options i) to iv)
35. There are several issues that need to be carefully considered if a closure were to be introduced. Whilst they may be effective in eliminating through traffic the consequences of such action would be:
- Major re-routing of residential and access traffic particularly school related.
  - A disproportionate amount of traffic may be forced to use only one junction to access /egress e.g. more right turns out of Westminster Road or a greater demand for school related traffic to use one particular junction.
  - The significant amount of through traffic would increase the demand on the Clifton Green signals, which already operate at capacity during peak periods.
  - Residential and access traffic will also contribute to this as certain movements would have to be via this route. Any subsequent delays would affect all traffic.
  - From a construction point any closure is likely to require suitable turning head facilities to allow traffic to turn around to leave via the route they entered. The feasibility of this would need further investigation and likely to incur significant costs.
36. This option is recommended for further consideration as part of the reporting of the surveys recommended in option A.

#### Option H - Resident's Consultation

37. Subject to the reporting of the results of the surveys recommended in option A, consideration should also be given at that time for the need to undertake a resident's consultation of the different levels of support of any proposals arising. This should be undertaken before further work is carried out to assess the traffic impacts to avoid abortive works. Not all residents are represented on the petitions that have been submitted requesting a road closure and the implication of such action may not have been fully appreciated at the time of signing. This option is also recommended to be part of the considerations in the future reporting of the survey results recommended in option A.

### **Analysis**

38. The above options A and B are recommended for taking forward with further consideration for options G and H to be given in a future report. These are considered to be the most appropriate options to progress at this time in that they will:

- Accurately identify and quantify the “residual” level of through traffic in relation to other traffic that can be reported to a future meeting.
- Allow progress for the introduction of a 20pmh speed limit to reinforce the traffic-calmed route.
- Enable improvements to be made to the existing School Travel Plan in this area.

### **Corporate Priorities**

39. Considering this matter is part of our focus to meet the needs of our communities.

### **Implications**

40. The proposals put forward have the following implications:
- **Financial** No budget has been established to implement any proposals, however minor alterations, depending on their nature, may be able to be funded from the annual signs, lines and Traffic Regulation Order budgets.
  - **Human Resources (HR)** - None
  - **Equalities** - None
  - **Legal** - None
  - **Crime and Disorder** - None
  - **Information Technology (IT)** - None
  - **Property** - None
  - **Other** - None

### **Risk Management**

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

## Contact Details

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### Chief Officer Responsible for the report:

Bill Woolley  
Director of City Strategy

Report Approved



Date 18 August 2009

### Specialist Implications Officer(s)

Implication ie Financial  
Name  
Tel No.

Title

Wards Affected: Clifton

All

tick

For further information please contact the author of the report

### Background Papers:

None

### Annexes:

Annex A - Front pages of petitions  
Annex B - Location Plan  
Annex C – List of the main points and concerns so far expressed  
Annex D – Westminster Road/The Avenue Traffic Surveys  
Annex E – Ward Members and Political Party Views  
Annex F - Letter of support for Water End Cycle scheme  
Annex G to this report will follow setting out the scrutiny task groups views (and those of the parent Scrutiny Committee members) on those elements of an ongoing CCfA (Councillor Call for Action) which may impact upon this report being considered by the Executive Member.

**ANNEX A**

**Mr Bill McCarthy  
Chief Executive  
City of York Council  
The Guildhall  
York YO1 9QN**

Monday 8<sup>th</sup> June 2009

**Re. Point Closure of Westminster Road, Clifton**

Dear Mr McCarthy,  
I am writing on behalf of residents of Westminster Road and The Avenue to formally present the enclosed petition to the council.

This calls on the council to instigate the closure of Westminster Road to address the serious issue of 'rat-run' through-traffic using Westminster Road and The Avenue as a short-cut to avoid the Water End/Clifton Green junction.

This follows the changes made to the traffic-flow along Water End, from Acomb to Clifton Green, and the substantial delays and disruption this project has caused. The specific impact on Westminster Road and The Avenue has been the use of these quiet residential streets as a 'rat-run', increasing the traffic levels, noise and environmental pollution and threats to safety.

The petition has been signed by the overwhelming majority properties on Westminster Road, and indicates the support of more than 85% of the residents and we therefore call on the council to install the bollards required to complete the 'point closure' without delay.

Yours sincerely,

<

<i>cc David Scott</i>	<i>Councillor - Clifton Ward</i>
<i>Ken King</i>	<i>Councillor - Clifton Ward</i>
<i>Helen Douglas</i>	<i>Councillor - Clifton Ward</i>
<i>Jon Pickles</i>	<i>Senior Transport &amp; Safety Engineer, York Council</i>
<i>Mike Durkin</i>	<i>Transport &amp; Safety Project Manager, York Council</i>
<i>Ray Chaplain</i>	<i>Transport &amp; Safety Manager, York Council</i>
<i>Damon Copperthwaite</i>	<i>Assistant Director for City Strategy, York Council</i>
<i>Bill Woolley</i>	<i>Director for City Strategy, York Council</i>
<i>Dave Carter</i>	<i>Head of Network Management, York Council</i>
<i>Graham Titchener</i>	<i>Programme Manager Cycling City York</i>
<i>Ruth Egan</i>	<i>Head of Transport &amp; Planning, York Council</i>
<i>Richard Smyth</i>	<i>Head Master, St Peter's School, York</i>

TRAFFIC IN THE AVENUE AND WESTMINSTER ROAD.

Dear Neighbours

I know that many of us are very concerned about the substantial increase in traffic in The Avenue following the alterations to the junction by the Green at Water End. The Council have apparently measured the flow and are surprised that the increase has been so marked and so severe. Apparently upto 420 vehicles per hour have been recorded using Westminster Road and The Avenue as a "rat-run" at peak times mid. week.

There seems to be a growing feeling that something needs to be done to curb the problems that the alterations at the junction have created and I understand that these issues were discussed at a public meeting with the Council a month or so ago, and are to be discussed at the next Ward meeting next week.

At the St. Peters/Resident's meeting a fortnight ago, I raised the issue of the potential risk of a serious accident occurring in The Avenue when it is congested with traffic, especially when school children <sup>are</sup> being dropped off or collected at peak times, and I am very concerned about this. The Headmaster said that he would support any measures that would improve the safety of the schools pupils.

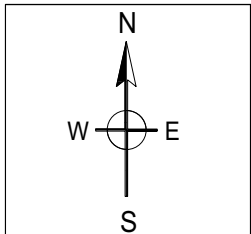
When the road works/pipe burst problem was being dealt with, I had a long conversation with the City's Highways Engineer, John Pickles; I suggested that we needed to have "No Entry Except For Access" signs, and width restrictions installed to curb a likely increase in rat-running. Mr. Pickles was of the opinion that only the closure of Westminster Road to through traffic would have any effect, and I have now come to the same conclusion.

If Westminster Road were to be closed there would simply be no rat-run, and The Avenue would be safer, quieter, and altogether more pleasant. Although there would be some inconvenience to all residents, and to St. Peter's ( especially for their coach drivers! ) I think this is a small price to pay, and so it seems do the residents in Westminster Road who have already got together and all but 5 houses from 72 have signed a petition calling for the rat-running to be stopped.

Accordingly I attach a Petition which I would invite you to sign! Please return it to me at

Thank you.

2<sup>nd</sup> June 2009



# Westminster Road - Petitions

SCALE: 1:2500

DRAWN BY: DC

DATE 1/7/2009

Originating Group:

NM

Drawing No.

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## Annex C

### Suggestion/ Comments received so far.

#### 1st Petition:

- Call to instigate the closure of Westminster Road to address through traffic to address the serious issue of “rat-run” through-traffic.
- Considers the increases to be due to the changes arising from the Water Lane scheme.
- Increased traffic levels, noise and environmental pollution.
- Asks for the installation of bollards to address issues of rat-run through traffic.

#### 2nd Petition:

- Calls for the closure of Westminster Road to through traffic as soon as possible.
- Concern over increased in volume of traffic due to alterations to Clifton Green signals.
- Situation at peak times unacceptable
- Road Safety concerns for school children from St. Peter’s and St. Olave’s schools.

#### Additional points raised at Ward Committee meeting:

- Call to reinstate traffic lane at Clifton Green signals.
- Concern over pollution effects of queuing traffic along Water End
- Not everyone in favour of bollard on Westminster Road.
- Point closure requested.
- 20 mph limit should be introduced
- Call for more traffic calming

#### Other contacts:

- Road safety concern over temporary removal of road humps
- Hugh increase in speeding traffic all day and in both direction due to drivers avoiding the Clifton Green signals
- A quiet residential street has been turned into a motorway.
- No right turn into Westminster Road and no left turn out of The Avenue
- Reduce carriageway on Westminster Road where the road humps are.
- Disturbance and dangers caused to residents by hundreds of vehicles every day using Westminster Road and The Avenue as a rat run.
- The noise of traffic speeding past causes loss of sleep, stress and air pollution.
- Concern for road safety when exiting the end of Westminster Road have come head to head with a vehicle on the wrong side of the road as they overtake the line of waiting traffic to enter Westminster Road.
- If bollards were put in I feel it might well make things worse as all the school traffic to St Peters & the people who park & walk their children down the alley to the old St Anne’s would all have to turn round and come back the same way.
- Request to replace speed cushions with chicanes.

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## Annex D

### Westminster Road / The Avenue Speed Surveys

#### Speed Surveys (mph)

	The Avenue (with humps) w/c 19/1/09	Westminster Road (without humps) w/c 15/6/09	Diff.
<b>To Water End</b>			
Average Speed	17	25	8
85 <sup>th</sup> Percentile Speed	20	30	10
<b>From Water End</b>			
Average Speed	17	25	8
85 <sup>th</sup> Percentile Speed	20	31	11

Note: Survey taken on The Avenue was before the Water End scheme was implemented and the survey on Westminster Road are after the schemes implementation and the removal of the road humps.

#### 24 Hour Traffic Flow (taken from the speed survey information)

	The Avenue (w/c 19/1/09)	Westminster Rd (w/c 15/6/09)	Diff +/-	% Diff +/-
<b>To Water End</b>				
AM	96	164	68	70
PM	62	107	45	72
Weekday Av	444	779	335	75
<b>From Water End</b>				
AM	38	93	55	145
PM	138	190	52	38
Weekday Av	456	995	539	118
<b>Combined</b>				
AM	134	257	123	92
PM	200	297	97	49
Weekday Av	900	1774	874	97

Note: These figure represent all traffic i.e. no allowance made for residential/ school related traffic or traffic that may have entered and left via the same street.

## Annex D

### Origin & Destination Survey Analysis (7am-7pm)

#### Comparison of total and through traffic entering/ exiting each junction

Junction	Direction	Total traffic	Through traffic	% through traffic
Westminster Road	To Water End	511	225	44
	From Water End	779	747	96
	Total	1290	972	75
The Avenue	To A19 Clifton	1052	744	70
	From A19 Clifton	593	225	38
	Total	1645	969	59
Greencliffe Drive	To Water End	48	12	20
	From Water End	59	10	21
	Total	107	22	21

#### Through Traffic Movements - 7am to 7pm

From \ To	Westminster Road/ Water End	Greencliffe Drive/ Water End	The Avenue/ A19 Clifton
Westminster Road/ Water End	x	8	739
Greencliffe Drive/ Water End	5	x	5
The Avenue/ A19 Clifton	221	4	x

**Annex D****Origin & Destination Survey Analysis (continued)****A.M. peak hour through traffic movements**

From \ To	Westminster Road/ Water End	Greencliffe Drive/ Water End	The Avenue/ A19 Clifton
Westminster Road/ Water End	x	2	157
Greencliffe Drive/ Water End	1	x	0
The Avenue/ A19 Clifton	14	0	x

**P.M. peak hour through traffic movements**

From \ To	Westminster Road/ Water End	Greencliffe Drive/ Water End	The Avenue/ A19 Clifton
Westminster Road/ Water End	x	1	60
Greencliffe Drive/ Water End	0	x	2
The Avenue/ A19 Clifton	80	1	x

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# Annex E

## Ward Member and Party Representatives Comments

### Ward Councillors

Councillor Scott  
No concerns raised.

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Councillor King  
I support the petitions.

---

Councillor Douglas  
No concerns raised.

---

### Party Representatives

Cllr Steve Galloway  
No comments at present.  
Need as you say to understand all the traffic volume figures and the knock on effects of any changes.  
In particular I will be looking for comparative traffic volume information for similar roads elsewhere (e.g. Grantham Drive).  
Steve

---

Councillor Gillies  
Appreciate the anxiety felt by the residents of Westminster Road, but this is a legitimate access for vehicles which has for many years been a "Rat Run".  
The present problem has been exacerbated by the works at St. Peters School and the junction and priority alteration at Water End, which has been a disaster as far as vehicular traffic is concerned, although a success for cyclists.  
With the improvements to Water End for cyclists and the expected modal shift in usage expected in the coming months and years, it is only a matter of time before the situation resolves itself naturally, and therefore there is no justification to change the access to Westminster Road or The Avenue.  
Cllr. Ian Gillies  
Conservative Group Leader  
City of York Council.

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Councillor D'Agorne  
As cycle champion I support the changes that have been made to provide a safe orbital cycle route and reduce the hazard of cycle conflict with traffic at the Clifton junction. If the residents are willing to consider a trial temporary closure (using melba blocks or lockable bollards) this might provide the short term deterrent to rat running and allow the impact on flows to be assessed quickly and cheaply. I would not support a lot of officer time being redirected into this from more strategic work on reducing traffic on the whole network and prioritising sustainable alternatives.

Andy D'Agorne

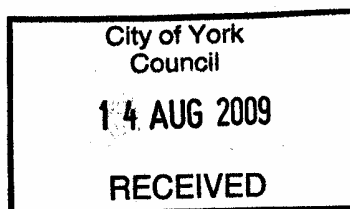
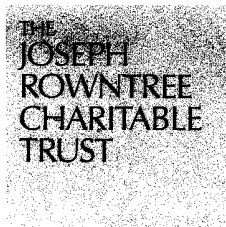
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Councillor Potter  
No Concerns raised.

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The Garden House T: +44 (0)1904 627810  
Water End F: +44 (0)1904 651990  
York YO30 6WQ E: enquiries@jrct.org.uk  
United Kingdom www.jrct.org.uk



Walking & Cycling Officer  
Transport Planning Unit  
9 St Leonard's Place  
York YO1 7ET

13<sup>th</sup> August 2009

Dear Madam/Sir,

I want to thank York Council for the work that has been done on Water End, creating safe cycle lanes. I travel to work here daily, from Leeds, usually by train/bicycle and sometimes by car. The improvements have really helped my journey by bike – and apart from a couple of times while the work was being done, haven't slowed down the driving time, when I do have to use the car.

With good wishes.

Yours faithfully,

A handwritten signature in cursive script that reads "Juliet Prager".

Juliet Prager  
Deputy Trust Secretary

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## **Traffic Issues at Junction of Water Lane, Clifton Green, Westminster Road, and The Avenue**

### **Comments from the Economic & City Development Overview & Scrutiny Committee Task Group**

1. At a meeting on 12<sup>th</sup> August 2009 Members of the Economic & City Development Overview and Scrutiny Committee considered a report regarding a Councillor Call for Action (CCfA) submitted by the Clifton Ward Councillors. The CCfA was in relation to traffic issues at the junction of Water Lane, Clifton Green, Westminster Road, The Avenue and Clifton Green.
2. It was decided to proceed with the CCfA and a cross-party task group was established to undertake the work.
3. In the first instance the Economic & City Development Overview & Scrutiny Committee asked the task group to comment on a report being presented to the Executive Member for City Strategy on 1<sup>st</sup> September. This report details the responses to petitions submitted by residents in the affected area.
4. In light of the above the task group make the following comments:
  - i. The task group recognise the difficulties being faced by the residents of the area. They acknowledge that the introduction of the Water End Cycle scheme, the burst water main and the removal of the speed cushions along Westminster Road have had a significant impact on traffic issues in the area. They do, however, acknowledge that this series of events is an abnormal combination and would not usually have happened.
  - ii. The task group also acknowledge that people appear to be keeping within the speed limits of the area and no speeding problems had been reported. Once the speed cushions along Westminster Road were reinstated then the speeds would fit with the criteria for a 20mph zone.

### **Comments on the Options**

#### **Option A – Further Survey**

- The task group acknowledged that there was already some through traffic in the area prior to the changes being made. It is also difficult to judge how or whether this will change when the speed cushions in Westminster Road are reinstated. The task group supports Option A but suggests that the survey be started by the end of September 2009 to allow for the return to school and the report completed by the end of October 2009 (on the understanding that the speed cushions will be replaced by the end of August as reported to the Economic & City

Development Overview and Scrutiny Committee at their meeting on 12<sup>th</sup> August 2009).

#### **Option B – 20mph Speed Limit/School Travel Plan Review**

- The task group supports Option B

#### **Option C – Access Only Order**

- The task group accepts that this would be an ineffective deterrent and would be difficult to enforce.

#### **Option D – Banned Turning Manoeuvres**

- This would be an ineffective deterrent and would be difficult to enforce. It could be more disadvantageous to local residents than to occasional users of the route.

#### **Option E – One Way Traffic**

- This could be more disadvantageous to residents, particularly in terms of speed. One-way traffic could mean that there was an increase in speed in this section of the area.

#### **Option F – Banned Turning Manoeuvres with Junction Alterations**

- Banning left turns is awkward and may prove to be more disadvantageous to residents than beneficial.

#### **Option G – Point Closure along Westminster Road or The Avenue**

- The task group accept that this is a possible solution but it would need very careful exploration due to the knock on effect it may have on other streets in the area (i.e. Greencliffe Drive). It could create conflict between existing residents in the area dependent on where the closure point was sited. There would, therefore, need to be very wide and careful consultation with all residents of the area.
- There may also be an impact on access for service vehicles (emergency services, refuse lorries etc) and would reduce the amount of space available, especially in terms of vehicles turning.
- There could be an increase in pressure on those roads left as access and egress points and on the egress/access point of the road that is partially closed.
- There could be an adverse effect on traffic movement at already busy signals in the area.
- The task group has suggested that the possibility of introducing 'build outs' to introduce priority pinch points should also be explored as an alternative option to point closure. This may help control the traffic flow and allow the passage of traffic but would make it a less attractive

route for the through traffic leaving the route freer for those that need to use it. It is acknowledged that this may lead to a small loss of on-street parking but this wasn't considered to be a critical concern.

### **General Comment**

- Whichever option is ultimately chosen there needs to be careful consultation as all options offer advantages for some residents and disadvantages for others. It is, therefore, crucial that ALL residents in the affected areas are consulted to get a balanced view of opinions.

### **5. Task Group Members:**

Cllr Potter  
Cllr D'Agorne  
Cllr Holvey

### **6. Comments from the Economic & City Development Overview & Scrutiny Committee**

Members of the Economic & City Development Overview & Scrutiny Committee who were not part of the task group, were asked to comment on the task groups findings listed above, and the following views were expressed:

- |             |   |
|-------------|---|
| Cllr Pierce | I generally endorse the preferences expressed but regard a 'access only' order as desirable to communicate the function of the highways. Whilst this may be difficult to enforce, it is not impossible and will act as a deterrent. |
| Cllr Hyman  | The report seems to be fair and picks up those issues that require attention. The results of future surveys should help make a final decision.  |

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**Decision Session – Executive Member for  
City Strategy****1 September 2009**

Report of the Director of City Strategy

**City Strategy Capital Programme – 2009/10 Monitor 1  
Report****Report Summary**

1. The purpose of this report is to:
  - Set out progress to date on schemes in the 2009/10 City Strategy Capital Programme, including budget spend to the end of July 2009.
  - Make adjustments to scheme allocations to align with latest cost estimates and delivery projections.

**Recommendations**

2. The Executive Member is requested to:
  - i) Approve the adjustments set out in Annexes 1 and 2.
  - ii) Approve the changes to the allocation of the Cycling City funding, subject to the approval of the Executive.

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

**Background**

3. The City Strategy 2009/10 transport base budget was confirmed at Full Council on 26 February 2009. The programme was finalised on 7 July 2009 when the Executive Member was presented with the consolidated Capital Programme, which included all work that had carried over from 2008/09.
4. The current approved budget for the City Strategy Capital Programme for 2009/10 is **£5,786k**, which includes £3,374k of Local Transport Plan (LTP) funding, plus other funding from the Cycling City grant, Road Safety grant, RFA Supplementary Grant, developer contributions and council resources. This represents the budget available to spend and is therefore net of the over-programming built into the Local Transport Plan element of the

programme. The overprogramming seeks to address the problem of schemes being delayed due to unforeseen circumstances arising.

5. The transport base budget includes £450k of funding from the £1,461k Regional Funding Allocation (RFA) top-up for 2009/10. This additional funding from the Regional Transport Board, together with £1,316k now confirmed for 2010/11, has been made available to Local Authority LTP block allocations in the two year period from 2009/10 to 2010/11, due to the underspends in the Major Schemes block across the Region.
6. Following a report to Executive on 21 July on the use of the remaining RFA top-up funding, Members approved the use of the additional funding to continue the development work on the Haxby Station scheme and the Access York Phase 2 scheme, and approved the implementation of a scheme to improve the A19/A1237 roundabout.
7. The Department for Transport (DfT) confirmed on 27 July that the council will receive £1,316k of RFA funding in 2010/11, in addition to the 2009/10 allocation. The allocation over two years will allow the A19/A1237 Roundabout upgrade scheme to progress as approved by the Executive on 21 July.
8. The full City Strategy Capital Programme also includes funding from Council resources for maintenance of the City Walls and repairs to the riverbank along a section of Public Footpath Rawcliffe No.1, south of the Outer Ring Road.
9. Table 1 illustrates the current approved capital programme.

**Table 1: Current Approved Capital Programme**

	<b>Gross Budget £000s</b>	<b>External Funding* £000s</b>	<b>Capital Receipts £000s</b>
Original Budget approved by Council at 26 February 2009	5,742	5,502	240
Additions/reductions from 08/09 outturn report	+44	-15	+59
<b>Current Approved Capital Programme</b>	<b>5,786</b>	<b>5,487</b>	<b>299</b>

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

## Summary of Key Issues

10. At this stage of the year, the majority of the schemes in the capital programme are in the feasibility and outline design stage, and there are only a few changes to be made to current scheme allocations. As work



progresses throughout the year, scheme costs will be confirmed and current allocations will be adjusted as required.

11. The current spend to the end of July is £779k, which represents 14% spend on the total budget allocation (i.e. the programme minus overprogramming). This is a higher level than the spend at this time in 2008/09 (£192k), which is mainly due to the preparatory work on the Access York Phase 1 scheme and the costs of those schemes carried over from 2008/09. There are commitments of £300k to contribute to the Hopgrove roundabout scheme and a virement of £516k to Neighbourhood Services.
12. Each main block within the LTP element of the programme has a budget figure allocated, which indicates the level of funding available, and a programme figure, which shows the value of all the schemes being progressed. The level of overprogramming varies between blocks depending on the level of deliverability risk. As in previous years, the level of overprogramming will be amended through the year as the certainty of delivery becomes evident.
13. Most schemes identified for implementation should be constructed in 2009/10 (dependent on design progress and availability of funds). Schemes identified as 'Study' schemes will be developed to detailed design stage in 2009/10, and implemented during the year if funding becomes available due to slippage of other schemes.
14. The current approved budget and proposed adjustments is indicated in Table 2 below. Additional information, including details of the proposed changes to allocations, is provided in the Annexes to the report.
15. As indicated in the Capital Programme Budget and Consolidated reports, it is proposed to vire funds from City Strategy to Neighbourhood Services to 'payback' the structural maintenance funding used for the Moor Lane Roundabout scheme. The total of £516k funded from the LTP (£441k) and CYC Carryover (£75k) will be transferred out of the City Strategy Programme.

**Table 2: Capital Programme Forecast Outturn 2009/10 – 2010/11**

<b>Gross City Strategy Capital Programme</b>	<b>2009/10 £000s</b>	<b>2010/11 £000s</b>	<b>Total £000s</b>	<b>Paragraph Ref</b>
<b>Revised Capital Programme</b>	<b>5,786</b>	<b>4,770</b>	<b>10,556</b>	
<b>Adjustments:</b>				
Virement to Neighbourhood Services	-516		-516	Annex 1
<b>Re-profiling:</b>				
None				
<b>Revised Capital Programme</b>	<b>5,270</b>	<b>4,770</b>	<b>10,040</b>	

## **Scheme Specific Analysis**

16. The key proposed changes included in this report are summarised below and are detailed in Annex 1.
- Reduced allocations for the Access York Phase 1, Blossom Street Multi-Modal, and Fishergate Gyratory schemes, due to the longer length of time required to develop these schemes in 2009/10 for implementation in 2010/11.
  - The addition of an allocation for the implementation of the Beckfield Lane Phase 2 cycle route in 2009/10.
  - Inclusion of the details of the School Cycle Parking schemes in the programme.
  - Reduction of the overall budget by £516k, due to the virement of funds to Neighbourhood Services.
17. The re-profiling of the Blossom Street and Fishergate Gyratory schemes has allowed £150k of Cycling City funding to be allocated to the Beckfield Lane Phase 2 cycle scheme.

## **Consultation**

18. The capital programme was developed under the Capital Resource Allocation model (CRAM) framework and agreed at Full Council on 26 February 2009. Whilst consultation is not undertaken for the capital programme on an annual basis the proposals follow the principles of the Local Transport Plan, which was prepared following extensive consultation. Individual scheme proposals follow a consultation process with local councillors and residents in the locality of the individual schemes.

## **Corporate Priorities**

19. The capital programme is decided through a formal process, using a Capital Resource Allocation Model (CRAM). CRAM is a tool used for allocating the council's scarce capital resources to schemes that meet corporate priorities.
20. The City Strategy Capital Programme supports the Sustainable City, Thriving City and Safer City elements of the new Corporate Strategy.
21. **Sustainable City** We aim to be clean and green, reducing our impact on the environment while maintaining York's special qualities and enabling the city and its communities to grow and thrive. Improvements to cycle routes, walking routes and public transport will help to meet this objective.
22. **Thriving City** We will continue to support York's successful economy to make sure that employment rates remain high and that local people benefit from new job opportunities. Improvements to the city's sustainable transport network including the provision of three new Park & Ride sites will assist the economy by reducing the impact of congestion.

23. **Safer City** We want York to be a safer city with low crime rates and high opinions of the city's safety record. Improvement schemes and speed management measures are targeted at prioritised sites to reduce casualties. Education and enforcement campaigns complement the highway improvement works.

### Implications

24. The report has the following implications:
- **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 and disorder implications
  - **Information Technology (IT)** – There are no IT implications
  - **Property** – There are no property implications
  - **Other** – There are no other implications

### Financial Implications

25. The LTP allocation for 2009/10 was confirmed by the Government Office for Yorkshire and the Humber on 27 November 2007. The City Strategy Capital Programme budget was agreed by the Budget Council as part of the overall CYC Capital Programme on 26 February 2009. The programme was amended to include carryovers from the 2008/09 Capital programme in the City Strategy Capital Programme report at the July Decision Session meeting. The proposed funding at the Monitor 1 stage is indicated in the following table:

	Consolidated Funding	Proposed Changes	Proposed Monitor 1 Funding
	£000s	£000s	£000s
LTP Settlement	3,374	-441	2,933
Regional Funding Allocation	450		450
Developer Contributions	500		500
Road Safety Grant	43		43
Cycling City Grant	1,120		1,120
CYC Resources	299	-75	224
<b>Total</b>	<b>5,786</b>	<b>-516</b>	<b>5,270</b>

26. If the proposed changes are accepted, the total value of the City Strategy Capital Programme for 2009/10 would be **£6,524k** including overprogramming. The overprogramming would decrease from £1,259k to **£1,254k**. The level of overprogramming is higher than the same period in 2008/09 (£860k) as the development of a number of the larger schemes is still progressing and will be subject to the approval of the Executive Member later in the year. Once the potential delivery programme of these schemes is confirmed, decisions on which schemes to deliver in 2009/10 and which to slip to 2010/11 will need to be made. The overprogramming

level will need to be substantially reduced at the Monitor 2 report in December to ensure that the budget is not overspent at the year end.

27. The proposed budget is reduced by £516k to £5,720k as a result of the virement of funds to Neighbourhood Services.

### Risk Management

28. The Capital Programme has been prepared to assist in the delivery of the objectives of the Local Transport Plan. The Department for Transport will assess the progress of the LTP against the targets set in the plan. If the schemes included within the programme do not have the anticipated effect on the targets, it is possible that the council will receive a lower score, and consequentially there is a risk that future funding will be reduced.

### Contact Details

**Author:**

Tony Clarke  
Capital Programme Manager  
City Strategy  
Tel No. 01904 551641

**Chief Officer Responsible for the report:**

**Damon Copperthwaite**  
Assistant Director City Development and  
Transport

**Co-Author**

Patrick Looker  
Finance Manager  
City Strategy  
Tel No. 01904 551633

**Report Approved**  **Date** 17 August 2009

**Report Approved**  **Date**

**Specialist Implications Officer(s)** N/A

**Wards Affected:** List wards or tick box to indicate all

**All**

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

**Background Papers:**

City Strategy Capital Programme – Monitor 3 Report – 16 March 2009  
2009/10 City Strategy Transport Capital Programme – 31 March 2009  
City Strategy Capital Programme – Outturn Report – 2 June 2009  
City Strategy Capital Programme – 2009/10 Consolidated Budget Report – 7 July 2009

**Annexes**

Annex 1: 2009/10 Monitor 1 Report – Scheme Progress Report  
Annex 2: Summary of Proposed Changes  
Annex 3: Current and Proposed Budgets for 2009/10 Capital Programme

## **Annex 1: 2009/10 Monitor 1 Report – Scheme Progress Report**

1. This annex provides an update on the progress of schemes within the City Strategy Capital Programme, and details a number of proposed changes to the programme. This annex only reports by exception i.e. 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. The level of overprogramming will be reduced later in the year as the delivery of schemes becomes more certain.
2. Details of the current and proposed allocations for all schemes in the programme are set out in Annex 3.

### **Transport Schemes**

#### **ACCESS YORK PHASE 1**

**Budget: £1,027k**

**Programme (including overprogramming): £1,047k**

**Spend to 31 July 2009: £204k**

3. Access York Phase 1 (AY01/09) - £1,047k. It is proposed to reduce the allocation for this scheme to £875k, as the approval from the Department for Transport (DfT) is anticipated to be later in the year than originally programmed. The planning application for the Askham Bar Park & Ride relocation and expansion has been submitted, and the planning applications for the new Park & Ride sites at the A59 and Wigginton Road will be submitted later in the year. The procurement of a design consultant to undertake the detailed design of the sites and the A59/A1237 roundabout improvements is currently underway. Initial comments on the Major Scheme Business Case have been received from the DfT and are currently being addressed. It is anticipated that Programme Entry approval will not be received before December. An update report will be submitted to the Executive at that stage requesting approval to start detailed design and to progress the procurement of the Contractor to construct the sites.

#### **OUTER RING ROAD**

**Budget: £500k (£200k RFA Top-up, £300k s106)**

**Programme (including overprogramming): £500k**

**Spend to 31 July 2009: £7k**

4. Access York Phase 2 Preparation (AY02/08) - £200k. It is proposed to separate this allocation into two schemes, with £100k allocated for the ongoing preparation work on the Access York Phase 2 scheme, and the remaining £100k allocated for developing the A19/A1237 roundabout improvements scheme, following the decision at 21 July Executive on the use of the Regional Funding Allocation over the next two years. An outline design report on the A19/A1237 roundabout scheme will be taken to the October Decision Session meeting.

**MULTI-MODAL SCHEMES****Budget: £970k (£330k LTP, £190k s106, £450k Cycling City)****Programme (including overprogramming): £1,375k****Spend to 31 July 2009: £123k**

5. Fulford Road Multi-Modal Scheme (PT04/06) - £950k. This scheme was expected to go out to tender in August for the work to start in late September, but this has been delayed due to additional work required to finalise elements of the detailed design for the scheme. It is now expected that the scheme will go out to tender later in September, for work to start on site in November. The final scheme costs will not be confirmed until the tender is received, so the current budget may need to be adjusted at the Monitor 2 report in December. The scheme is still expected to be completed by the end of 2009/10.
6. Blossom Street Multi-Modal Scheme (PT07/06) - £150k. It is proposed to reduce the allocation for this scheme to £100k, due to the length of time required for the scheme to be developed and go through the approvals process. The scheme is expected to be implemented in 2010/11. A separate report on the proposed options for the scheme is being presented at this Decision Session meeting. The Cycling City funding allocation will be reduced from £90k to £40k to allow £50k of Cycling City funding to be transferred to the Beckfield Lane Phase 2 cycle scheme budget.
7. Fishergate Gyratory Multi-Modal Scheme (MM01/08) - £275k. It is proposed to reduce the allocation for this scheme to £175k by reducing the Cycling City allocation from £150k to £50k. The Cycling City funding allocation will also be transferred to the Beckfield Lane Phase 2 cycle scheme budget. As with the Blossom Street scheme, this reduced allocation is due to the length of time required for the scheme to be developed and approved before implementation of the scheme can begin in 2010/11. A further report on the Fishergate Gyratory scheme will be brought to the Decision Session later in the year.

**AIR QUALITY, CONGESTION & TRAFFIC MANAGEMENT****Budget: £130k****Programme (including overprogramming): £230k****Spend to 31 July 2009: £30k**

8. No changes are proposed to the schemes included in the Air Quality, Congestion, and Traffic Management block at this stage of the year.

**PARK & RIDE****Budget: £50k****Programme (including overprogramming): £50k****Spend to 31 July 2009: £3k**

9. No changes are proposed to the schemes included in the Park & Ride block at this stage of the year.

**PUBLIC TRANSPORT IMPROVEMENTS****Budget: £470k (£220k LTP, £250k RFA Top-up)****Programme (including overprogramming): £556k****Spend to 31 July 2009: £107k**

10. Haxby Station (PT03/08) - £250k. Network Rail's Enhancement and Renewal Investment Panel will meet in October to make a decision on their commitment to the Haxby Station scheme. If approved, the work to develop the scheme to Network Rail's GRIP 4 (Single Option Selection) process would begin after this meeting, and is expected to take 12 months to complete. Depending on the result of Network Rail's Investment Panel and the delivery programme, some of the current funding allocation may need to be slipped into next year. Any alterations to the allocation for this scheme will be included in the next Capital Programme Monitoring report to the Executive Member.

**WALKING****Budget: £115k****Programme (including overprogramming): £188k****Spend to 31 July 2009: £52k**

11. No changes are proposed to the schemes included in the Walking block at this stage of the year.

**CYCLING****Budget: £1,005k (£335k LTP, £670k Cycling City)****Programme (including overprogramming): £1,451k****Spend to 31 July 2009: £121k**

12. Lendal Hub Station (CY01/09) - £270k. A report on this scheme will be taken to the 22 September Executive meeting, which will set out the results of the construction procurement and provide options for progressing the scheme.
13. Crichton Avenue (CY02/09) - £575k. At EMAP in March 2009, approval in principle was gained for an outline scheme layout which had an estimated cost of £575k. Since that report more detailed plans have been developed to take into account comments from Cycling England and to reduce costs where possible. A report will be taken to the October Decision Session meeting indicating the results of the detailed design and consultation and finalising the funding requirements for the scheme.
14. Beckfield Lane Phase 2 (CY07/09) – New Scheme. Following the approval of the scope of the scheme at the July Decision Session, it is proposed to include an allocation of £285k to deliver this project in 2009/10. This includes £150k of Cycling City funding, which has been transferred from the Blossom Street and Fishergate Gyatory schemes.

**DEVELOPMENT-LINKED SCHEMES****Budget: £20k (£10k LTP, £10k s106)****Programme (including overprogramming): £20k****Spend to 31 July 2009: £0k**

15. No changes are proposed to the schemes included in the Development-Linked Schemes block at this stage of the year.

**SAFETY SCHEMES****Budget: £449k (£406k LTP, £43k Road Safety Grant)****Programme (including overprogramming): £518k****Spend to 31 July 2009: £34k**

16. Clifton Moorgate/ Water Lane LSS (LS09/07) - £33k. It is proposed to increase the allocation for this scheme to £55k, in order to fund the increased cost of the traffic signals and associated ducting works for this scheme. It is necessary to use a complex computerised system that is able to adjust traffic signal timings in real time and extract the maximum possible capacity out of the junction, which will retain sufficient capacity for vehicular traffic while still providing enhanced facilities for vulnerable road users at this junction.
17. For this system to work, it is necessary to have detector loops some distance away from the junction to allow accurate counting of approaching traffic. The cabling linking these loops to the junction must be housed in ducting as this is the only way their reliable long-term operation can be guaranteed, in order to ensure the junction continues to operate as effectively as possible.
18. As reported to the June Decision Session meeting, work is ongoing to compile a list of possible sites for new 20mph limits and to develop a set of criteria for assessing requests for new 20mph limits, in response to petitions received from residents. A report is expected to be presented to the Executive Member later in the year with the outcome of this work. The impact of the Fishergate 20mph scheme will also be considered as part of this work.
19. Village Accessibility Review (VA01/09) - £275k. Following the report to the July Decision Session meeting regarding this scheme, it is proposed to increase the allocation to £285k to include the cost of further feasibility work on the proposed Deighton/A19 scheme. This will assess whether a scheme can be developed to be implemented in 2010/11 along with the planned highway maintenance work on this section of the A19, which would reduce the overall scheme cost.
20. Detailed reports for the three schemes to be progressed in 2009/10 (Wigginton Road/Mill Lane traffic signals, Strensall Road speed limit alterations, A166 Dunnington/ Church Balk traffic island) will be taken to a Decision Session meeting later in the year to gain approval and enable construction to commence in the year.



**SCHOOL SCHEMES****Budget: £200k****Programme (including overprogramming): £260k****Spend to 31 July 2009: £33k**

21. School Cycle Parking - £50k. The programme of School Cycle Parking schemes has now been included in Annex 3 of this report, which includes the installation of cycle parking at six primary schools in York, and an allocation for the installation of scooter parking at schools across the city.

**PREVIOUS YEARS COSTS****Budget: £626k (£551k LTP, £75k CYC)****Spend to 31 July 2009: £60k**

22. Moor Lane Roundabout Payback to Structural Maintenance - £516k. It is proposed to remove this allocation (made up of £441k LTP funding and £75k CYC funding) from the City Strategy capital programme. As previously agreed, the funds will be vired to Neighbourhood Services, as 'payback' for the transfer of funds from the Structural Maintenance LTP allocation to the Integrated Transport LTP allocation in previous years to fund the construction of the Moor Lane Roundabout scheme.

**City Strategy Maintenance Programme**

23. No changes are proposed to the schemes in the City Strategy Maintenance Programme at this stage of the year.

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<b>Recommended variations to LTP Programme (Changes to Overprogramming Only)</b>		
Scheme	Change	Budget Change
		£1,000's
Access York Phase 1	Reduced due to longer time required for DfT to assess proposed schemes	-172.00
Beckfield Lane Phase 2	Allocation added to programme for scheme to be implemented in 09/10	135.00
Clifton Moorgate/Water Lane LSS	Increased due to additional traffic signal costs	22.00
Village Accessibility Review	Increased to fund additional feasibility work on the Deighton/A19 scheme	10.00

**Total** -5.00

<b>Virement of Funds to Structural Maintenance</b>		
Virement to Neighbourhood Services for Structural Maintenance	Virement of LTP funds as 'pay back' for Moor Lane Roundabout Scheme in previous years	-441.00
Virement to Neighbourhood Services for Structural Maintenance	Virement of CYC funds as 'pay back' for Moor Lane Roundabout Scheme in previous years	-75.00

**Total** -516.00

<b>RFA Top-up Funding</b>		
Scheme	Change	Budget Change
		£1,000's
Access York Phase 2 Preparation	Original allocation of £200k split into two separate schemes	-100.00
A19/A1237 Roundabout Improvements		100.00

**Total** 0.00

<b>Cycling City Funding</b>		
Scheme	Change	Budget Change
		£1,000's
Blossom Street Multi-Modal Scheme	Reduced due to longer time required to develop scheme for implementation in 10/11	-50.00
Fishergate Gyratory Multi-Modal Scheme	Reduced due to longer time required to develop scheme for implementation in 10/11	-100.00
Beckfield Lane Phase 2	Funding transferred to allow this scheme to be implemented in 09/10	150.00

**Total** 0.00

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## 2009/10 City Strategy Capital Programme Monitor 1 Report: Current + Proposed Budgets

Scheme Ref	09/10 City Strategy Capital Programme	09/10 Consolidated Budget (Total)	09/10 Consolidated Budget (LTP)	09/10 Proposed M1 Budget (Total)	09/10 Proposed M1 Budget (LTP)	Spend to 31/07/09	Scheme Type	Comments
		£1000s	£1000s	£1000s	£1000s	£1000s		
<b>Access York Phase 1</b>								
AY01/09	Access York Phase 1 CYC	1,047.00	1,047.00	875.00	875.00	33.12	Study	Allocation reduced - increased length of time required for DfT to assess proposal
	Askham Bar Expansion/Relocation					164.40	Study	Planning application for new site submitted in July
	A59					3.82	Study	Planning application to be submitted later in the year
	Wigginton Road					2.96	Study	Planning application to be submitted later in the year
<b>Access York Phase 1 Programme Total</b>		<b>1,047.00</b>	<b>1,047.00</b>	<b>875.00</b>	<b>875.00</b>	<b>204.30</b>		Programme reduced Overprogramming reduced Budget reduced
<b>Overprogramming</b>		<b>20.00</b>	<b>20.00</b>	<b>0.00</b>	<b>0.00</b>			
<b>Budget</b>		<b>1,027.00</b>	<b>1,027.00</b>	<b>875.00</b>	<b>875.00</b>			
<b>Outer Ring Road</b>								
OR01/05	Hopgrove Roundabout	300.00	0.00	300.00	0.00	0.04	Scheme	
AY02/08	Access York Phase 2 Preparation	200.00	0.00	100.00	0.00	7.36	Study	Allocation reduced - development of A19/A1237 roundabout scheme included as separate scheme in programme
OR01/09	A19/A1237 Roundabout Improvements	0.00	0.00	100.00	0.00	0.00	Study	New scheme - funding split out from Access York Phase 2 preparation, following decision at Executive to progress this scheme in 09/10
<b>Outer Ring Road Programme Total</b>		<b>500.00</b>	<b>0.00</b>	<b>500.00</b>	<b>0.00</b>	<b>7.40</b>		
<b>Overprogramming</b>		<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>			
<b>Budget</b>		<b>500.00</b>	<b>0.00</b>	<b>500.00</b>	<b>0.00</b>			
<b>Multi-Modal Schemes</b>								
PT04/06	Fulford Road Multi-Modal Scheme	950.00	675.00	950.00	675.00	119.21	Scheme	
PT07/06	Blossom Street Multi-Modal Scheme	150.00	60.00	100.00	60.00	0.46	Scheme	Allocation reduced - longer length of time required to develop scheme for implementation in 10/11
MM01/08	Fishergate Gyrotory Multi-Modal Scheme	275.00	0.00	175.00	0.00	3.47	Scheme	Allocation reduced - longer length of time required to develop scheme for implementation in 10/11
<b>Multi-Modal Schemes Programme Total</b>		<b>1,375.00</b>	<b>735.00</b>	<b>1,225.00</b>	<b>735.00</b>	<b>123.14</b>		Programme reduced
<b>Overprogramming</b>		<b>405.00</b>	<b>405.00</b>	<b>405.00</b>	<b>405.00</b>			
<b>Budget</b>		<b>970.00</b>	<b>330.00</b>	<b>820.00</b>	<b>330.00</b>			Budget reduced
<b>Air Quality, Congestion &amp; Traffic Management</b>								
TM01/09	Urban Traffic Management and Control (UTMC)	100.00	100.00	100.00	100.00	29.18	Scheme	
TM02/09	Air Quality	30.00	30.00	30.00	30.00	0.00	Scheme	
TM03/09	Coach Strategy	100.00	100.00	100.00	100.00	0.39	Scheme	
<b>Air Quality, Congestion &amp; Traffic Management Programme Total</b>		<b>230.00</b>	<b>230.00</b>	<b>230.00</b>	<b>230.00</b>	<b>29.57</b>		
<b>Overprogramming</b>		<b>100.00</b>	<b>100.00</b>	<b>100.00</b>	<b>100.00</b>			
<b>Budget</b>		<b>130.00</b>	<b>130.00</b>	<b>130.00</b>	<b>130.00</b>			
<b>Park &amp; Ride</b>								
PR01/09	P&R Site Upgrades	25.00	25.00	25.00	25.00	1.45	Scheme	
PR02/09	P&R City Centre Bus Stop Upgrades	25.00	25.00	25.00	25.00	1.32	Scheme	
<b>Park &amp; Ride Programme Total</b>		<b>50.00</b>	<b>50.00</b>	<b>50.00</b>	<b>50.00</b>	<b>2.77</b>		
<b>Overprogramming</b>		<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>			
<b>Budget</b>		<b>50.00</b>	<b>50.00</b>	<b>50.00</b>	<b>50.00</b>			
<b>Public Transport Improvements</b>								
PT03/08	Haxby Station	250.00	0.00	250.00	0.00	0.00	Study	
PT01/09	Bus Location and Information Sub-System (BLISS)	100.00	100.00	100.00	100.00	83.48	Scheme	
PT02/09	Bus Stop & Shelter Programme	50.00	50.00	50.00	50.00	6.38	Scheme	
PT11/07	A59/Beckfield Lane Junction Improvements	76.00	76.00	76.00	76.00	15.89	Scheme	
PT03/09	Dial & Ride Vehicle	80.00	80.00	80.00	80.00	0.00	Scheme	
<b>Public Transport Improvements Programme Total</b>		<b>556.00</b>	<b>306.00</b>	<b>556.00</b>	<b>306.00</b>	<b>106.54</b>		
<b>Overprogramming</b>		<b>86.00</b>	<b>86.00</b>	<b>86.00</b>	<b>86.00</b>			
<b>Budget</b>		<b>470.00</b>	<b>220.00</b>	<b>470.00</b>	<b>220.00</b>			

## 2009/10 City Strategy Capital Programme Monitor 1 Report: Current + Proposed Budgets

Scheme Ref	09/10 City Strategy Capital Programme	09/10 Consolidated Budget (Total)	09/10 Consolidated Budget (LTP)	09/10 Proposed M1 Budget (Total)	09/10 Proposed M1 Budget (LTP)	Spend to 31/07/09	Scheme Type	Comments
		£1000s	£1000s	£1000s	£1000s			
<b>Walking</b>								
PE05/06	Haxby Village Pedestrian Audit (Phase 2)	50.00	50.00	50.00	50.00	0.13	Scheme	
PE01/09	Minor Pedestrian Schemes Budget	40.00	40.00	40.00	40.00	9.94	Scheme	
PE02/09	Dropped Crossing Budget	35.00	35.00	35.00	35.00	0.19	Scheme	
PE03/09	Pedestrian Scheme Development	10.00	10.00	10.00	10.00	0.46	Study	
PE04/09	Footstreets Review	10.00	10.00	10.00	10.00	0.00	Study	
<b>Carryover Schemes</b>								
PE04/08	Walmgate Bar Improvements	43.00	43.00	43.00	43.00	41.21	Scheme	
<b>Walking Programme Total</b>		<b>188.00</b>	<b>188.00</b>	<b>188.00</b>	<b>188.00</b>	<b>51.93</b>		
<b>Overprogramming</b>		<b>73.00</b>	<b>73.00</b>	<b>73.00</b>	<b>73.00</b>			
<b>Budget</b>		<b>115.00</b>	<b>115.00</b>	<b>115.00</b>	<b>115.00</b>			
<b>Cycling</b>								
CY01/09	Lendal Hub Station	270.00	135.00	270.00	135.00	0.00	Scheme	
CC01/09	Clifton Green to Crichton Avenue (Orbital Route)	10.00	0.00	10.00	0.00	0.00	Study	
CC02/09	Hob Moor to Water End (Orbital Route)	10.00	0.00	10.00	0.00	1.58	Study	
CC03/09	James St to Heslington Road (Orbital Route)	10.00	0.00	10.00	0.00	0.00	Study	
CC04/09	Scarborough Bridge Upgrade	10.00	0.00	10.00	0.00	0.00	Study	
CC05/09	Inner Ring Road (Crossings & Route)	10.00	0.00	10.00	0.00	0.00	Study	
CC06/09	Citywide Barriers to Cycling	10.00	0.00	10.00	0.00	0.00	Study	
CC05/08	Lighting Projects - pilots on off-road routes	40.00	0.00	40.00	0.00	0.00	Scheme	
CC07/09	Route Branding/ Signing	35.00	0.00	35.00	0.00	0.00	Scheme	
CC04/08	Cycle City Signs	5.00	0.00	5.00	0.00	0.00	Scheme	
CC08/09	Employment Sites Cycle Parking	36.00	0.00	36.00	0.00	0.00	Scheme	
CC01/08	Covered Cycle Parking	20.00	0.00	20.00	0.00	0.00	Scheme	
CC09/09	Bike Availability	0.00	0.00	0.00	0.00	0.00	Scheme	
CY02/09	Crichton Avenue	575.00	290.00	575.00	290.00	25.96	Scheme	
CC10/09	Cycle Margin and Track Maintenance	54.00	0.00	54.00	0.00	0.03	Scheme	
CY07/09	Beckfield Lane Phase 2	0.00	0.00	285.00	135.00	6.31	Study	Allocation added - scheme to be developed and implemented in 09/10
CY01/07	Wigginton Road (Hospital)	100.00	100.00	100.00	100.00	6.40	Scheme	
CY03/09	Bootham Crossing	75.00	75.00	75.00	75.00	4.15	Scheme	
CY04/09	Access to Station	10.00	10.00	10.00	10.00	0.66	Study	
CY05/09	Cycle Minor Schemes	25.00	25.00	25.00	25.00	0.28	Scheme	
CY06/09	Cycling Scheme Development	20.00	20.00	20.00	20.00	0.75	Study	
<b>Carryover Schemes</b>								
CY10/04	Clifton Bridge Approaches (Water End to Clifton Green)	55.00	55.00	55.00	55.00	52.89	Scheme	
CY02/08	Beckfield Lane Cycle Route (Phase 1)	71.00	71.00	71.00	71.00	12.77	Scheme	
<b>Cycling Programme Total</b>		<b>1,451.00</b>	<b>781.00</b>	<b>1,736.00</b>	<b>916.00</b>	<b>121.28</b>		
<b>Overprogramming</b>		<b>446.00</b>	<b>446.00</b>	<b>454.00</b>	<b>454.00</b>			Programme increased Overprogramming increased Budget increased
<b>Budget</b>		<b>1,005.00</b>	<b>335.00</b>	<b>1,282.00</b>	<b>462.00</b>			
<b>Development- Linked Schemes</b>								
PE06/04	Barbican to St George's Field Route	0.00	0.00	0.00	0.00	0.00	Scheme	
DL01/08	Approaches to Hungate Bridge	10.00	0.00	10.00	0.00	0.00	Study	
JS01/09	James St Link Road Phase 2	10.00	10.00	10.00	10.00	0.00	Study	
<b>Development-Linked Schemes Programme Total</b>		<b>20.00</b>	<b>10.00</b>	<b>20.00</b>	<b>10.00</b>	<b>0.00</b>		
<b>Overprogramming</b>		<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>			
<b>Budget</b>		<b>20.00</b>	<b>10.00</b>	<b>20.00</b>	<b>10.00</b>			
<b>Safety Schemes</b>								
LS09/07	Clifton Moorgate/Water Lane LSS	33.00	0.00	55.00	22.00	5.92	Scheme	Allocation increased - additional cost of traffic signal works
LS07/07	Peckitt St/Tower St/Clifford St LSS	12.00	2.00	12.00	2.00	0.04	Scheme	
DR01/08	Clifton Moor/Tesco Roundabout	11.00	11.00	11.00	11.00	8.52	Scheme	
LS01/09	LSS Development	7.00	7.00	7.00	7.00	0.00	Study	
<b>Safety &amp; Speed Management</b>								
DR02/08	A1079 Dunnington Speed Limit (Four Lane Ends)	13.00	13.00	13.00	13.00	1.14	Scheme	
SM01/09	VAS Study	5.00	5.00	5.00	5.00	2.02	Study	
SM02/09	Speed Management Treatments - Various Locations	25.00	25.00	25.00	25.00	0.00	Scheme	
SM03/09	Reactive Speed Management Schemes	27.00	27.00	27.00	27.00	0.00	Scheme	
<b>Danger Reduction</b>								
DR01/09	Fishergate 20mph Speed Limit	10.00	10.00	10.00	10.00	0.00	Scheme	
DR02/09	Foss Bank	15.00	15.00	15.00	15.00	0.00	Scheme	
DR03/09	Reactive Danger Reduction	35.00	35.00	35.00	35.00	0.20	Scheme	

## 2009/10 City Strategy Capital Programme Monitor 1 Report: Current + Proposed Budgets

Scheme Ref	09/10 City Strategy Capital Programme	09/10 Consolidated Budget (Total)	09/10 Consolidated Budget (LTP)	09/10 Proposed M1 Budget (Total)	09/10 Proposed M1 Budget (LTP)	Spend to 31/07/09	Scheme Type	Comments
		£1000s	£1000s	£1000s	£1000s	£1000s		
<b>Other Safety Schemes</b>								
DR04/09	Safe Routes for 'Playbuilder' Schemes	50.00	50.00	50.00	50.00	3.90	Study/Schemes	
VA01/09	Village Accessibility Review	275.00	275.00	285.00	285.00	12.54	Study	Allocation increased - to allow additional feasibility work on the Deighton/A19 scheme in 09/10
	A166/ Church Balk Traffic Islands						Scheme	
	B1363/ Mill Lane Traffic Signals						Scheme	
	Strensall Road/ Towthorpe Road/Towthorpe Moor Lane - 40mph Extension						Scheme	
	Deighton/A19 Right Turn & Ped Refuge						Study	
<b>Safety Schemes Programme Total</b>		<b>518.00</b>	<b>475.00</b>	<b>550.00</b>	<b>507.00</b>	<b>34.28</b>		
<b>Overprogramming</b>		<b>69.00</b>	<b>69.00</b>	<b>76.00</b>	<b>76.00</b>			Programme increased Overprogramming increased
<b>Budget</b>		<b>449.00</b>	<b>406.00</b>	<b>474.00</b>	<b>431.00</b>			Budget increased
<b>School Schemes</b>								
SR01/07	Carr Infants & Juniors SRS	17.00	17.00	17.00	17.00	12.00	Scheme	
SR04/08	Wigginton Primary SRS	11.00	11.00	11.00	11.00	2.69	Scheme	
SR19/05	Clifton Without SRS	11.00	11.00	11.00	11.00	11.29	Scheme	
SR10/09	Clifton with Rawcliffe SRS (formerly Clifton Without Primary)	18.00	18.00	18.00	18.00	0.31	Scheme	
SR20/05	Dringhouses Primary SRS	5.00	5.00	5.00	5.00	1.42	Scheme	
SR01/09	Haxby Road Primary SRS	2.00	2.00	2.00	2.00	0.00	Study	
SR02/09	Hempland Primary SRS	5.00	5.00	5.00	5.00	1.25	Study	
SR03/09	Hob Moor SRS	20.00	20.00	20.00	20.00	0.00	Scheme	
SR04/09	Naburn Primary SRS	2.00	2.00	2.00	2.00	0.00	Study	
SR05/09	Poppleton Ousebank Primary SRS	2.00	2.00	2.00	2.00	0.12	Study	
SR06/09	Ralph Butterfield Primary SRS	10.00	10.00	10.00	10.00	0.36	Scheme	
SR07/09	The Mount & Tregelles SRS	20.00	20.00	20.00	20.00	0.48	Scheme	
SR05/08	Woodthorpe Primary SRS	40.00	40.00	40.00	40.00	0.00	Scheme	
SR08/09	York High SRS	40.00	40.00	40.00	40.00	3.39	Scheme	
SR09/09	Heworth Primary SRS	2.00	2.00	2.00	2.00	0.18	Study	
N/A	Safety Audit Works	5.00	5.00	5.00	5.00	0.00	Scheme	
<b>School Cycle Parking</b>								
SR11/09	Acomb Primary Cycle Parking			7.00	7.00	0.00	Scheme	Installation of cycle parking at schools
SR12/09	Haxby Road Primary Cycle Parking			7.00	7.00	0.00	Scheme	
SR13/09	Ralph Butterfield Primary Cycle Parking			7.00	7.00	0.00	Scheme	
SR14/09	Hemplands Primary Cycle Parking			7.00	7.00	0.00	Scheme	
SR15/09	Carr Infants Cycle Parking			7.00	7.00	0.00	Scheme	
SR16/09	Hob Moor Schools Cycle Parking			7.00	7.00	0.00	Scheme	
SR17/09	Scooter Parking - Various Locations			8.00	8.00	0.00	Scheme	Installation of scooter parking at schools across the city
<b>School Schemes Programme Total</b>		<b>260.00</b>	<b>260.00</b>	<b>260.00</b>	<b>260.00</b>	<b>33.49</b>		
<b>Overprogramming</b>		<b>60.00</b>	<b>60.00</b>	<b>60.00</b>	<b>60.00</b>			
<b>Budget</b>		<b>200.00</b>	<b>200.00</b>	<b>200.00</b>	<b>200.00</b>			
<b>Previous Years Costs</b>								
-	Carryover Commitments	50.00	50.00	50.00	50.00	45.32	-	
-	Moor Lane R/B Payback to SM	516.00	441.00	0.00	0.00	0.00	-	Allocation removed - funding vired to Neighbourhood Services
OR01/06	Moor Lane Roundabout - Retentions	60.00	60.00	60.00	60.00	24.16	-	
<b>Previous Years Costs Total</b>		<b>626.00</b>	<b>551.00</b>	<b>110.00</b>	<b>110.00</b>	<b>60.25</b>		Budget reduced
<b>Total Integrated Transport Programme</b>		<b>6,821.00</b>	<b>4,633.00</b>	<b>6,300.00</b>	<b>4,187.00</b>	<b>774.95</b>		Programme reduced
<b>Total Integrated Transport Overprogramming</b>		<b>1,259.00</b>	<b>1,259.00</b>	<b>1,254.00</b>	<b>1,254.00</b>			Overprogramming reduced
<b>Total Integrated Transport Budget</b>		<b>5,562.00</b>	<b>3,374.00</b>	<b>5,046.00</b>	<b>2,933.00</b>			Budget reduced
<b>City Strategy Maintenance Budgets</b>								
<b>City Walls</b>								
CW01/09	City Walls - Repairs & Renewals	143.00	0.00	143.00	0.00	3.78	Scheme	
<b>Total City Walls</b>		<b>143.00</b>	<b>0.00</b>	<b>143.00</b>	<b>0.00</b>	<b>3.78</b>		
<b>Riverbank Repairs</b>								
RB01/09	Public Footpath Rawcliffe No.1 - Riverbank Slip	81.00	0.00	81.00	0.00	0.00	Scheme	
<b>Total Riverbank Repairs</b>		<b>81.00</b>	<b>0.00</b>	<b>81.00</b>	<b>0.00</b>	<b>0.00</b>		
<b>Total City Strategy Maintenance Programme</b>		<b>224.00</b>	<b>0.00</b>	<b>224.00</b>	<b>0.00</b>	<b>3.78</b>		
<b>Total City Strategy Maintenance Overprogramming</b>		<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>			
<b>Total City Strategy Maintenance Budget</b>		<b>224.00</b>	<b>0.00</b>	<b>224.00</b>	<b>0.00</b>			
<b>Total City Strategy Programme</b>		<b>7,045.00</b>	<b>4,633.00</b>	<b>6,524.00</b>	<b>4,187.00</b>	<b>778.72</b>		Programme reduced
<b>Total Overprogramming</b>		<b>1,259.00</b>	<b>1,259.00</b>	<b>1,254.00</b>	<b>1,254.00</b>			Overprogramming reduced
<b>Total City Strategy Budget</b>		<b>5,786.00</b>	<b>3,374.00</b>	<b>5,270.00</b>	<b>2,933.00</b>			Budget reduced

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## **Decision Session – Executive Member for City Strategy**

**1 September 2009**

### **Report of the Director of City Strategy**

### **Adoption of Highways on New Estates**

#### **Summary**

1. This report is in response to the request of the Executive Member made at the Executive Meeting in April 2009.
2. It should be highlighted that the report relates solely to the issue of highway adoption and not other aspects such as landscaped or play areas.
3. The service is provided by 3 FTEs covering all aspects of pre-planning consultation, review and approval of designs, agreement preparation and site supervision. Opportunities for redirecting staff resources to support the service are limited, as this would only create new pressures in the highways development control team.
4. The report provides a background to the issues including some of the obstacles to be overcome. It suggests a number of initiatives and proposals to improve the service.

#### **Recommendation**

5. Based on the evidence presented within this report the Executive Member is advised to accept Option A, as set out in paragraphs 34 to 36.
6. The proposals will allow officers to present details of the progress being made on outstanding developments and provide the basis for informed judgement. It also proposes to establish a forum with developers in York, which it is hoped, will help to promote highway adoptions more quickly.

#### **Background**

7. The Executive considered a report concerning a petition submitted by residents of Sovereign Park in April 2009 at which the Executive Member requested a further report to be submitted within 6 months to the Executive Member Decision Session covering the wider issues of highway adoption.

8. The City Strategy Overview and Scrutiny Committee are considering this as a future topic for scrutiny.
9. Whilst not strictly covered by this report the Executive Member should be aware that in February 2006 the Executive Member and Advisory Panel considered a report on the adoption of private streets. There are over 100 streets in York that are privately owned and maintained. 11 of those streets were subsequently consulted to establish what interest there was for making the streets up to adoptable standard and for the council to adopt them for future maintenance. From the responses it was clear that there was very little interest in the proposal as most frontagers were unwilling to contribute to the cost of bringing the streets up to adoptable standard and as a result the initiative was not pursued.
10. The following is a list of key points in relation to the adoption of highways on new estates.
  - Satisfactory completion of a new section of publicly maintainable highway, is governed by highway legislation, chiefly Section 38 of the Highways Act 1980.
  - Developers enter (in almost all situations) into a Section 38 Agreement with the Council as Highway Authority, which establishes the specifications and standards, which the new streets will need to meet before responsibility for maintenance can transfer to the council.
  - A sub clause seeks to secure completion of the street in parallel with the completion of final dwellings. A 12 month maintenance period follows completion.
  - Foul and surface water sewerage systems must be approved and adopted by Yorkshire Water, prior to formal highway adoption taking place.
  - The legal framework (as applied across council's in England and Wales) is specifically laid out to protect the local authority.
  - Within the authority area, there are currently 86 housing developments, which are governed by a Section 38 agreement.

### **Introduction**

11. To provide some context to the service area, a developments list, is attached at Annex A, including details of key stages in the whole process (this also includes commercial schemes, which are being developed with prospectively adoptable highway layouts, together with associated highway improvement schemes). Also attached are responses received from ten other Local Authorities, to three questions based on experiences in York and the current recession (Annex B).
12. As a consequence of the Local Authority reorganisation on 1 April 1996, York City Council increased its existing portfolio of developments with those from North Yorkshire County Council. Since that time, the York Unitary area has been constantly popular with developers resulting in the high number of developments that are now being processed.

13. The staffing resource for this service is equivalent to 3 permanent FTE's. A growth bid was submitted and approved for this financial year, which has allowed an additional FTE to be recruited for approximately 6 months. However this is a very small staff resource to address what is a very heavy workload. Switching of staff to address this workload would be extremely difficult to achieve as the roles and duties are specialist to highway adoptions, with a requirement for skills, knowledge and experience developed over a sustained period.
14. Of the developments taken in from surrounding districts, it may be surprising to find that some are still not fully adopted, some thirteen years later. The Brecks at Strensall being an example. Although three phases were already built in 1996, the other nine phases have since been completed, but the whole is still subject to formal adoption.

### **The Process**

15. The trigger for developers to start building on site occurs once Planning Consent has been issued. However, there is evidence from other local authorities that some don't even wait for this approval. At this point, the Highway Authority's only requirement is to issue a notice under the Advanced Payments Code once it has been notified that drawings have been deposited with the Council's Building Control section. Generally, developers will pursue completion of a S38 Highways Agreement as they have the comfort that the Highway Authority will ultimately adopt the roads and purchasing solicitors have the comfort that there will be no charge on their clients property.
16. Unfortunately, developers rarely find the need to engage in detailed discussions with the Highway Authority before gaining planning approval as it involves additional cost for consultants. The drawings required for planning consent are not as detailed as engineering drawings required for a Highway Agreement. As a consequence, it can be some time before a S38 Agreement is completed, during which time the developer has already started on site. They are prepared to take the risk and site agents are probably under pressure from managers to start building.
17. Once dwellings are completed and sold, the developer will be looking to move staff to another new development. Their profit is with selling houses, not adopting roads. The ongoing wrangling with Highway Authorities is generally left with the company engineer to sort out while the developers' focus turns to new developments. Once staff and site cabins have left the development, the company engineer is reliant on being able to use any pot of money reserved for the purpose of bringing the road up to an adoptable standard. Any problems with the drainage system can easily swallow up spare cash, which ultimately prolongs the whole adoption process.
18. Traditionally, highways have not been adopted until the following has happened.

- All adoptable street lighting has been approved.
- Drawing 'as constructed' have been provided. We now ask for an electronic version as well as hard copies to build up a library for easy reference. This is not always possible with older developments.
- The foul water and surface water sewers have been adopted and vested with Yorkshire Water. This ensures that there is no extensive private drainage system under a public highway. In respect of surface water, the gullies connect to a proper outfall.

### **Some reasons for delay**

19. In respect to large developments, such as The Brecks, jointly developed by Hogg the Builder and Persimmon Homes, it has been very difficult to reach a stage where all streetlights are working together.
20. Where old developments are being offered for adoption, consideration has to be made for normal wear and tear when preparing any remedial lists.
21. Yorkshire Water has insisted that any pumping stations be brought up to current standards, irrespective to what may have been shown in the original Drainage Agreement. For developers to agree to such upgrades, which can cost £20,000, has been very protracted.
22. Yorkshire Water do not have the same imperative to adopt sewers as the highway authority has for adopting the roads and footways and rely upon the highway authority to pressure the developer to seek adoption. As stated previously highway authorities will not adopt the roads until the sewers are adopted.
23. Organising for drawings 'as constructed' has similarly proved difficult, as details that have been missed or badly interpreted have necessitated several attempts before they can be accepted.
24. It may appear inconceivable that any development should take so long to adopt, but it is hoped that some of the reasons can be found above.

### **The Agreement (calling in bonds)**

25. The S38 Agreement is a standard document and, subject to some updating over the last decade, the same is used for each development. It does include an item that enables the Highway Authority to call in the bond in the event of any default. While this may appear to be an easy solution to overcome delays by the developer, it is generally intended for those companies who may become bankrupt and could not bring roads to an adoptable standard. An estimated cost for outstanding remedial works has to be prepared and the surety given the opportunity to allow the developer to complete or offer the work over to the Highway Authority. To reach this stage is time consuming and a heavy use of resources. The most recent occasion that the Council resorted to this remedy was at Tedder/Slessor Road under pressure from members and

residents where the developer, Barratt York, ultimately completed the work anyway.

### **Completion Programme for 2009**

26. It is anticipated that by the end of the year, the whole of The Brecks should be adopted, Clifton Hospital and all developments along Water Lane. As described above, ongoing issues with street lighting and Yorkshire Water have been the main reason for delay, although the developers have not been too proactive. Providing this is successful, this will mean that 23 development phases will become public highway and thus can be deleted from the attached list.

### **Effect of Recession**

27. Visual evidence that the recession is taking its toll can be seen in the developments that have stopped, such as the Barratt development at Dennison/Gladstone Street and the Harron Homes development at Osbaldwick Lane. Those that have stalled include The Croft, Heworth Green and Northfield School, Beckfield Lane. Apart from Wright Group who built at the back of The Ainsty Public House off Carr Lane and Urbani (Birch Park), we are not aware of any more developers who are close to going bankrupt.
28. However the following developments are examples of active schemes, which continue to engage officer's, whether that involves, the consideration/approval of proposed street layout, inspection of ongoing construction, or review of completed works:

Hungate, Derwenthorpe, Heslington Campus East, York College, Discus bungalows, and Chapelfields.

### **Summary**

29. The information detailed above hopefully sets the context for the service area and confirms the requirement to adhere to the well established procedures and legal framework.
30. Clearly the portfolio of schemes is significant and resources have to be carefully assigned to cover the full service, from office based review/checking/approval through to site based inspection. Both aspects involve extensive contact, meetings, negotiation, correspondence and administration, with a range of stakeholders. This includes, consultant engineering companies, multiple internal officers, resident engineers, site contractors, Yorkshire Water, Utility Company representatives, Solicitor's and Property/Land Conveyance Agents.
31. As has been stated earlier (para 13) staffing resources in this area of service are limited for addressing such a large workload and the consideration of redirecting/transferring staff resources from within Network Management would require a proper review of HR/employment issues (which could prove difficult

to achieve/resolve) and create new pressures on other parts of the highway authority services, many being statutory functions, which must be delivered within prescribed timeframes.

32. Officers are actively engaged in pursuing the satisfactory completion and adoption of all outstanding schemes (some listed above), and with the temporary additional resource, there is confidence that those on the priority list for 2009 will be achieved.
33. The responses from other local authorities, can be quickly summarised. The process and experience is very similar to what we see here in York, essentially:
  - It is common for developers to start on construction of highways, prior to agreements being finalised,
  - Majority of developers lose interest in completion of highways once they have completed dwellings and moved off site, and
  - An almost unanimous experience of change of attitude by developers (since the recession started) to reduce bonds and get older developments adopted.

## **Options**

### **Option A**

34. Note the content of this briefing report and request that officer's prepare a further interim progress report in the final quarter of the year, which will set out highway adoptions completed and current work programme/site activity. In addition a subsequent annual progress report can be brought to the Executive Member on the service.
35. It is also recommended that officers make further contact with other local authorities to establish if improvements could be made to current systems/procedures.
36. Arrangements to be made to establish a local developer forum, which would aim to meet twice a year, with officer's and the Executive Member with the objective of discussing current development progress and future schemes.

### **Option B**

37. Undertake a detailed review of highway adoption procedures.

## **Analysis**

38. The above commentary sets out the process and context for new developments in York. Whilst the timeline to reach formal adoption can be protracted, in the vast majority of cases, developers in York, do construct carriageways to a driveable state (termed binder course) and footways to a completed finish (surface course), prior to occupation of residential units and arrange for the provision of street lighting. This construction/finish provides

adequate surfaces allowing safe accessibility for occupants and other users. As many developments are constructed over different phases (with separate agreements in place, and sometimes different developers), completion (including top surface/course) of the prospectively adoptable highway to a state capable of starting a maintenance period (including surface course and landscaping) will be subsequent to full occupation and in many situations a considerable time after.

39. During the time prior to adoption, the developer is fully responsible for ensuring that adequate access is maintained at all times for residents, and responding to matters relating to lighting, drainage or cleaning (including sweeping, spillage and litter picking). If such matters are raised directly with officer's (or via Member's), officers ensure that these are brought to the developer's attention and (as appropriate) seek assurance that the matter/concern is satisfactorily resolved.
40. The proposals set out in paras 34-36, as Option A, will allow officers to present details of the progress being made on outstanding developments and provide the basis for informed judgement. It also proposes to establish a forum with developers in York, which it is hoped, will help to promote highway adoptions more quickly.
41. It is difficult to anticipate that Option B would deliver any benefits to the service area, council or indeed the occupants of new developments. The report sets out the parameters of highway adoption and it is evident that York follows the legislative requirements and its experiences are shared by other local authorities. A full review is therefore not recommended.

### **Implications**

42. **Financial** – Option A can be undertaken with existing resources within Network Management. Option B would have to be outsourced to an appropriate consultancy and funding sought to cover costs.
43. **Human Resources** – As per Financial.
44. **Legal** – There are no direct legal implications.
45. There are no known equalities, property, crime & disorder or other implications associated with the recommendations in this report.

### **Risk Management**

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

**Contact Details**

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City Strategy

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City Strategy

**Report Approved**



**Date** 18.08.2009

**Specialist Implications Officer(s)** None

**Wards Affected:**

All



For further information please contact the author of the report

**Background Papers:**

None

**Annexes**

- Annex A**    **Development schedule**
- Annex B**    **Responses from other local authorities**



## Section 38 Developments

ANNEX A

Developer	Development Site 04/06/09	Updated	File Reference	S38/278 Sent to Legal	Agreement Completed	Highway completed	Comments
Advent Isle Of Man Partnership	Shipton Street		CLIF/HD66/236				Development on hold pending Planning Approval
Antler Homes	Calf Close, Haxby		HAX/HD66/211	23/05/06			Some remedial work to complete before starting maintenance
Arncliffe Homes	New Lane, Huntington		66/7/18		18/10/07	03/12/07	Completed. Waiting to complete paperwork
Barratt	Tenneco Automotive, Manor Lane		RAW/HD66/161	16/06/04	22/08/05	28/10/08	Some remedial work to complete before starting maintenance
Barratt Homes Ltd	Northfield School 54 x new build		ACOM/HD66/217	15/04/08			Development to be completed before maintenance starts
Barratt Homes Ltd	St james Vicarage< 275A Thanet Rd		DR-WOD/HD66/218		24/04/08		Development to be completed before maintenance starts
Barratt York	Manor Lane, Rawcliffe (S278)		RAW/HM66/65		13/08/98	08/05/01	Waiting for adoption of sewers before completing formal adoption
Barratt York	Moor Farm, (Woodland Chase) Wt Ln		CLIF-WO/HR66/67	29/11/99	02/03/00	10/05/02	Adoption of sewers delaying highway adoption.
Barratt York	Water Lane		CLIF-WO/HM66/52A	12/04/01	13/07/01	21/03/03	Adoption of sewers delaying highway adoption.
Barratt York	Dennison St/ Gladstone St		GUIL/HD66/229	17/01/08			Development on hold due to recession
Barratt York	Sovereign Park, Boroughbridge Road		BECK/HD66/248		16/10/08	23/09/07	Formal adoption completed 15 June 2009
Barratts York	Grainstores, Water lane		S-R-CW/HD66/192				Development not started yet
Barrett Homes	Victoria Mews		RAW/HD66/127	27/09/01	12/12/02	04/10/05	Adoption of sewers delaying highway adoption.
Bellway Homes	Huntington Road		HUNTNE/HD66/179	23/06/04	19/10/05	08/05/06	Waiting for the 'as constructed' drawings
Bellway Homes	The Croft' Heworth Green		HEW-WO/HD66/208	16/03/06			Development to be completed before maintenance starts
Caplin Developments Ltd	Fourth Ave		HEW/HD66/219			25/02/08	Maintenance waiting for developer to complete Agreement
Crest Homes	Brecks Lane, Strensall		STR/HM66/64		11/09/98	04/08/98	Waiting for sewers to be adopted before completing formal adoption
Crosby Lend Lease	Hungate		GUIL/HD66/153				Development to be completed before maintenance starts
CYC/Harrison Construction	Water Lane		CLIF-WO/HM66/52		25/11/99	10/04/00	Adoption of sewers delaying highway adoption.
DKNP Developments	Hebdon Rise, Acomb		HOLG/HD66/241				Development to be completed before maintenance starts
Fox Oak Properties	Common Lane, Dunnington		Dun/HD66/134	31/12/01	15/09/03		Developer did no pursue Agreement
Grantside	Terry's		MICK/HD66/243				Development on hold pending Planning Approval
Harron Homes	Osbalwick Lane		HULL/HD66/242	10/11/08			Development on hold due to recession
Helmsley Group NU	Monks Cross Plot 6		Hunt/HD66/150	08/11/02	06/08/04	15/10/04	Waiting for sewers to be adopted before completing formal adoption
Henry Lax	Clifton Hospital Phase 2, Commercial		RAW/HM66/60A		07/09/99	08/03/02	Waiting for sewers to be adopted before completing formal adoption
Hogg the Builder	601/603 Strensall Road		STR/HD66/137	27/09/02	24/07/03	22/04/04	Site in spection required before maintenance starts
Hogg the Builder	Brecks Lane, Str. - The Green		STR/HM66/66A	20/06/00	27/07/00	14/06/03	Part of The Brecks. Street lighting now accepted. As constructed drawings required
Hogg the Builder	Lakeside, Strensall		43/4/648C	28/09/99	17/12/99	18/04/03	Part of The Brecks. Street lighting now accepted. As constructed drawings required
Hogg the Builder	Park Gate		43/4/426C			01/04/96	Part of The Brecks. Street lighting now accepted. As constructed drawings required
Hogg the Builder	Roxy & Chequers farm, Mn St, Elvington		ELV/HD66/212	12/12/06	20/11/07		Development to be completed before maintenance starts
Hogg the Builder	The Sidings, Strensall		STR/HD66/200		17/12/07	15/06/09	Development shortly to start maintenance
Hogg the Builder	Runswick Avenue		ACOM/HD66/230				Development not started yet
Ingenta (Aspire) Ltd	Bootham Row		GUIL/HD66/245				Highway works not started yet
Irwins Ltd	Monks Cross Plot 4		Hunt/HD66/120A	13/11/02		23/02/04	Developer reluctant to complete Agreement. Legal is chasing
Isoproco Ltd	Springwell Grove		ACOM/HD66/213	26/05/06	06/09/06		Development to be completed before maintenance starts
J.R.H.T.	Limetree Avenue		NEW-E/HD66/89			06/01/01	JRHT still pursuing adoption of sewers and 'as constructed' drawings
J.S Bramley	Morrilt Close		HEW/HD66/247				Development not started yet
Joseph Rowntree	Osbalwick-Derwenthorpe		OSB/HD66/182				Development not started yet
JRHT	Bismark St/Sheltered Housing		EM66/20	06/01/00	04/09/00	20/08/02	JRHT still pursuing adoption of sewers and 'as constructed' drawings
JRHT	Holgate Park JRHT		HOLG/HR66/85A	28/01/00	10/12/02	21/08/00	JRHT still pursuing adoption of sewers and 'as constructed' drawings
Keyland Gregory	Foss Islands Retail Scheme S.38		GUIL/HD66/196A			19/01/09	Development should be ready for formal adoption

## Section 38 Developments

ANNEX A

Developer	Development Site 04/06/09)	Updated	File Reference	S38/278 Sent to Legal	Agreement Completed	Highway completed	Comments
Leeper Hare Developments	Melander Close		ACOM/HD66/235	16/04/08			Development shortly to start maintenance
Mack & Lawler	Agar Street		GUIL/HD66/240				Development shortly to start maintenance
Nixon Homes	Wilberforce Trust Development		DRI-WOO/HD66/191	29/07/05			Dispute over road construction. Agreement not completed yet
NorthMinster Properties Ltd.	The Tannery		STR/D66/206				Development not started yet
Persimmon	Brecks lane, Strensall Ph. 1,2,3		STR/43/4/426B			05/06/06	Part of The Brecks. Street lighting now accepted. As constructed drawings required
Persimmon Homes	235-239 Strensall Road S38		STR/HD66/169	16/12/05	26/05/06	26/05/06	Waiting for sewers to be adopted before completing formal adoption
Persimmon Homes	Avenue Terrace		Clif/HD66/149	30/06/04	26/05/06	26/02/06	Waiting confirmation that speed table will not be built
Persimmon Homes	Bootham Eng, Lawrence Street		WALM/HD66/163	04/11/03		29/11/07	Waiting for sewers to be adopted before completing formal adoption
Persimmon Homes	Brecks Lane, Str. - Heath Ride		STR/HM66/66	29/05/98	02/10/98	05/06/06	Part of The Brecks. Street lighting now accepted. As constructed drawings required
Persimmon Homes	Brecks Lane, Str., Chaucer Lane		STR/HR66/75A		03/12/99	05/06/06	Part of The Brecks. Street lighting now accepted. As constructed drawings required
Persimmon Homes	Brecks Lane, Str., Terrington Ct.		STR/HR66/75B	24/12/99	06/04/00	05/06/06	Part of The Brecks. Street lighting now accepted. As constructed drawings required
Persimmon Homes	Brecks Lane, Str., Chat Ave.		STR/HR66/75		25/02/99	05/06/06	Part of The Brecks. Street lighting now accepted. As constructed drawings required
Persimmon Homes	Clifton Hospital Ph 4, Residential		RAW/HM66/59B		08/04/99	08/03/02	Waiting for sewers to be adopted and street lighting approved before completing formal adoption
Persimmon Homes	Clifton Hospital Phase 1, Residential		RAW/HM66/59		11/11/97	08/03/02	Waiting for sewers to be adopted and street lighting approved before completing formal adoption
Persimmon Homes	Clifton Hospital Phase 3, Residential		RAW/HM66/59A		13/09/98	08/03/02	Waiting for sewers to be adopted and street lighting approved before completing formal adoption
Persimmon Homes	Clifton Hospital Phase 5, Commercial		RAW/HM66/60B	20/08/99	23/11/99	08/03/02	Waiting for sewers to be adopted and street lighting approved before completing formal adoption
Persimmon Homes	Heworth Green		HEW-WO/HD66/209			16/02/06	Development to be completed before maintenance starts
Persimmon Homes	Jockey Lane, Huntington		HUNT/HR66/72		17/01/01	17/01/01	Waiting for sewers to be adopted before completing formal adoption
Persimmon Homes	Manor Lane, Rawcliffe (S38)		RAW/HM66/65			10/04/01	Waiting for sewers to be adopted before completing formal adoption
Persimmon Homes	Ploughman's Close, Copmanthorpe		COP/HD66/115	04/08/00	02/10/00	02/10/02	Waiting for sewers to be adopted before completing formal adoption
Persimmon Homes	Stockton Lane (Rear of 73-109)		EM66/25		18/07/95	05/07/99	Waiting for sewers to be adopted before completing formal adoption
Persimmon Homes	Thompson Drive, Strensall		43/4/426			01/04/96	Part of The Brecks. Street lighting now accepted. As constructed drawings required
Persimmon Homes	Water Lane, Clifton, Phase 1		EM66/42		14/08/97	05/07/99	Waiting for sewers to be adopted before completing formal adoption
Persimmon Homes	Water Lane, Clifton, Phase 2		EM66/42B		14/08/97	07/07/99	Waiting for sewers to be adopted before completing formal adoption
Persimmon Homes	Water Lane, Clifton, Phase 3		EM66/42D	28/05/98	02/09/98	05/06/05	Waiting for sewers to be adopted before completing formal adoption
Persimmon Homes	Water Lane, Clifton, Phase 4		EM66/42E		27/05/99	05/06/05	Waiting for sewers to be adopted before completing formal adoption
Persimmon Homes	York Football Ground		BOO/HD66/159				Development not started yet
Pilcher Developments	88-90 The Village		STR/D66/203				Development to be completed before maintenance starts
Redworth Const	Haxby Road		CLIF/HD66/168	29/08/03	24/08/05	12/05/04	Adoption should be completed very soon
RJF Homes Ltd	Burton Green, Burton Stone Lane		CLIF/HD66/246				Highway works not started yet
Rogers Homes	Laurens Manor		Hull/HD66/198	14/01/05		12/03/08	Waiting for sewers to be adopted before completing formal adoption
Rok Building Ltd	Birch Park - Residential		Hunt-NE/HD66/177	30/06/08			Development on hold due to recession
S&B Construction	Arthur Street		Guil/Walm/HR66/70				Developer not interested in completion
Shepherd Construction	Vanguard 2 x Office Blocks		HUNT-NE/HD66/194				Development not started yet
Shepherd Homes	Blue Bridge Lane S38		GUIL/HD66/156	24/03/05		13/06/06	Conflict between two land owners which should now be sorted to permit adoption proceeding
Southdale Homes Ltd	Danebury Drive		ACOM/HD66/202		01/09/06	16/11/07	Waiting for sewers to be adopted before completing formal adoption
Southdale Homes Ltd	St Ann's Court		Fish/HD66/248				Development to be completed before maintenance starts
Southdale Homes Ltd	Regent Street		Hew/HD66/249				Development not started yet
Southdale Homes Ltd	Richmond/Faber Street		Fish/HD66/250				Development not started yet
Taylor Woodrow	St Peters Quarter		BECK/HD66/114	12/04/01	19/07/02	09/05/06	Waiting for sewers to be adopted before completing formal adoption
Tees Valley Housing Group	Chapelfields Road		WEST/HD66/244				Development to be completed before maintenance starts

# Section 38 Developments

Developer	Development Site 04/06/09	Updated	File Reference	S38/278 Sent to Legal	Agreement Completed	Highway completed	Comments
The University of York	University Way - Science Park		HES/HM66/62		19/06/92	03/08/01	Waiting for lighting connection and 'as constructed' drawings to be completed
University of York	Field Lane (S38)		HESL/HD66/233A				Development to be completed before maintenance starts
University of York	Windmill Lane (S38)		HESL/HD66/233B				Development to be completed before maintenance starts
Wimpey	Murton Way		OSB/HD66/166	06/12/04	25/08/06	26/11/07	Waiting for sewers to be adopted before completing formal adoption
Wimpey/Shepherd	York College, Tadcaster Rd, Resdintial		DRI-WOD/HD66/226	15/06/09			Development to be completed before maintenance starts
Wimpey/Shepherd	York College, Tad. Rd, Res.-Phase 2		DRI-WOD/HD66/226A	30/06/09			Development to be completed before maintenance starts
Wimpey/Shepherd	York College, Tad. Rd, Res.-Phase 3		DRI-WOD/HD66/226B				Development not started yet
Wm Birch & Sons	Elvington Business Park		ELV/HD66/162	27/01/04		07/03/05	Waiting for street lighting approval and 'as' constructed' drawings to be prepared
Wm Birch & sons ltd	Elvington Business Park		ELV/HD66/184	27/01/04		23/07/07	Waiting for street lighting approval and 'as' constructed' drawings to be prepared
Wm Birch & sons ltd	Plot E Airfield Business Park		ELV/HD66/220				Development not started yet
Wright Group	Ainsty Bowling Green, Carr Lane		HOLG/HD 66/223		12/12/07	15/07/08	Formal adoption on hold due to recession. Developer looking for a buyer
York Housing Ass	St Nicholas Court		WALM/HD66/163A	26/05/04	11/11/04	09/08/04	Waiting for sewers to be adopted before completing formal adoption
York Housing Association	Victoria Way		HEW/HD66/234	14/11/08		20/10/08	Waiting for street lighting approval and 'as' constructed' drawings to be prepared
	Ouse Acres		ACOM/HD66/232				Development not started yet
	Germany Beck		FUL/HD66/237				Development not started yet

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**Response from other Local Authorities**

Question 1	Do developers generally start to construct adoptable roads shortly after gaining planning permission but also prior to the S38 Agreement being completed?
Question 2	Do developers generally seem disinterested in completing the highway adoption once they have left site and moved on to a new development?
Question 3	Has the recession created a change of attitude with developers keen to reduce bonds and get old developments finished and out of the way?

**Question 1** Do developers generally start to construct adoptable roads shortly after gaining planning permission but also prior to the S38 Agreement being completed?

Middlesbrough	Generally after Planning permission, rarely before S38 completed
Hampshire	Soon after Planning permission, rarely before S38 completed
Peterborough	Yes
Fleet (Hants)	Advanced payments code against each property has worked well in getting developers to sign up to S38 Agreement
North Somerset	Start before Agreement is signed. Found no answer to overcome this. An offence to construct houses unless cost of roads have been secured
South Gloucestershire	Developer's behaviour erratic. Road construction starting before planning permissions received and well before S38 Agreement in place Thank goodness for Advanced Payment Code notices
Darlington	Yes exactly as stated
Hartlepool	Allow larger developers to start before Agreement in place. Make sure Agreement is in place for smaller developments
Norfolk	Yes. Developers signing an Agreement before work starts only pay 8% supervision fee. Otherwise it is 10%. (York is currently 7%)
Portsmouth	Approximately 20% start before signing

**Question 2** Do developers generally seem disinterested in completing the highway adoption once they have left site and moved on to a new development?

Middlesbrough	Bigger developers attempt to complete adoption. Smaller developers seem disinterested
Hampshire	No problems getting developers to complete once they have moved on. Threat of calling in the bond has desired affect
Peterborough	Most seem to lose interest after they have sold majority of houses
Fleet (Hants)	Overall, yes
North Somerset	Progress after some pushing. Frustratingly long period to finish roads. Chased by councillors and residents. Site agents focus on completing units to achieve occupation dates. Work with completions engineer after houses fully occupied to complete roadworks
South Gloucestershire	Some instances, but try to keep bond levels high for as long as possible to keep developer's interest
Darlington	Yes exactly as stated
Hartlepool	Large developers lose interest once left site. Smaller developers want bond monies back at earliest opportunity. Problem getting work to an adoptable standard. External source chase up outstanding problems
Norfolk	Yes
Portsmouth	Yes

**Question 3** Has the recession created a change of attitude with developers keen to reduce bonds and get old developments finished and out of the way?

Middlesbrough	Yes, agree totally
Hampshire	Developers keen to get bonds reduced. Getting remedials done before adoption proved difficult in some cases
Peterborough	Keen to see bonds reduced, but some want reduction irrespective of completion or adoption
Fleet (Hants)	Adoption moved back to County three years ago, so unable to comment
North Somerset	Some developers are keen to reduce bonds and some are very keen to complete works
South Gloucestershire	Yes!
Darlington	Yes exactly as stated
Hartlepool	No appreciable change of attitude to finish developments and cancel bonds. Other than social housing, most developments have shut down with little or no attention to getting roads adopted
Norfolk	Yes
Portsmouth	Yes

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**Decision Session -  
Executive Member for City Strategy**

**1<sup>st</sup> September 2009**

Report of the Director of City Strategy

**Blossom Street Multi Modal Study – Option Selection**

**Summary**

1. This report presents scheme options to be considered as part of Blossom Street Multi Modal Study. The study was commissioned to investigate options for improving the Blossom Street / Queen Street / Micklegate / Nunnery Lane junction and enhancing the streetscape of Blossom Street between this junction and its junction with Holgate Road, with the aim of improving accessibility and safety for all road users, particularly pedestrians; cyclists; and public transport users.

**Recommendations**

2. That the Executive Member for City Strategy is recommended to:
  - i. Note the contents of the report;
  - ii. Consider the various infrastructure options and express a view as to which options are to be taken forward for more detailed consideration and consultation; and
  - iii. Instruct Officers to investigate the further options that may be considered as described in paragraphs 37-46.

Reason: To enable officers to progress the scheme sufficiently to be able to present an option to be taken forward to detailed design for further consideration prior to construction.

**Background**

Policy and strategic context

3. The City of York's Local Transport Plan 2006-2011 (LTP2), sets out the aims, policies and measures for transport in York over the plan period, in the context of a 20-year time horizon. The strategic objectives of LTP2 are:

- Tackling congestion;
  - Improving safety, air quality, the quality of life and accessibility for all, and
  - Supporting the local economy
4. In order to achieve these strategic objectives, LTP2 has a strong emphasis on reducing reliance on the private car by promoting more sustainable forms of transport, such as walking, cycling and using public transport, that are convenient and reliable. In addition, LTP2 refers to the council's duties under the Traffic Management Act 2004, to effectively manage the highway network in order to avoid, reduce or minimise congestion or disruption on the highway network for all road users.
5. One of the core elements of LTP2, which the council is committed to when making land-use and transport-related decisions and in implementing transport measures, is the 'Hierarchy of Transport Users'; this being:
- (i) Pedestrians
  - (ii) People with Mobility Problems
  - (iii) Cyclists;
  - (iv) Public transport users (includes rail, bus, taxi, coach & water)
  - (v) Powered two wheelers
  - (vi) Commercial/business users (includes deliveries and HGVs)
  - (vii) Car borne shoppers and visitors
  - (viii) Car borne commuters
6. In July 2008, York was successful in its 'Cycling Demonstration Town' bid to Cycling England and was thus enabled to be designated a Cycling City. The successful bid attracted £3.68million (match funded to more than £7million) over three years to projects to encourage more cycling in the city. In November/December 2008 all households in York (circa 89,000) were invited to complete and return a Cycling City questionnaire and approximately 8500 completed questionnaires were received. Approximately 65% of respondents stated that 'Improve safety for cyclists at dangerous junctions' would encourage them to cycle more. Blossom Street was identified by respondents as both the highest ranking location they thought was dangerous for cyclists and the highest ranking location for the provision of on-road cycle lanes.

#### Existing conditions on Blossom Street

7. Blossom Street is one of the key gateways into the City Centre, carrying large volumes of traffic including cyclists and buses from the south and west of the City. Given its proximity to York Railway Station and its prominence as a pedestrian route into the city centre, it also attracts many walking trips. It has been flagged up in several Safe Routes to Schools reports as a potential danger area for pupils going to and from school.
8. In recent years bus operators have experienced problems turning left from Blossom Street into Queen Street, particularly using articulated vehicles (FTR and Park and Ride), and in many cases have to use the



central approach lane to conduct this manoeuvre. This is especially dangerous as cyclists use the inside lane and are impeded as the bus turns round the corner. The Tadcaster Road / The Mount / Blossom Street corridor also acts as a major route into York City Centre for many heavy goods vehicles travelling from the south (via the A64T). It has also been observed that HGVs experience similar difficulties to articulated buses turning left into Queen Street.

9. On 20 October 2008, a report entitled 'Blossom Street Multi Modal Study – Feasibility' was presented to Executive Member for City Strategy and Advisory Panel. This report assessed the existing operation of Blossom Street and the junctions at either end, issues faced by all road users and also summarised the results of consultations undertaken. Details on the issues affecting the area, relevant data and the results of local consultation are included in this report and its Annexes.
10. In summary, the key issues identified for this area were:-
  - 48 accidents occurred in the last five years, three of which were serious and with the remainder being slight. Further analysis shows that there were 22 pedestrians and 9 cyclists involved in these
  - The area is heavily congested and the highway network is at capacity
  - 33 inbound and 31 outbound bus services travelling along Blossom Street in the peak hours which includes Park & Ride and FTR. For the AM and PM peak, 90% of inbound buses turn left into Queen Street. Conversely, a similar number of buses emerge from Queen Street and turn right into Blossom Street
  - Articulated vehicles experience difficulties turning left from Blossom Street into Queen Street and sometimes encroach onto the footway and overhang the refuge on Queen Street. In addition, articulated vehicles straddle both the left and middle lanes prior to making the manoeuvre. Where there is a green light for left-turning traffic, these vehicles effectively block any left filtering traffic until the other lanes turn green. This adds to queue-lengths further up Blossom Street and onto The Mount.
  - No provision of cycle lanes on Blossom Street which caters for large inbound and outbound cycle flows during the peak hours
  - Cyclists travelling out of the City Centre along Micklegate cannot pass vehicles queuing under the City Wall arches
  - Large numbers of pedestrians, including school pupils cross Blossom Street at an undesignated and uncontrolled crossing at its junction with Queen Street, crossing five lanes of traffic
  - A large number of pedestrians cross Queen Street during the "red man" phase whilst traffic is running, and wait in the narrow pedestrian refuge / traffic island

- Pedestrians cross Blossom Street away from the existing staggered pedestrian crossing outside the Reel (formerly Odeon) Cinema, crossing four lanes of traffic
- Considerable amount of road signage exists inbound on Blossom Street which can present a confusing array of information to drivers. This, combined with the collection of street furniture in the vicinity of bus stops can impede the free movement of pedestrians.
- Traffic Flows (passenger car units [PCUs] in 2005) at the Blossom Street / Queen Street Nunnery Lane / Micklegate junction were as follows:
  - 08:00-09:00 (AM Peak)
    - Blossom Street inbound – 1101 (455 lft, 294 s/ahd, 352 rt.)
    - Queen Street - 456 (8 lft, 105 s/ahd, 343 rt.)
    - Micklegate – 116 (11 lft, 105 s/ahd)
    - Nunnery Lane – 389 (185lft, 179 s/ahead, 25 rt.)
  - 17:00-18:00 (PM Peak)
    - Blossom Street inbound – 941 (453 lft, 205 s/ahd, 283 rt.)
    - Queen Street - 728 (11 lft, 130 s/ahd, 587 rt.)
    - Micklegate – 186 (6 lft, 180 s/ahd)
    - Nunnery Lane – 252 (124lft, 115 s/ahead, 13 rt.)

## **Design Development / Options**

11. A number of options were explored using the findings and key requirements identified from the previous study in addition to discussions with Officers. The following sections summarise the highway options identified, as well as the results of using propriety junction analysis software (LINSIG) to provide an initial capacity assessment of the options. In addition, an initial cost estimate for each option is provided.
12. The capacity assessment of the junctions has assumed that there will be no increase in peak hour flow above that measured in 2005, as the junctions were already saturated at that time. This, therefore does not take into account any future traffic growth due to organic growth or development growth, such as that which might be generated by the York Northwest development. Also no account has been taken of any potential future mitigation measures to be implemented, which may, or may not, alter the flow of traffic approaching the study area (e.g. progressive alterations to traffic signals at 'upstream' junctions or 'gating' arrangements to relocate traffic queues to further out from the city centre), thereby, improving the operational efficiency of the junctions in the study area.

### Base

13. The study area is currently heavily congested and the highway network is at capacity. A drawing of the Base layout is attached as Annex 'A'.

14. The analysis revealed that the existing junctions experience congestion in both the AM and PM peaks. The AM peak indicates queuing inbound along Blossom Street extending back to its junction with The Mount / Holgate Road, with other queues at times further upstream. The PM peak experiences similar queuing inbound and queues on Queen Street, Nunnery Lane and Micklegate outbound.

Base (Sensitivity)

15. A sensitivity test was undertaken to assess the potential replacement of the existing staggered pelican crossing by the Reel (formerly Odeon) Cinema with a straight ahead crossing. This was following comments from the public consultation exercise highlighting pedestrian frustration at not being able to cross Blossom Street in one movement and being held within the refuge island (See drawing attached at Annex B)
16. Results show that the provision of a single crossing point instead of a staggered crossing on Blossom Street at the cinema will provide benefits to pedestrians (particularly as the cinema has reopened recently) whilst having some, but not significant impacts on highway capacity due to inbound traffic queues extending back through the Blossom Street / Holgate Road Junction, which may, in turn, adversely affect junctions adjacent to the study area.

Option 1 (~£497,000)

17. Option 1 provides a formal straight ahead pedestrian crossing point on Blossom Street opposite the Bar Convent, at its junction with Queen Street / Micklegate / Nunnery Lane. In addition, the Queen Street stop line is set back approximately 6m to accommodate large vehicles turning left from Blossom Street to Queen Street, without over-running kerbs.
18. A sub option (Option 1b) has also been tested providing a second stop line to the north of Micklegate Bar, to enable cyclists to travel through the Bar unimpeded by queuing vehicles, and also including the single crossing point on Blossom Street at the cinema (which is still anticipated to be well used, despite the existing crossing at Holgate Road and the proposed new crossing point at Bar Convent).
19. The results for Option 1a and 1b in both peak periods show slight increases in queues on all approaches to the Blossom Street / Queen Street junction. Notwithstanding this, the junctions are still predicted to operate just below capacity, resulting in very slight increases in queue lengths and delays, over the base case, in the order of 10-15 seconds (except for Blossom Street left turn where queue lengths are greater). It is evident that in Option 1b the provision of a second stop line at Micklegate Bar does not impact on the operation of the junction. The amended pedestrian crossing on Blossom Street at the Reel cinema (single crossing instead of staggered) is not anticipated to impact on the operation of highway network. Drawings of Options 1a and 1b are attached at Annex C.

Option 2 (~£500,000)

20. Option 2 provides a formal straight ahead pedestrian crossing point on Blossom Street as well as the setting back of the Queen Street stop line, as in Option 1. In addition, the number of inbound vehicle lanes on Blossom Street is reduced from three lanes to two to accommodate the introduction of a cycle lane. A sub option (Option 2b) includes the Micklegate Bar, cinema and Blossom Street / Holgate Road pedestrian crossing proposals as described in paragraph 18.
21. The results show substantial increases in queues and delay times on all approaches to the Blossom Street / Queen Street junction in both peak periods. The AM peak period results show the situation on the Queen Street approach as above capacity, and again on the Nunnery Lane and Blossom Street approaches, with increases in delay in the order of 100 seconds on the Queen Street ahead/left and the Blossom Street ahead/right lanes. The PM peak results show a similar pattern with delays on the Queen Street ahead/left and the Blossom Street ahead/right even higher, in the order of 130 seconds. The results for Option 2b do not significantly differ from those reported for Option 2a above. Drawings of Options 2a and 2b are attached at Annex D
22. It should be noted that the modelled queues could provide an underestimation, particularly at the Queen Street and Blossom Street approaches to the junction. The predicted queues on the Queen Street approach are anticipated to extend beyond the available flare and so the actual queues would be worse than presented, as the capacity of the right lane is no longer available after the flare tapers out. This could have a significant knock-on effect to the junctions, running from Queen street, past the Railway station and into Station Road and beyond. The queues on the Blossom Street inbound approach are predicted to queue beyond the available storage capacity in Blossom Street, adding to the queues at The Mount and Holgate Road approaches. Therefore, it is evident that these additional queues noted above may create additional congestion further upstream, but more complex modelling (such as micro-simulation modelling for multiple junctions) will need to be undertaken in order to more accurately predict the full impacts of this.

Option 3 (~£575,000)

23. Option 3 also reduces the number of inbound vehicle lanes on Blossom Street from three to two, to accommodate the introduction of two inbound cycle lanes (between the cinema pedestrian crossing and the junction of Blossom Street / Queen Street). In addition, it is proposed to separately signal the ahead / left and right turn movements from Queen Street, which will enable provision of an outbound Bus/Cycle Lane and Bus Gate along Blossom Street. This arrangement provides additional space at the Blossom Street and Queen Street approaches to enable staggered pedestrian crossings to be accommodated and outbound cycle route on Blossom Street segregated from other road traffic (except buses) up to the approach to the Holgate Road Junction. However, it requires a no right-turn vehicular access restriction from Blossom Street into The Crescent to accommodate the bus gate. A sub option (Option 3b) includes the proposals described in paragraph 18. Drawings of options 3a and 3b are attached at Annex E.

24. Results for Option 3a show increases in queues on all approaches to the Blossom Street / Queen Street junction in both peak periods. The AM peak period results show that only the Nunnery Lane and Blossom Street approaches are nearing/at capacity with additional delays at Blossom Street inbound in the order of 20-40 seconds. Predicted queues are anticipated to be accommodated within the available storage space and so not impact on other junctions. The PM peak results show that the approaches from Queen Street, Nunnery Lane and Blossom Street are all above capacity, with additional delays being in the order of 50 seconds for Queen Street right turn and Blossom Street ahead right. It is therefore anticipated that the queues on Queen Street will block beyond the available flare and may be worse than presented (see also paragraph 18). Due to the signal phasing of this option, some approaches are predicted to experience less delay than the Base Case.
25. The separate signalling of the left/ahead and right turn movements out of Queen Street for this option provides much greater safety for cyclists as one of the main conflicts (right turning cyclists with straight ahead vehicles in the former left/ahead /right lane) is removed.
26. The results for Option 3b do not significantly differ from those reported for Option 3a above.

#### Option 4 (~£575,000)

27. Option 4 provides the same proposals as Option 3 with the only difference being the provision of 1 cycle lane (instead of 2), which then provides for a wider left-hand lane for vehicle movements turning left into Queen Street, without either encroaching into an adjacent cycle lane or traffic lane. As in Option 3 a no right-turn vehicular access restriction from Blossom Street into The Crescent is required to accommodate the bus gate. A sub option (Option 4b) includes the proposals as described in paragraph 18. Drawings for options 4a and 4b are attached at Annex F.
28. Option 4 provides the same safety benefit to cyclists emerging from Queen Street as Option 3.
29. Given that there are no major differences to the highway provision between Options 3 and 4 the modelling results do not significantly differ from those reported above for Option 3.

#### Summary of junction capacity, delay times and queue lengths

30. Tables 1 to 3b show the respective capacity and estimated delay values for each option at the Blossom Street/Queen Street/Micklegate/Nunnery Lane junction. The practical reserve capacity (PRC) provides a percentage figure identifying if there is spare capacity within the network (positive percentage) or if the junctions within the network are overcapacity (negative percentage). The delay per pcu provides a comparison of the average delay (from first joining the queue, to clearing the junction) per vehicle, in seconds travelling inbound from Blossom Street and outbound from Queen Street.

Table 1 - Summary of Practical Reserve Capacity (PRC)

	AM	PM
Scenario	PRC (%)	PRC (%)
Base	2.9	3.6
Base Sensitivity	2.9	3.6
Option 1a	2.9	1.1
Option 1b	2.9	1.1
Option 2a	-12.8	-15.8
Option 2b	-12.8	-15.8
Option 3a	-2.5	-12.9
Option 3b	-2.5	-12.9
Option 4a	-1.0	-12.1
Option 4b	-1.0	-12.1

Table 2 - Summary of Delay (in seconds) on key approaches

Scenario	AM				PM			
	Queen Street		Blossom Street		Queen Street		Blossom Street	
	1/1 Right	1/2 Ahead/Left	4/1 Ahead/Right	4/2 Left	1/1 Right	1/2 Ahead/Left	4/1 Ahead/Right	4/2 Left
Base	63	65	38	24	60	65	69	28
Base Sensitivity	63	65	36	25	60	65	38	13
Option 1a	71	76	53	38	70	79	83	33
Option 1b	71	76	50	35	70	79	81	35
Option 2a	136	166	148	38	137	195	188	24
Option 2b	136	166	148	17	137	195	173	14
Option 3a	81	39	57	17	132	54	111	6
Option 3b	81	39	73	12	132	54	109	6
Option 4a	81	39	47	17	106	54	115	8
Option 4b	81	39	70	12	106	54	107	5

*Table 3a - Mean maximum pcu queue lengths (% increase above the base case in parenthesis) AM Peak*

	Queen Street (outbound)			Micklegate (outbound)	Nunnery Lane (outbound)	Blossom Street (inbound)			
Scenario	Right	Ahead/Left	Ahead/Left/Right	Ahead/Left	Ahead/Right/Left	Ahead/Right	Left	Ahead	Right
Base	8.1		8.3	5	14.3	15.6	8.3		
Base Sensitivity	8.1 (0)		8.3 (0)	5 (0)	14.3 (0)	15.3 (-2)	10.1 (22)		
Option 1a	9.1 (12)		9.5 (14)	5.6 (12)	14.8 (3)	17.8 (14)	16 (93)		
Option 1b	8.7 (7)		9	5.6 (12)	14.8 (3)	17.6 (13)	19.5 (134)		
Option 2a	12.8 (58)		14.7 (77)	5.6 (12)	24 (68)	28.2 (81)	15.9 (92)		
Option 2b	12.8 (58)		14.7 (77)	5.6 (12)	24 (68)	28.2 (81)	9.6 (16)		
Option 3a	14.6 (80)		3.1 (-63)	4.4 (-12)	15.8 (10)	18.5 (19)	12.9 (55)		
Option 3b	14.6 (80)		3.1 (-63)	4.6 (-8)	15.8 (10)	16.6 (6)	7.2 (-13)		
Option 4a	14.6 (80)		3.1 (-63)	4.4 (-12)	15.8 (10)	15.8 (1)	12.8 (54)		
Option 4b	14.6 (80)		3.1 (-63)	4.6 (-8)	15.8 (10)	15.3 (-2)	7.4 (-11)		

*Table 3b - Mean maximum pcu queue lengths (% increase above the base case in parenthesis) PM Peak*

	Queen Street (outbound)			Micklegate (outbound)	Nunnery Lane (outbound)	Blossom Street			
Scenario	Right	Ahead/Left	Ahead/Left/Right	Ahead/Left	Ahead/Right/Left	Ahead/Right	Left	Ahead	Right
Base	13.1		13.7	8.1	10.1	16	5.8		
Base Sensitivity	13.1 (0)		13.7 (0)	8.1 (0)	10.1 (0)	16.1 (1)	6.7 (15)		
Option 1a	14.1 (8)		15.2 (11)	9 (11)	11.7 (16)	18.1	5.8 (0)		
Option 1b	14.1 (8)		15.2 (11)	9.1 (12)	10.7 (6)	18.4	12.2 (110)		
Option 2a	21 (60)		26.5 (93)	15.1 (86)	16.5 (63)	31.3	11.4 (97)		
Option 2b	21 (60)		26.5 (93)	13 (60)	16.5 (63)	31.7	7 (21)		
Option 3a	34.6 (164)		4.6 (-66)	11 (36)	16.3 (61)	26.3	5.1 (-12)		
Option 3b	34.6 (164)		4.6 (-66)	11 (36)	16.3 (61)	26.3	3.6 (-38)		
Option 4a	30.5 (133)		4.6 (-66)	11 (36)	16.3 (61)	26	3.5 (-40)		
Option 4b	30.5 (133)		4.6 (-66)	11 (36)	16.3 (61)	26	3.6 (-38)		

## Matrix Assessment

31. In order to compare options, the effect that each option would have on the following themes has been assessed and scored: Highway capacity; Public transport; Cycling; Walking; Parking and servicing; Public acceptability; Conservation and heritage; Costs; Safety; and Air quality.

### Summary

32. The matrix assessment, attached as Annex 'G', highlights that most of the options, particularly the 'b options' have very similar scores. A summary of the relative impacts on different road users, principally at the Blossom Street / Queen Street / Micklegate / Nunnery Lane Junction is in Table 4.

*Table 4 - Summary of the relative impacts on different road users*

Option	Positives	Negatives	Matrix Score
1a	No particular impact on junction capacities or queue times.  Some small improvements for pedestrians and bus users.	No improvements for cyclists.	1
1b	No particular impact on junction capacities or queue times.  Improvements made for pedestrians.  Small improvement made for cyclists exiting Micklegate onto Blossom St.  Small improvements made for bus users.	No improvements for cyclists except for Micklegate approach.	3
2a	Some small improvements for pedestrians and bus users.  Improvements made for cyclists.	Large decrease in capacity.  Very large increase in queue times for all approaches.  Subsequent impact on bus times (timetables and journey time reliability).	2
2b	Improvements made for pedestrians and cyclists.  Small improvements made for bus users.	Large decrease in capacity.  Very large increase in queue times for all approaches.  Subsequent impact on bus times (timetables and journey time reliability).	3
3a	Small improvements in queue times for some approaches – noticeably the AM Blossom St. to Queen St. manoeuvre.  Small improvements made for pedestrians.  Large improvements made for cyclists.	Small decrease in capacity.  Large increase in queue times for some approaches – noticeably the PM Queen St. to Blossom St. manoeuvre  Subsequent impact on bus times (timetables and journey time reliability).	1



	Improvements made for bus users.		
3b	Small improvements in queue times for some approaches – noticeably the AM Blossom St. to Queen St. manoeuvre.  Improvements made for pedestrians and bus users.  Maximum improvements made for cyclists.	Small decrease in capacity.  Large increase in queue times for some approaches – noticeably the PM Queen St. to Blossom St. manoeuvre  Subsequent impact on bus times (timetables and journey time reliability).	2
4a	Small improvements in queue times for some approaches – noticeably the AM Blossom St. to Queen St. manoeuvre.  Small Improvements made for pedestrians.  Improvements made for cyclists and bus users.	Small decrease in capacity.  Large increase in queue times for some approaches – noticeably the PM Queen St. to Blossom St. manoeuvre.  Subsequent impact on bus times (timetables and journey time reliability).	1
4b	Small improvements in queue times for some approaches – noticeably the AM Blossom St. to Queen St. manoeuvre.  Improvements made for pedestrians and bus users.  Large improvements made for cyclists.	Small decrease in capacity.  Large increase in queue times for some approaches – noticeably the PM Queen St. to Blossom St. manoeuvre.  Subsequent impact on bus times (timetables and journey time reliability).	2

33. It is evident that any amendments to the current highway layout (as presented in Options 2, 3 and 4) would impact on highway capacity and have negative effects on bus operations due to the increased delays. It is important to note that the highway capacity assessments use 2005 traffic count data since it is assumed that as the study area was saturated in 2005, when the traffic surveys were undertaken, then no further growth in traffic levels in the peak periods is possible. Notwithstanding this, any growth in demand from committed developments in the area would create additional traffic that may not increase the throughput at the junctions in the study area but have knock on effects to the operation of the wider highway network.

### Costs

34. Indicative and comprehensive cost estimates for Option 1b (being the highest scoring option) have been undertaken. The total cost for the scheme is estimated to be £496,809.
35. However, the estimate does not take into account that some of the signals equipment could be reused. If this was applied (£75,000 for Traffic Signals) and potentially BLISS, VMS and UTC camera items removed, then the total cost estimate of the scheme is significantly lower.

36. It must also be noted that funding for this scheme is planned to be 50% each from the Local Transport Plan (LTP) and Cycling City capital budgets. Should Option 1b be chosen (with very little in the way of provision for cyclists), it is unlikely that the use of the Cycling City budget can be justified to part fund the scheme, resulting in a deficit in capital.

### **Further options that may be considered**

37. As all the options described previously reduce capacity in the study area, to a greater or lesser degree, consideration could be made to a number of options which would potentially restore some capacity at the junctions, although further investigatory works would need to be undertaken; these being:

#### Limited vehicular access restrictions on Micklegate

38. Preliminary junction modelling results indicate that more capacity can be restored at the Blossom Street / Queen Street / Micklegate / Nunnery Lane junction, by applying some limited restrictions on motorised vehicular access under the Bar to Micklegate, if options which reduce the number of approach lanes on Blossom Street (i.e. Options 2, 3 & 4) are pursued. Directly, such measures could significantly reduce the queue lengths on all approaches to the junction. However, approximately 50% of traffic currently using the Blossom Street-Micklegate route is predicted to find alternative routes which could have impacts on the wider highway network. Access restrictions to Micklegate is by no means a new concept and has been proposed previously. Indeed, this was included within a report by MVA in 1987 ('City of York Transport and Parking Study') and at the time recommended the full closure of Micklegate Bar to all vehicles except cyclists.

#### Ban right turn from Blossom Street to Nunnery Lane

39. The highway capacity assessments highlight that reducing the number of Blossom Street inbound traffic lanes from three to two creates additional congestion in what is already a congested highway network. The removal of some traffic from the Blossom Street / Queen Street / Micklegate junction would provide some additional capacity that could make the Blossom Street two lane inbound scenario feasible. This scenario would require further investigation to look into the operation of the junctions within the area and the wider highway network, given that traffic would use alternative routes in order to reach desired destinations that would have otherwise been reached via Blossom Street and Nunnery Lane.

#### Alternative cycle routes into the city which do not involve Blossom Street

40. Due to the potential for conflict between all users within this area, work has been undertaken to investigate other routes into the city centre for cyclists, to avoid using Blossom Street. Discussions are currently underway with National Express East Coast (NEXC) and Network Rail to construct an access ramp from Lowther Terrace (off Holgate Road) into the Station Car Park to provide a route to the Station for cyclists

approaching from the south and east of the city centre, where currently cyclists have to use Blossom Street and Queen Street to arrive at their destination. Discussions have been held regarding these proposals with local residents via Camlow (Cambridge Street and Lowther Terrace) Residents Association, and initial comments appear to be favourable.

41. Other work is focussing on the issue of providing a more convenient and safer way of accessing the east of the city centre for those cyclists approaching from Tadcaster Road or Holgate Road, and which doesn't include the use of Blossom Street. Cycle-friendly infrastructure already exists to the east of Blossom Street which emerges onto Nunnery Lane. Consideration is now being made as to how to cross this road and provide a link through Victoria Bar. If the Nunnery Lane/Victoria Bar issue can be addressed, promotion can be made of this attractive, alternative route for many journeys that would otherwise take cyclists along Blossom Street.
42. Investigations into the feasibility of these alternate routes have not yet reached a suitable stage to be reported and shall be presented in a future report to the Executive member. Even if alternate routes can be found to relieve demand for cycling on Blossom Street, 50% of cycle journeys inbound on Blossom Street (AM peak) currently travel straight ahead onto Micklegate. Therefore, recognition must be made that cyclist demand on Blossom Street is still going to be high and should be a significant factor in considering which option to pursue.

#### Micklegate Bar "Keep Clear" / yellow box markings

43. The described sub-option (b) in all scenarios includes a second stop line to the north of Micklegate Bar to enable cyclists to travel through the Bar unimpeded by queuing vehicles. This is deemed to provide greater control in restricting queuing under the Bar but does require the need to provide new signal equipment and markings adjacent to the Bar which may raise Conservation issues. An alternative to this would be to maintain the existing signal arrangements (i.e. one stop line at the junction) and provide "Keep Clear" or yellow box markings under the Bar. This would provide advice to drivers but would not provide the control of the original sub-option.

#### Holgate Road stop line set back / Keep Clear

44. The Holgate Road approach currently experiences congestion in both peak periods. The narrowing and bend of the road prior to the stop line results in queuing vehicles limiting the potential for cyclists to travel past vehicles to the front of the queue. Providing a second stop line prior to the pinch point to operate in a similar way to the proposed Micklegate Bar second stop line is a way of addressing this. It is unlikely to have a detrimental impact on the operation of the junction. However, this improvement is likely to cost in the region of £15,000 in order to provide the required signal equipment. Although some cyclists may benefit from its provision the cost and safety implications (requirement for visible signal heads, driver confusion) possibly outweigh the benefits. Therefore, a feasible lower cost, safer alternative is the provision of "Keep Clear" or box junction markings.

Trialling the reduction in number of inbound lanes on Blossom Street

45. To fully understand and appreciate the consequences of reducing the number of inbound traffic lanes on Blossom Street from three to two, it may be possible to temporarily remove the left lane (for example, using a flexible kerb) over a set period of time to monitor the effective operation of the junction and not simply rely on computer modelling. Specifically, this could be done during detailed design stage to give an indication of potential delays and queue lengths experienced at the junction, for when the scheme is subsequently implemented.

Advanced cyclists green signal

46. Due to safety issues arising from cyclists and motorists making conflicting turning manoeuvres (such as cyclists turning right outbound from Queen Street), consideration could be made to the trialling of advance green signals for cyclists, as can currently be observed at a junction in Cambridge, and which is standard at junctions in the Netherlands, Denmark and Germany. This would allow cyclists extra time to get a 'head-start' ahead of other traffic, whose respective signal would turn green a few seconds after the cyclist signal. This would take a small level of capacity out of the junction and due to the area being at capacity (at peak times) already, it would not be recommended for every approach to the junction. However, it should be noted that DfT authorisation is required for such a scheme to be installed. (Historically, previous requests from other Authorities to trial a similar approach have been rejected by the DfT.)

## **Consultation**

Consultations to date, since previous study

47. Following a review of the existing conditions within the study area, an Officer Workshop that took place on Tuesday 30<sup>th</sup> June 2009 to discuss options development identified the following conflicts to resolve:
  - Highway capacity – the junctions within the study area are currently congested. Any preferred option should not significantly worsen the operation of the junctions which could have knock on effects to the wider network.
  - Public transport – any worsening of highway congestion would cause additional delay to buses.
  - Cycling – the study area does not currently cater for cyclists inbound or outbound along Blossom Street which provides a gap in the cycle network. Highway congestion and narrow lanes create conflict for cyclists with motorised vehicles.
  - Conservation – any preferred option should take into account the conservation issues related to Micklegate Bar and the cobbled area to the eastern side of Blossom Street. Any removal of cobbles would

need to be replaced / relocated within the study area where practicable. The proposals will need to be reviewed for Scheduled Monument Consent.

48. These discussions were taken into account in developing the options.
49. In addition to the consultation undertaken in July and August 2008 (summarised in previous EMAP report dated 20 October 2008) Micklegate Ward Members were consulted on 13 July 2009 to discuss the existing problems and issues and the principles for developing scheme options. The Ward Member comments are contained within the Ward Member comments section of this report. The Chair of the Bus Quality Partnership was also consulted to obtain views of existing public transport issues within the study area. All comments have been taken into account when further developing the options.

#### Future Consultations

50. Following the Executive Member's view on which options to be taken forward for more detailed consideration, it is intended to undertake further consultation as part of this process. The consultation shall consist of, but not be limited to:
  - Inclusion of a leaflet/questionnaire within a future edition of the Your City newsletter, distributed to all households in York;
  - Illustrations and questionnaire on the Council's web site;
  - Public exhibition(s)
  - Workshops/focus groups with businesses and residents in the study area
  - Discussion with local Ward Members

#### **Conclusions**

51. It is evident from consultations undertaken that within the study area, improved provision for pedestrians and particularly for cyclists is a high priority, particularly as evidenced in the Cycling City consultation. It is also apparent that incorporating any inbound cycle lanes leads to a reduction in vehicular lanes from three to two. This and any other major realignment of the highway and junctions within this area, to incorporate cycling facilities, leads to a much reduced capacity and longer traffic queues / delay times in most scenarios.
52. None of the options proposed fully satisfy all of the elements contained within York's Local Transport Plan 2006-2011 (LTP2), with most of the proposals improving provision for some transport users (fulfilling some of the aims of the LTP), but also being to the detriment of the other aims.
53. Any substantial improvements made in this area which reallocates highway space for cyclists, pedestrians and public transport users, as listed in the Hierarchy of Users stated in LTP2, has a detrimental effect on the flow of traffic resulting in additional local congestion. Some options may also result in poorer bus reliability, due to longer traffic queues and delays. Therefore the hierarchy of Users and the objectives

of the LTP2 need to be carefully considered in order to reach an informed decision as to which design option to pursue.

54. Although Option 1b is the highest scoring option in the Matrix Assessment, if it is pursued, the use of Cycling City capital to part-fund this scheme is unlikely to be justified, leading to a shortfall in funding. Furthermore, York's reputation as a Cycling City may potentially be called into question with such a major scheme being undertaken, but with very little in the way of provision for cyclists.
55. Of the Options presented within this report, Option 3b results in the maximum improvements made for cyclists due to the provision of two inbound cycle lanes on Blossom Street; an outbound bus and cycle lane; a dedicated right-turn only lane from Queen Street (reducing the risk of a vehicle/cyclist conflict in this movement); and a second stop-line north of Micklegate Bar. Furthermore, improvements are made for pedestrians (crossings) and Public Transport users (bus lane and bus gate).
56. However, although the junction arrangement for option 3b successfully reduces the traffic delays in half of the key movements from Blossom Street and Queen Street in both peak periods (it effectively reduces the delay experienced making the most common AM peak movement of turning left from Blossom Street to Queen Street by 50%), consequently, the delays for the other half of the movements are worsened (by up to 75% for the most common PM peak movement of turning right from Queen Street to Blossom Street). This will also have negative effects on the bus operations in this direction due to the increased delays.
57. Option 3 provides a safer situation for cyclists and causes fewer delays and a lower reduction in capacity than Option 2.
58. For any of the Options (2, 3 or 4) that significantly increases queue lengths in this area, there is likely to be a negative impact on air quality, although this has not been quantified in this scheme option stage, as the Air Quality model uses average annual daily flow traffic values, which do not take into account variations during the day. However, more detailed modelling (using micro-simulation software) could be undertaken as part of the detailed design.
59. For any of the Options (2, 3 or 4) that significantly reduces the capacity of the Blossom Street / Queen Street junction, capacity could be restored to some degree by introducing motorised vehicular access restrictions to Micklegate in the peak hours. Capacity restoration may even be sufficient to enable a variation of Option 2b to become viable. Traffic queues would not be significantly worsened in this scenario, but good improvements made for cyclists; bus users; and particularly for pedestrians, who would have the added benefit of (desirable) straight-ahead pedestrian crossings, as opposed to staggered.
60. The increase in queue lengths inbound on Blossom Street (with options 2, 3 or 4) could be very slightly mitigated by flaring the traffic lanes (from one to two) further back along Blossom Street, providing additional queue storage for different manoeuvring traffic. This would only be

feasible however if a straight-ahead pedestrian crossing (as described in sub-option 'b') was provided instead of a staggered crossing outside the cinema, with the effect that some of the central reservation currently used for the refuge island could be clawed back for additional road space.

61. The capacity assessment of the junctions has assumed that there will be no increase in peak hour flow above that measured in 2005, as the junctions were already saturated at that time. This, therefore does not take into account any future traffic growth due to organic growth or development growth, such as that which might be generated by York Northwest development. Also no account has been taken of any potential future mitigation measures to be implemented, which may, or may not, alter the flow of traffic approaching the study area (e.g. relocating traffic queues to further out from the city centre), thereby, improving the operational efficiency of the junctions in the study area.

### **Corporate Strategy**

62. Implementing alterations to Blossom Street and its associated junctions to improve accessibility and safety for all road users, particularly pedestrians; cyclists; and public transport users, will contribute to the delivery of the Corporate Strategy, specifically through the following themes and commitments:

- Sustainable City

*The Council is committed to improve the quality of the local environment and the condition of York's streets and public spaces.*

*The Council is committed to transform York into a 'Cycle City' by investing our successful £3.7 million bid in cycling infrastructure, increasing cycling opportunities and improving cycle availability to all.*

- Healthy City

Investing in cycling infrastructure and improved pedestrian routes will encourage more people to choose these options and improve general health and wellbeing.

63. Local Transport Plan 2006-2011 (LTP2): The scheme would contribute to several of the aims of LTP2, namely:

- To reduce the levels of actual and perceived safety problems;
- To enhance opportunities for all community members, including disadvantaged groups, to play an active part in society;
- To improve the health of those who live or work in, or visit, York, and
- To reduce the impact of traffic and travel on the environment, including air quality, noise and the use of non-renewable resources.

### **Implications**

64. This report has the following implications:

- **Financial** – Depending on which Option is pursued, the likely cost of implementing the proposals for the Blossom Street multi-modal scheme is estimated to be between £400,000 and £500,000 depending on the level of reuse of existing equipment (to be assessed as part of the detailed design).

Currently, the level of capital funding for this scheme is 50% each from LTP and Cycling City budgets. The allocation for 2009/10 is currently £100,000 (£60,000 from LTP; £40,000 from Cycling City) to progress, for example, advance works, and therefore the majority of spending will be from the 2010/11 budgets.

Any over-spend on this scheme may have the consequences of reducing the budgets available for other LTP and specific cycle-related schemes, causing delays in implementing the Programme in future years.

- **Human Resources (HR)** – There are no HR implications for the council.
- **Equalities** – The improvements to reach opportunities and facilities within York using wider range of more sustainable transport that would have otherwise been unattractive. The improvements will remove some of the barriers to using public transport and walking and cycling experienced by people:
  - Removal of street clutter will improve the street environment for blind and partially sighted people and those with luggage or wheelchairs.
  - Improved waiting and boarding facilities at bus stops will improve the experience for bus passengers.
  - Improved cycle facilities will encourage less confident cyclists to travel along the corridor, which they may have been discouraged from doing so in the past.
- **Legal** – Any works considered at or near to Micklegate Bar is likely to require Scheduled Monument Consent. Also, should restricted peak-time access to Micklegate be considered, a Traffic Regulation Order will need to be made.
- **Crime and Disorder** – There are no implications at present. North Yorkshire Police will be consulted when the scheme moves to the detailed design stage.
- **Information Technology (IT)** – There are no IT implications at present.
- **Property** – There are no property implications at present.
- **Sustainability** – Implementation of any of the options will encourage the accessibility of York city centre through more sustainable transport modes.



- **Other** – As a ‘Cycling City’, York needs to be seen actively improving provision for cyclists, even in areas with limited capacity for new cycling infrastructure. Consideration of an Option which does very little for cyclists at this key area (and at a junction which has been identified by local residents as the most dangerous for cyclists) could damage York’s reputation as a Cycling City.

## **Risk Management**

65. In compliance with the Councils risk management strategy the main risks that have been identified in this report are those which could lead to the inability to meet elements of it’s the ‘Sustainable City ‘ and ‘Healthy City’ elements (see paragraph 50) if its corporate strategy (Strategic) and to deliver Local transport Plan projects (Operational) ultimately, leading to financial loss (Financial) due to the inability to utilise Cycling City funding if a design option that does not provide sufficient benefit to cyclists is provided. In addition there is a significant ‘Reputation’ risk to the council if as a ‘cycling city inadequate cycling provision is made. On this basis the risks associated with an option that does not provide adequate provision for pedestrians and cyclists will result in a ‘high’ risk score.
66. If the recommended option (3b) is pursued there is a risk that congestion and the associated adverse impacts such as poor air quality and public transport journey times becoming unreliable will ensue. Measured in terms of impact and likelihood, the risk score all risks has been assessed at less than 16, This means that at this point the risks need only to be monitored as they do not provide a real threat to the achievement of the objectives of this report.
67. All the options described create a potential conflict The Sustainable Community Strategy and the associated Local Area Agreement National Indicator targets within it of:
- NI47 Reduce the number of people Killed or Seriously Injured (KSI) in road traffic accidents (LTP ref 4A); and
  - NI167 Congestion – average journey time per mile during the morning peak (LTP ref 6C).

## **Ward Member comments**

68. A meeting to discuss scheme options with Micklegate Ward Members Cllrs S. Fraser, J. Gunnell, and D. Merrett, was held on 13 July 2009. The main points arising from this are:

### Blossom Street

- Providing a controlled straight ahead crossing at Blossom Street (Options 1 & 2) is seen as a good first step, but will not enable Cycling City funding to be utilised as it doesn't benefit cyclists;
- Two cycle lanes are preferred (as safer) to one cycle lane on Blossom Street inbound, and
- A view was expressed that a more expansive vision is needed, as the proposals may, at present, only be a short term measure.

Consideration of a more radical approach for controlling traffic, such as having separate lane for each mode, each being controlled separately, was advocated.

#### Holgate Road

- Right turns out of Holgate Road block left turns out coupled with difficulties for HGVs passing each other at pinch point at bend east of Lowther Terrace creates unsafe conditions for cyclists. This could be addressed by the introduction of an advance signal at Lowther Terrace (A) in addition to the signal at Holgate Road / Blossom Street Junction (B) with a cycle lane/ASL leading up to it, so that from both signals A & B being red, signal B turns green about 3 seconds before Signal A turns green, giving cyclists in advance of the traffic on Holgate Road an opportunity to clear the junction.

#### Micklegate

- General agreement to solution similar to Monkbar being implemented;
- General view that although businesses located north of the Bar would usually be concerned about any vehicle restrictions in Micklegate, if the alternative was one of the options which reduced capacity at the junction with Blossom Street and subsequent longer queues, then a partial restriction on Micklegate in peak hours may be a reasonable compromise. Modelling the effect of such restrictions was not thought to be prejudicial as it would complete the evidence base, upon which the decision on the option to pursue would be based.

#### Alternative routes for cyclists, away from Blossom Street

- Camlow (Cambridge Street and Lowther Terrace) Residents Association may object to the cycle route cutting through the wall at the end of Lowther Terrace due to safety concerns of children being closer to the operational railway and increasing traffic (albeit cyclists and pedestrians) on Lowther Terrace;
- The route will not be attractive to cyclists approaching along Tadcaster Road / The Mount. They would continue along Blossom Street instead.
- The alleyway running from Holgate Villas offices to the Station car park was closed off by the lockable gate to prevent through access some years ago. Cllr. Merrrett used to use this as a cycle route before it was closed-off.

#### **Non Ruling Group Spokespersons' comments**

69. Cllr A. D'Agorne commented that any scheme would need to avoid having obtrusive electronic signs in front of the bar such as currently used on Coppergate. Vehicular access restrictions for Micklegate would work satisfactorily, although a two year initial trial might serve to be a way of testing out the restrictions before making a permanent order.

As Cycle Champion he commented that the use of Cycle City monies can only be justified if a cycle lane can be provided on Blossom Street. The opportunity should also be taken to review the cycle lane approach from Queen Street, as the whole layout is inadequate as articulated vehicles can not fit in the left hand lane approaching the junction so they block the cycle feeder lane to the advanced stop.

Inbound, there may need to be a loading bay provision outside the Windmill pub, and reduction to two lanes would avoid the need for FTRs to straddle two lanes as they currently have to do to get round the corner. There would also need to be better lane discipline at the junction. A 5 to 10 second advance cycle green phase would be a real safety feature at this junction.

70. Cllr I. Gillies commented that whilst appreciating the difficulties experienced at this junction, the Conservative Group's position was that no reduction in lanes should take place, nor any access restrictions to Micklegate. Experience of delivery vehicles on Blossom Street show that any removal of a lane causes longer delays.

If access was restricted through Micklegate Bar from Blossom Street, it would likely have a detrimental effect on the retailers in the street and make access to the churches in Priory Street difficult, in addition to adding yet more pressure to the Station Road, Rougier Street, Nunnery Lane area, where waiting times are already long.

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**Chief Officer Responsible for the report:**

Damon Copperthwaite  
Assistant Director (City Development & Transport)  
Directorate of City Strategy

Report Approved

Date 17 August 2009

### **Specialist Implications Officer(s)**

Implication: Financial  
Name Patrick Looker  
Title Finance Manager  
City Strategy  
Tel No. 01904 551633

**Wards Affected:**

Micklegate

All

For further information please contact the author of the report

### **Background Papers**

'Blossom Street Multi Modal Scheme (Design Options)' July 2009 - *Halcrow Group Ltd*

'Blossom Street Multi Modal Study – Feasibility report' presented to Executive Member for City Strategy and Advisory Panel on 20 October 2008.

'Blossom Street Multi Modal Study' September 2008 - *Halcrow Group Ltd*

'Blossom Street Multi Modal Study, Consultation of Local Residents and Businesses Technical Note' September 2008 - *Halcrow Group Ltd*

## **Annexes**

Annex A - Base map

Annex B - Base + Sensitivity Test

Annex C - Options 1a and 1b

Annex D - Options 2a and 2b

Annex E - Options 3a and 3b

Annex F - Options 4a and 4b

Annex G - Matrix Assessment

**Base Layout**

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- Key**
- Road Markings
  - Double Yellow Lines
  - Traffic Paving
  - Footway
  - Carriageway
  - Coloured Surfing
  - Open Paved



**Project**  
Blossom Street

**Drawn**  
Scott Goodall

**Checked**  
Chris Davies

**Approved**  
Stewart Stamer

**Date**  
29/05/09

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**Revised**  
0

**Client**  
Rose

**Drawn**  
Scott Goodall

**Checked**  
Chris Davies

**Approved**  
Stewart Stamer

**Date**  
29/05/09

**Scale**  
1:500 @ A1

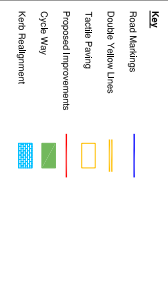
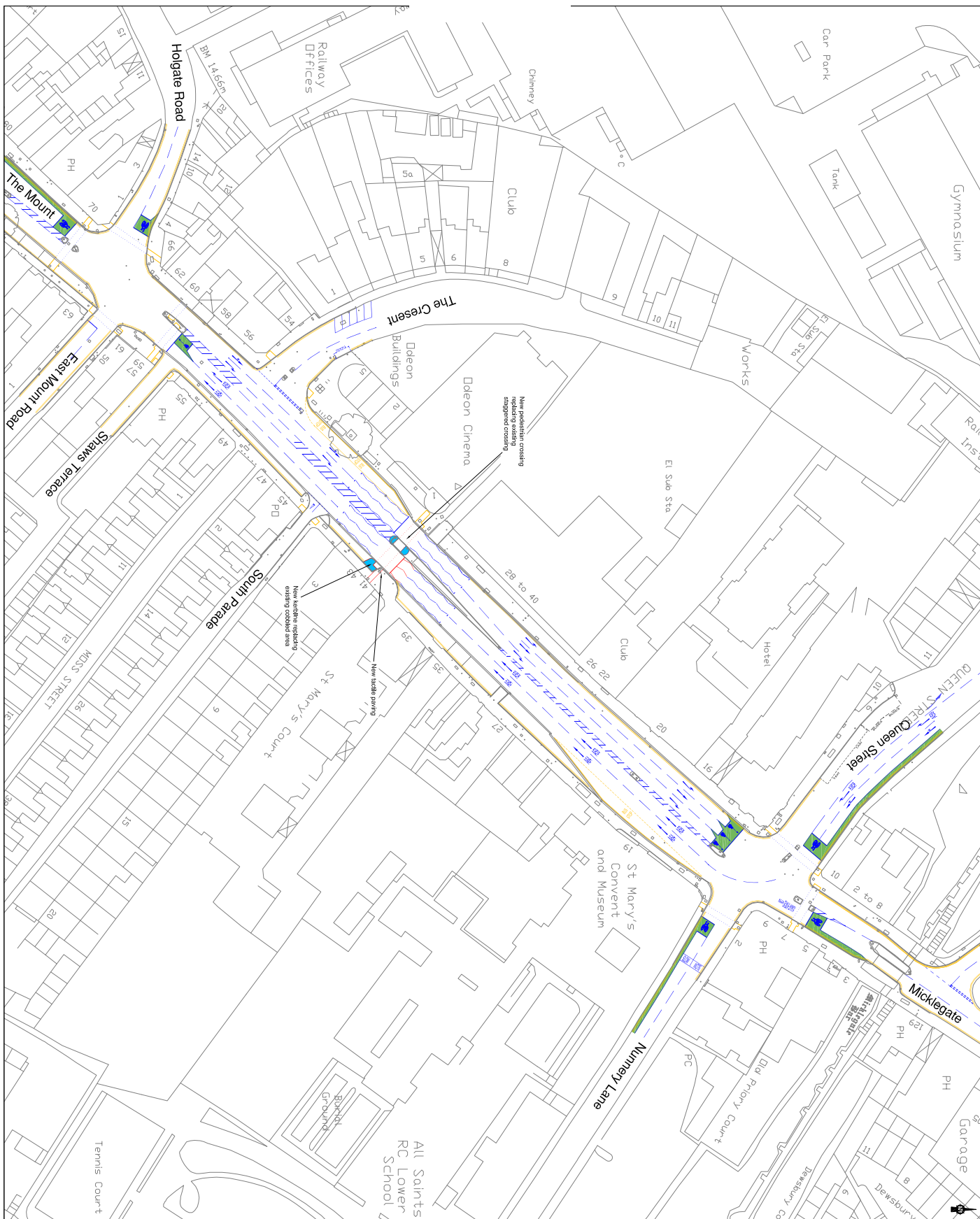
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**Base + Sensitivity**

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**Client**  
**YORK**  
 Historic Centre Ltd, West Yorkshire - 101 800  
 27 The Arcade, 1st Floor, 101 800  
 101 800, 101 800

**Project**  
 Blossom Street

**Planning**  
 Existing Layout  
 Along Blossom Street

**Drawn by** Scott Goodall **Date:** 29/05/09  
**Checked by** Chris Davies **Date:** 29/05/09  
**Authorised by** Stuart Stomper **Date:** 29/05/09

**Planning No.** Base + Sensitivity 0

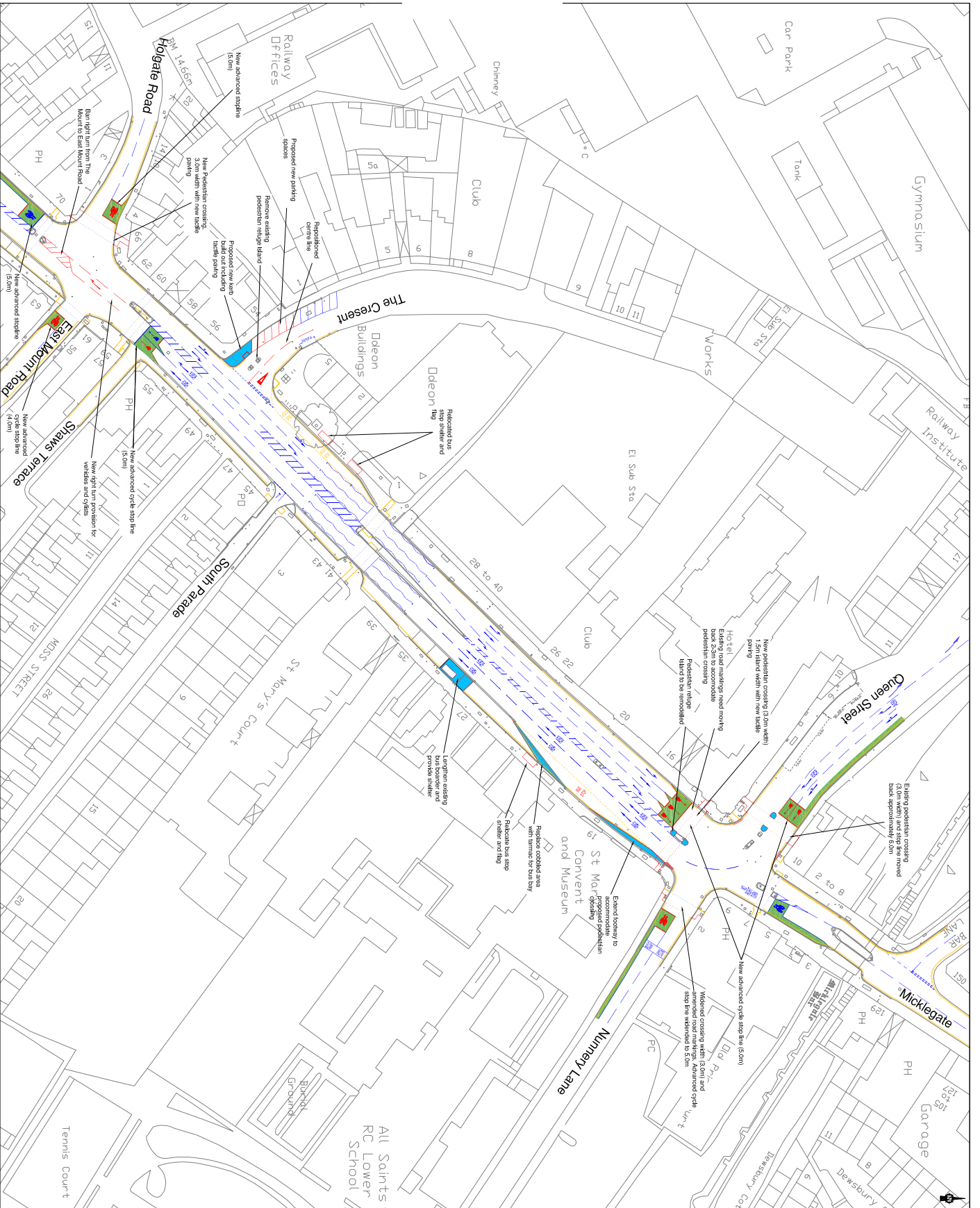
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**Options 1a & 1b**

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- Key**
- Road Markings
  - Double Yellow Lines
  - Tactile Paving
  - Proposed Improvements
  - Cycle Way
  - Keen Realignment

**Client**

**YORK**

Halcrow

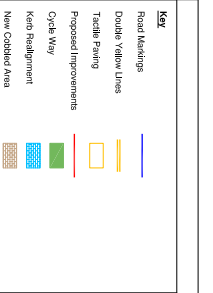
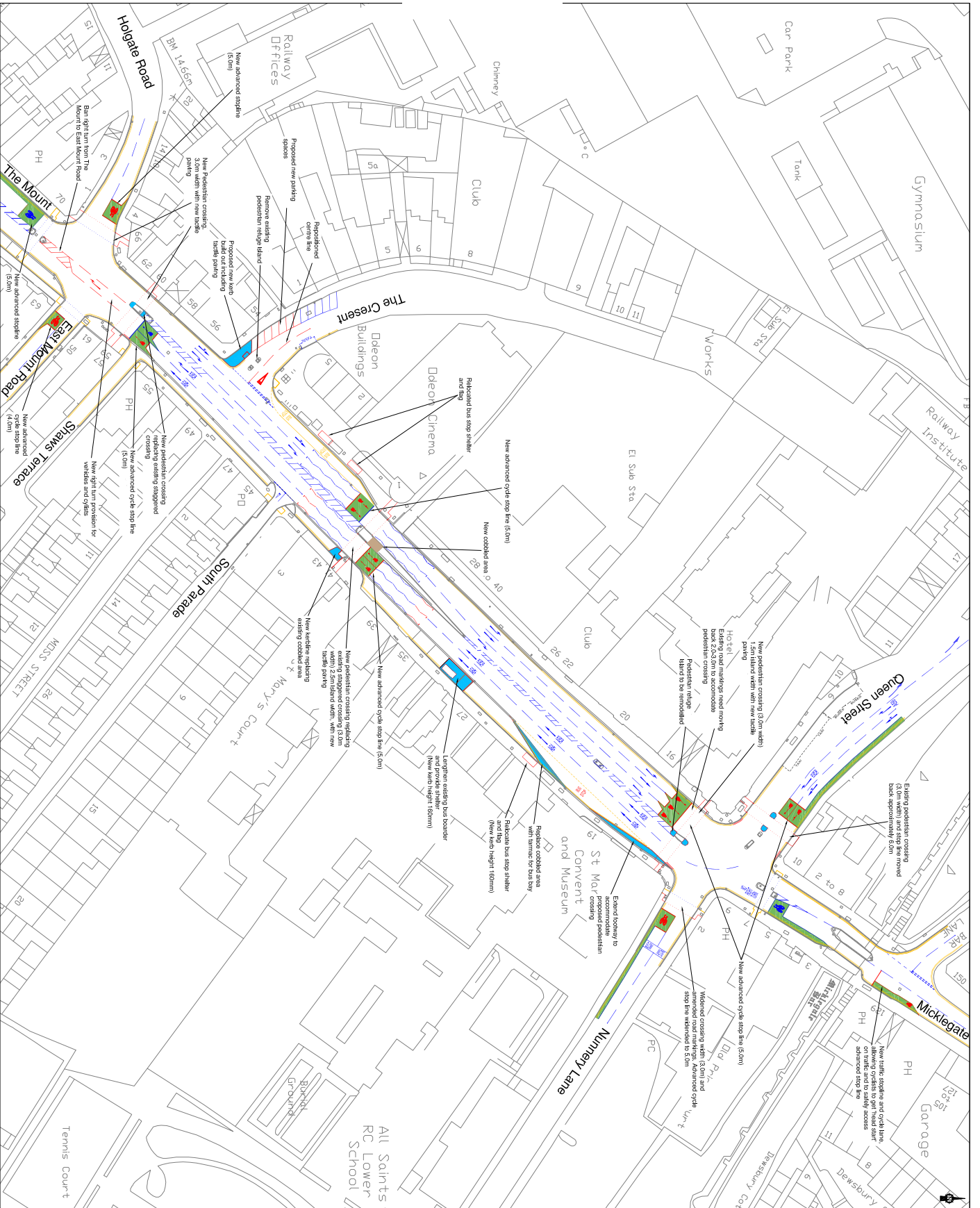
**Project**  
Blossom Street

**Stage**  
Proposed Improvements Along Blossom Street

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Checked by	Chris Davies	Date	29/05/09
Authorised by	Stewart Stomper	Date	29/05/09
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**Client**  
**YORK**  
 City of York Council  
 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

**Project**  
 Blossom Street

**Design**  
 Proposed Improvements  
 Along Blossom Street

**Halcrow**

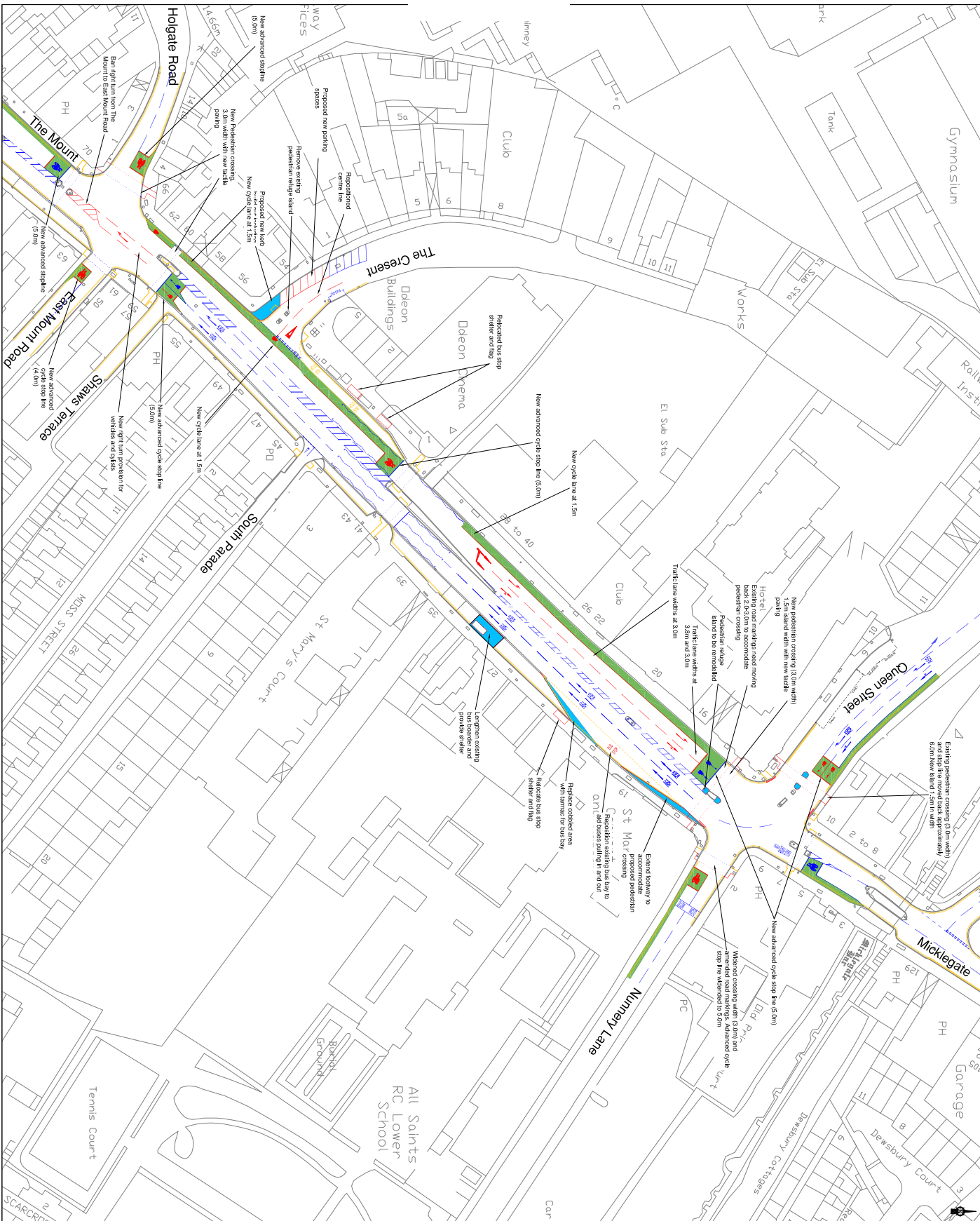
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Checked by	Chris Davies	Date	07/06/09
Authorised by	Stewart Stomper	Date	07/06/09
Drawing No.	Option 1b	Revision	0
Drawing Scale	1:500 @ A1	Part Scale	1:1
CDI Filename	Option 1a.dwg		

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**ANNEX 'D'**

**Options 2a & 2b**

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- Key**
- Road Markings
  - Double Yellow Lines
  - Traffic Lighting
  - Proposed Improvements
  - Cycle Way
  - Keen Realignment

**Client**

**YORK**

Halifax Growth Ltd, West Yorkshire, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

**Project**

Blossom Street

**Proposed Improvements Along Blossom Street**

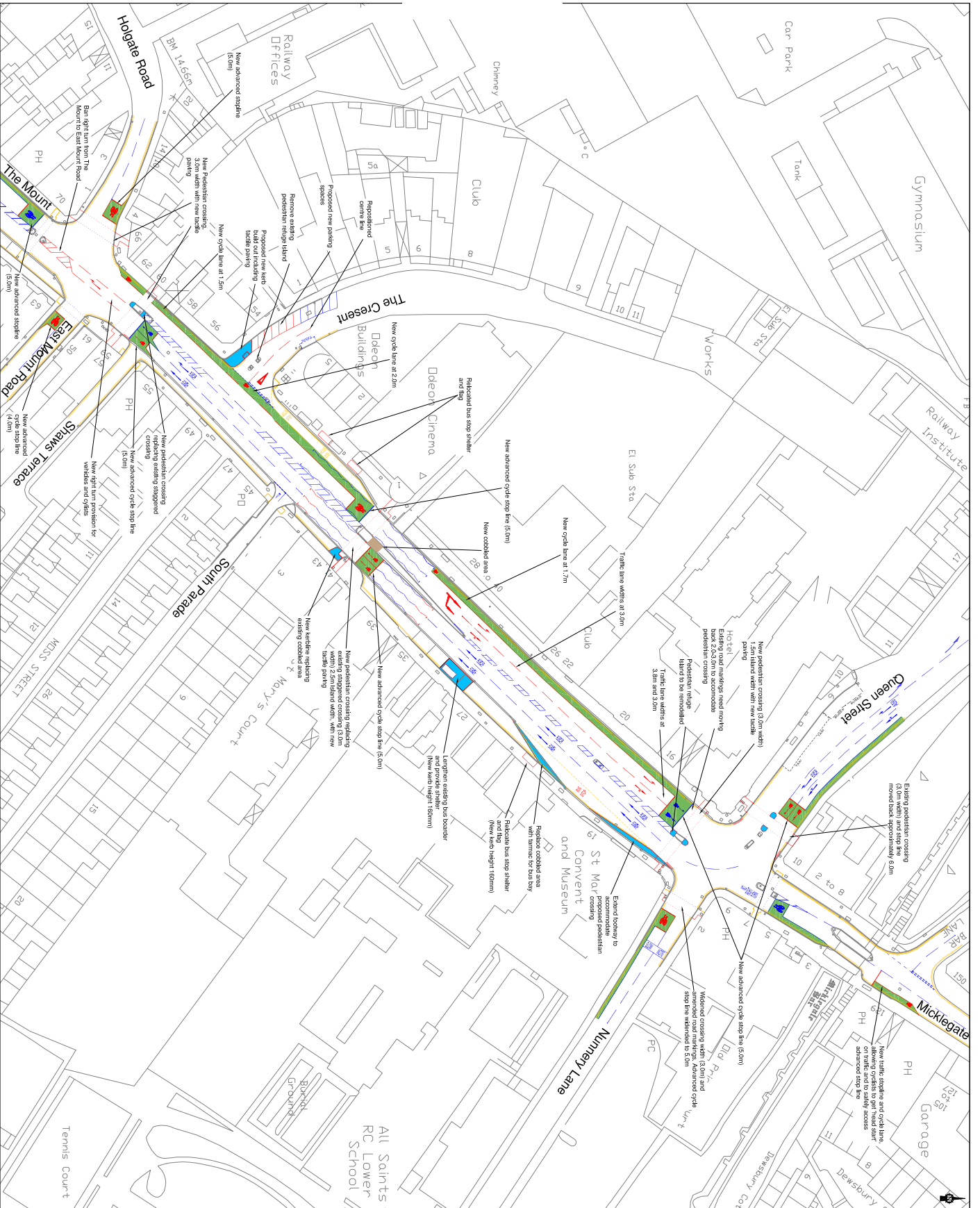
**Design**

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Checked by	Chris Davies	Date	29/05/09
Authorised by	Stewart Stomper	Date	29/05/09
Design No.		Revision	
	<b>Option 2a</b>		<b>0</b>

Drawing Scale: 1:500 @ A1      Plot Scale: 1:11

CDL Frames: Option 2a.dwg

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- Key**
- Road Markings
  - Double Yellow Lines
  - Tactile Paving
  - Proposed Improvements
  - Cycle Way
  - Keen Illumination
  - New Curbline Area

**Client**

**YORK**

Halcrow Group Ltd, West Yorkshire YO1 3AA  
 21-23 The Arcade, 1st Floor, 101-103  
 Market Street, York YO1 1DA  
 Tel: 01904 626262 Fax: 01904 626298

**Project**

Blossom Street

**Halcrow**

**Drawn by** Scott Goodall Date: 07/06/09

**Checked by** Chris Davies Date: 07/06/09

**Authorised by** Stewart Stomper Date: 07/06/09

**Revision**

Revision No.	Option 2b	0
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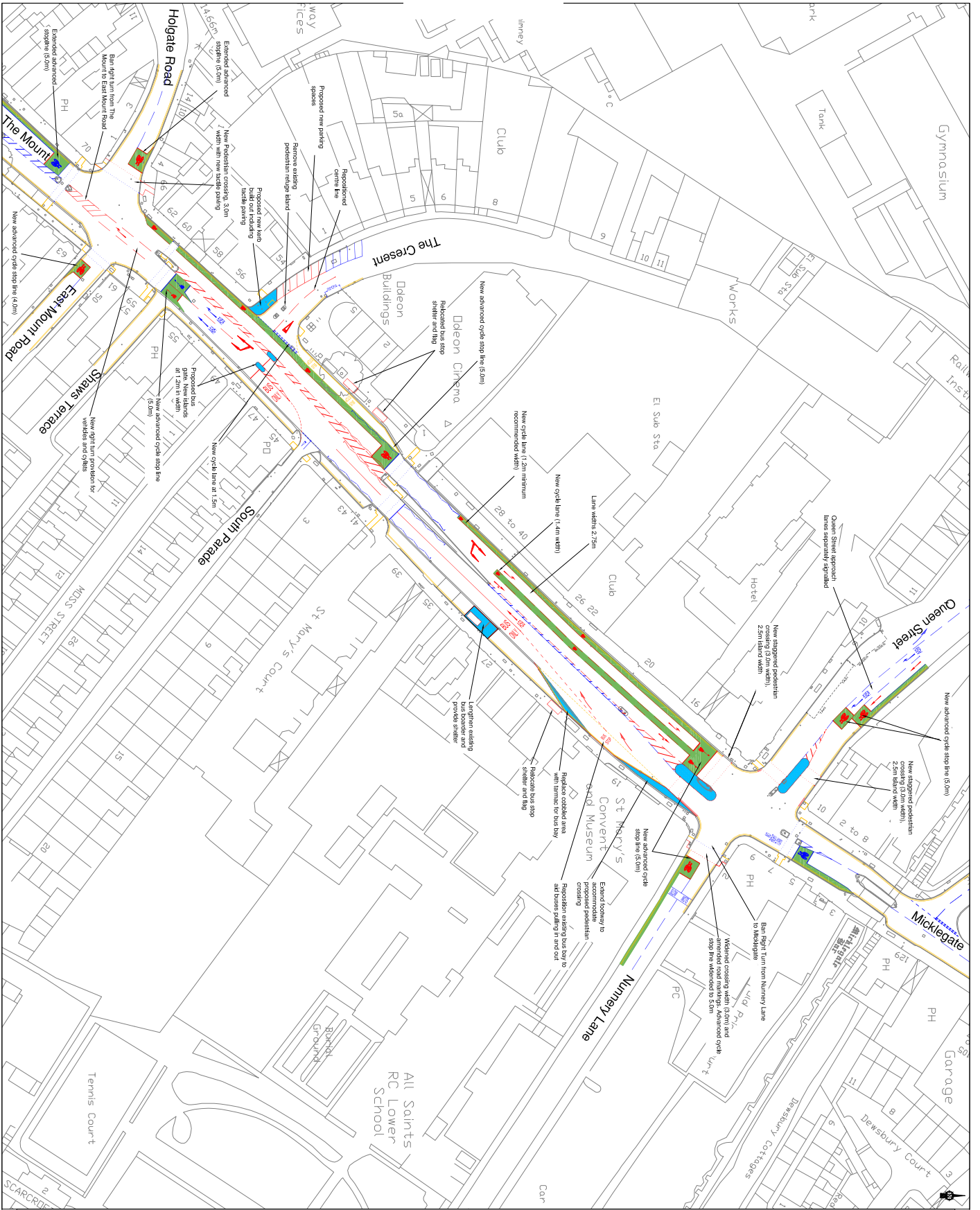
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**Options 3a & 3b**

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- Key**
- Road Markings
  - Double Yellow Lines
  - Tactile Paving
  - Proposed Improvements
  - Cycle Way
  - Keen Realignment



York City Council  
 100, The Gateway, York, YO1 1AB  
 Tel: 01904 552000  
 Fax: 01904 552001



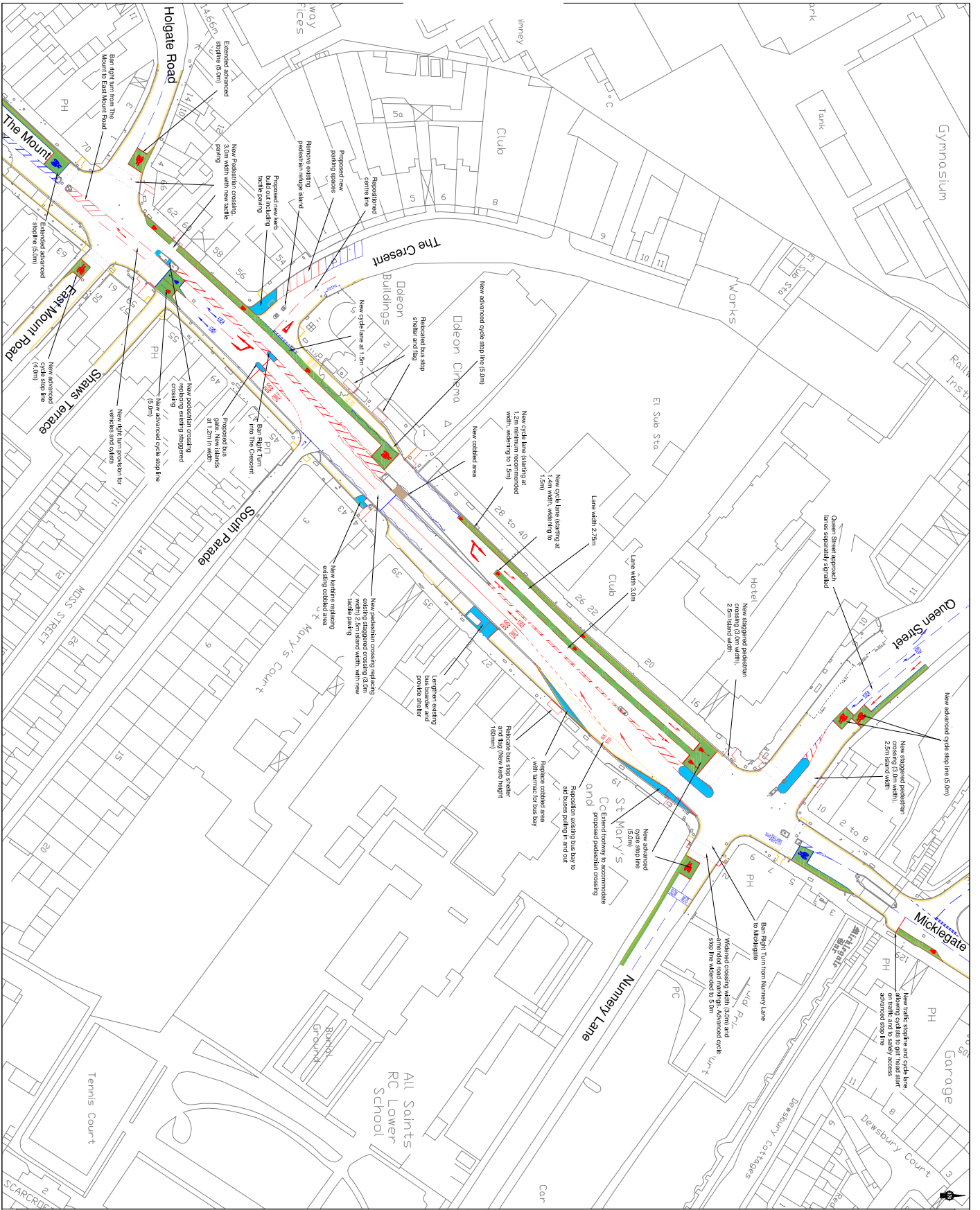
Project:  
 Blossom Street

Stage:  
 Proposed Improvements  
 Along Blossom Street

Drawn by	Scott Goodall	Date:	29/05/09
Checked by	Chris Davies	Date:	29/05/09
Authorised by	Stewart Stomper	Date:	29/05/09
Drawing No.	Option 3a	Revision	0

Drawing Scale: 1:500 @ A1  
 Plot Scale: 1:1

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- Key**
- Road Markings
  - Double Yellow Lines
  - Tactile Paving
  - Proposed Improvements
  - Cycle Way
  - Keen Realignment



**Halcrow**

**Project**  
Blossom Street

**Design**  
Proposed Improvements  
Along Blossom Street

**Drawn by** Scott Goodall  
**Checked by** Chris Davies  
**Authorised by** Stewart Stomper

**Revision**  
0

**Option 3b**

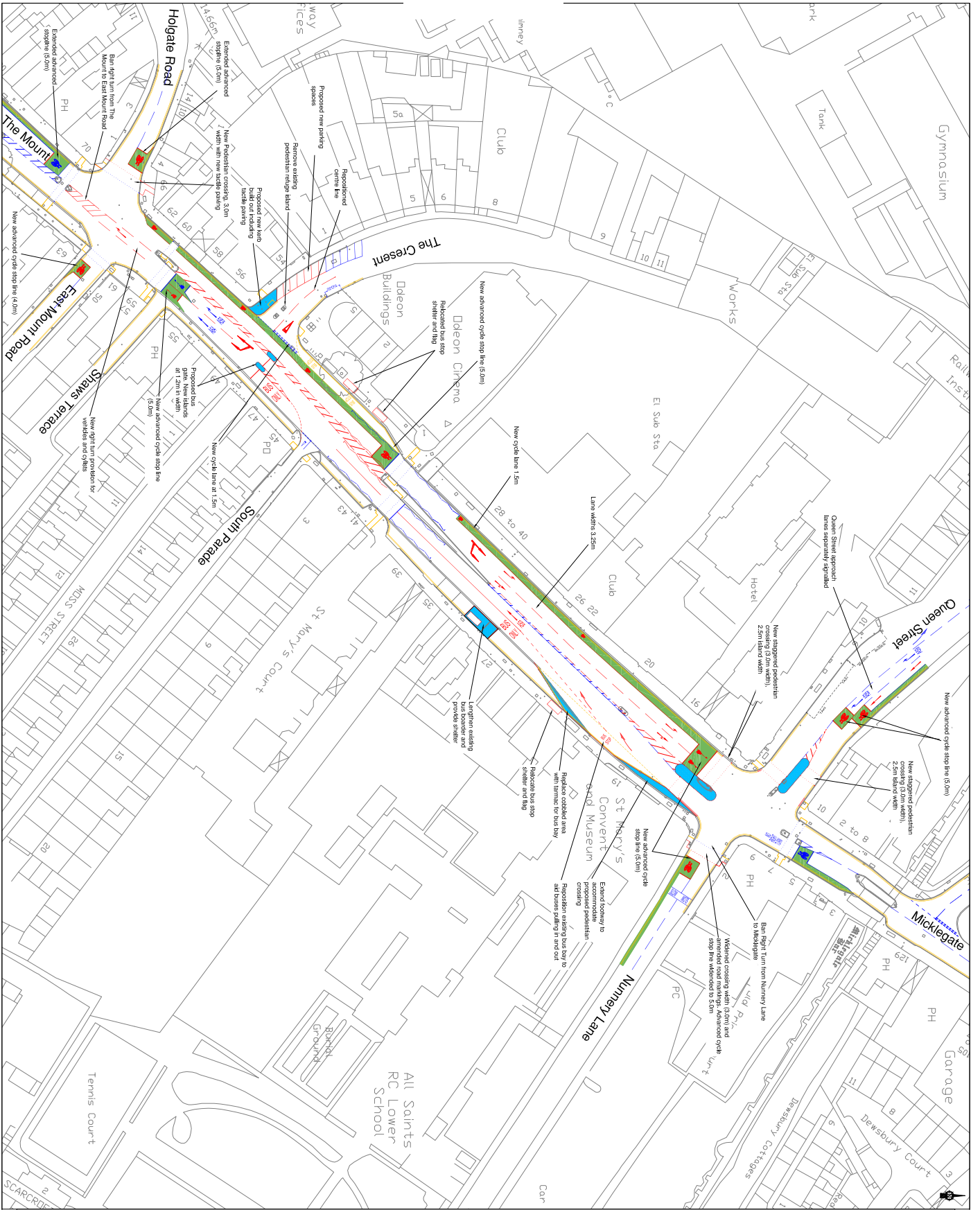
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**Part Scale** 1:1

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Options 4a & 4b

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- Key**
- Road Markings
  - Double Yellow Lines
  - Tactile Paving
  - Proposed Improvements
  - Cycle Way
  - Keen Realignment



York City Council  
 15, The Guildhall, York, YO1 1PS  
 Tel: 01904 552000  
 Fax: 01904 552001



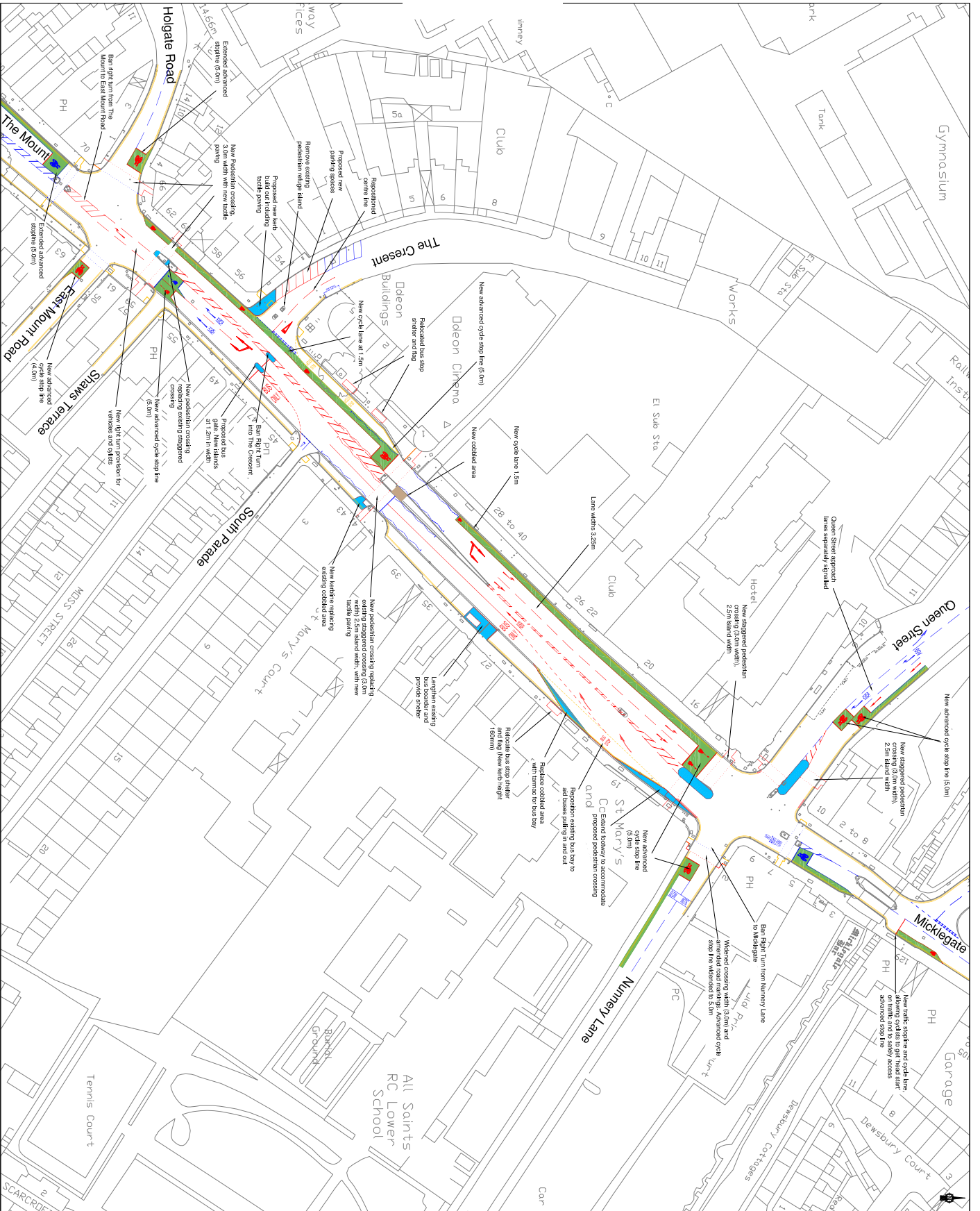
Project:  
 Blossom Street

Stage:  
 Proposed Improvements  
 Along Blossom Street

Drawn by: Scott Goodall  
 Checked by: Chris Davies  
 Authorised by: Stewart Stomper  
 Drawing No: Option 4a  
 Revision: 0

Drawing Scale: 1:500 @ A1  
 Plot Scale: 1:1

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- Key**
- Road Markings
  - Double Yellow Lines
  - Tangle Paving
  - Proposed Improvements
  - Cycle Way
  - Kerb Realignment

**Client**

**YORK**

Halcrow  
 100, The Quadrant, York, YO1 1PA  
 Tel: 01904 626262  
 Fax: 01904 626263  
 Email: info@halcrow.co.uk

**Project**

Blossom Street  
 Proposed Improvements  
 Along Blossom Street

**Drawn by** Scott Goodall Date: 29/05/09  
**Checked by** Chris Davies Date: 29/05/09  
**Authorised by** Stewart Stomper Date: 29/05/09  
**Revision**

Option 4b  
 0

**Drawing Scale** 1:500 @ A1 Part Scale: 1:1  
**CDI Filename** Option 4b.dwg

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**ANNEX 'G'**

**Matrix Assessment**

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BLOSSOM STREET (HOLGATE ROAD TO QUEEN STREET) OPTION REVIEW MATRIX																
THEME	OPTION 1a		OPTION 1b		OPTION 2a		OPTION 2b		OPTION 3a		OPTION 3b		OPTION 4a		OPTION 4b	
Highway Capacity	0	0	0	0	xx	-2	xx	-2	xx	-2	xx	-2	xx	-2	xx	-2
	Provision of pedestrian crossing at Blossom Street (Bar Convent) will only slightly worsen the operation of the junction due to increased crossing time required for pedestrians and subsequently less green time for vehicles.		Provision of pedestrian crossing at Blossom Street (Bar Convent) will only slightly worsen the operation of the junction due to increased crossing time required for pedestrians and subsequently less green time for vehicles.		Provision of pedestrian crossing at Blossom Street (Bar Convent) and reduction in number of inbound traffic lanes from 3 to 2 will worsen the operation of the junction. There is potential for further impacts on the wider highway network.		Provision of pedestrian crossing at Blossom Street (Bar Convent) and reduction in number of inbound traffic lanes from 3 to 2 will worsen the operation of the junction. There is potential for further impacts on the wider highway network.		Provision of pedestrian crossing at Blossom Street (Bar Convent) and separate signalling of Queen Street approach will worsen the operation of the junction. There is potential for further impacts on the wider highway network.		Provision of pedestrian crossing at Blossom Street (Bar Convent) and separate signalling of Queen Street approach will worsen the operation of the junction. There is potential for further impacts on the wider highway network.		Provision of pedestrian crossing at Blossom Street (Bar Convent) and separate signalling of Queen Street approach will worsen the operation of the junction. There is potential for further impacts on the wider highway network.		Provision of pedestrian crossing at Blossom Street (Bar Convent) and separate signalling of Queen Street approach will worsen the operation of the junction. There is potential for further impacts on the wider highway network.	
Public Transport	✓	1	✓	1	✓	1	✓	1	✓	1	✓	1	✓	1	✓	1
	Proposed improvements to inbound and outbound bus stops.		Proposed improvements to inbound and outbound bus stops.		Proposed improvements to inbound and outbound bus stops. Provision of wider Blossom Street inbound traffic lanes will reduce the need of buses to stagger lanes and make the left turn from Blossom Street to Queen Street easier (particularly for FTR). Increase highway congestion will impact on bus reliability and journey times.		Proposed improvements to inbound and outbound bus stops. Provision of wider Blossom Street inbound traffic lanes will reduce the need of buses to stagger lanes and make the left turn from Blossom Street to Queen Street easier (particularly for FTR). Increase highway congestion will impact on bus reliability and journey times.		Proposed improvements to inbound and outbound bus stops. Provision of wider Blossom Street inbound traffic lanes will reduce the need of buses to stagger lanes and make the left turn from Blossom Street to Queen Street easier (particularly for FTR). Provision of outbound Bus Lane and Gate is not likely to improve efficiency and journey times of buses given predicted congestion on Queen Street.		Proposed improvements to inbound and outbound bus stops. Provision of wider Blossom Street inbound traffic lanes will reduce the need of buses to stagger lanes and make the left turn from Blossom Street to Queen Street easier (particularly for FTR). Provision of outbound Bus Lane and Gate is not likely to improve efficiency and journey times of buses given predicted congestion on Queen Street.		Proposed improvements to inbound and outbound bus stops. Provision of wider Blossom Street inbound traffic lanes will reduce the need of buses to stagger lanes and make the left turn from Blossom Street to Queen Street easier (particularly for FTR). Provision of outbound Bus Lane and Gate is not likely to improve efficiency and journey times of buses given predicted congestion on Queen Street.		Proposed improvements to inbound and outbound bus stops. Provision of wider Blossom Street inbound traffic lanes will reduce the need of buses to stagger lanes and make the left turn from Blossom Street to Queen Street easier (particularly for FTR). Provision of outbound Bus Lane and Gate is not likely to improve efficiency and journey times of buses given predicted congestion on Queen Street.	
Cycling	0	0	✓	1	✓✓	2	✓✓	2	✓✓✓	3	✓✓✓	3	✓✓✓	3	✓✓✓	3
	Very little improvement. Provision of advance cycle stop lines and right turn lane markings from Blossom Street to Holgate Road will improve safety for cyclists.		Provision of advance cycle stop lines and right turn lanes from Blossom Street to Holgate Road will improve safety for cyclists. Provision of two stop lines at Micklegate Bar will remove the potential for vehicles to queue under the Bar and give cyclists a head start at the signals.		Provision of advance cycle stop lines and right turn lane markings from Blossom Street to Holgate Road will improve safety for cyclists. Provision of inbound cycle lane on Blossom Street.		Provision of advance cycle stop lines and right turn lane markings from Blossom Street to Holgate Road will improve safety for cyclists. Provision of two stop lines at Micklegate Bar will remove the potential for vehicles to queue under the Bar and give cyclists a head start at the signals. Provision of inbound cycle lanes on Blossom Street.		Provision of advance cycle stop lines and right turn lane markings from Blossom Street to Holgate Road will improve safety for cyclists. Provision of inbound and outbound cycle lanes on Blossom Street. Separate signals at Queen Street reduces the conflict for cyclists with vehicles travelling from Queen Street to Nunnery Lane / Blossom Street.		Provision of advance cycle stop lines and right turn lane markings from Blossom Street to Holgate Road will improve safety for cyclists. Provision of two stop lines at Micklegate Bar will remove the potential for vehicles to queue under the Bar and give cyclists a head start at the signals. Provision of inbound and outbound cycle lanes on Blossom Street. Separate signals at Queen Street reduces the conflict for cyclists with vehicles travelling from Queen Street to Nunnery Lane / Blossom Street.		Provision of advance cycle stop lines and right turn lane markings from Blossom Street to Holgate Road will improve safety for cyclists. Provision of inbound and outbound cycle lanes on Blossom Street. Separate signals at Queen Street reduces the conflict for cyclists with vehicles travelling from Queen Street to Nunnery Lane / Blossom Street.		Provision of advance cycle stop lines and right turn lane markings from Blossom Street to Holgate Road will improve safety for cyclists. Provision of two stop lines at Micklegate Bar will remove the potential for vehicles to queue under the Bar and give cyclists a head start at the signals. Provision of inbound and outbound cycle lanes on Blossom Street. Separate signals at Queen Street reduces the conflict for cyclists with vehicles travelling from Queen Street to Nunnery Lane / Blossom Street.	
Walking	✓	1	✓✓	2	✓	1	✓✓	2	✓	1	✓✓	2	✓	1	✓✓	2
	Provision of pedestrian crossing at Blossom Street (Bar Convent) and kerb build out at The Crescent. Queen Street stop line set back allows repositioning of pedestrian crossing and reduces conflict between pedestrians waiting in central island and large vehicles turning left from Blossom Street, but also amends pedestrian desire line.		Provision of pedestrian crossing at Blossom Street (Bar Convent), Odeon, Blossom Street (at its junction with Holgate Road) and kerb build out at The Crescent. Queen Street stop line set back allows repositioning of pedestrian crossing and reduces conflict between pedestrians waiting in central island and large vehicles turning left from Blossom Street, but also amends pedestrian desire line.		Provision of pedestrian crossing at Blossom Street (Bar Convent) and kerb build out at The Crescent. Queen Street stop line set back allows repositioning of pedestrian crossing and reduces conflict between pedestrians waiting in central island and large vehicles turning left from Blossom Street, but also amends pedestrian desire line.		Provision of pedestrian crossing at Blossom Street (Bar Convent), Odeon, Blossom Street (at its junction with Holgate Road) and kerb build out at The Crescent. Queen Street stop line set back allows repositioning of pedestrian crossing and reduces conflict between pedestrians waiting in central island and large vehicles turning left from Blossom Street, but also amends pedestrian desire line.		Provision of pedestrian crossing at Blossom Street (Bar Convent) and kerb build out at The Crescent. Queen Street staggered pedestrian crossing improves safety for pedestrians by providing sheltered central waiting refuge but also amends pedestrian desire line.		Provision of pedestrian crossing at Blossom Street (Bar Convent), Odeon, Blossom Street (at its junction with Holgate Road) and kerb build out at The Crescent. Queen Street staggered pedestrian crossing improves safety for pedestrians by providing sheltered central waiting refuge but also amends pedestrian desire line.		Provision of pedestrian crossing at Blossom Street (Bar Convent) and kerb build out at The Crescent. Queen Street staggered pedestrian crossing improves safety for pedestrians by providing sheltered central waiting refuge but also amends pedestrian desire line.		Provision of pedestrian crossing at Blossom Street (Bar Convent), Odeon, Blossom Street (at its junction with Holgate Road) and kerb build out at The Crescent. Queen Street staggered pedestrian crossing improves safety for pedestrians by providing sheltered central waiting refuge but also amends pedestrian desire line.	
Parking and Servicing	✓	1	✓	1	✓	1	✓	1	✓	1	✓	1	✓	1	✓	1
	Additional on street parking provided at The Crescent. Lengthening and relocation of bus stops does not impact on existing servicing arrangements.		Additional on street parking provided at The Crescent. Lengthening and relocation of bus stops does not impact on existing servicing arrangements.		Additional on street parking provided at The Crescent. Lengthening and relocation of bus stops does not impact on existing servicing arrangements.		Additional on street parking provided at The Crescent. Lengthening and relocation of bus stops does not impact on existing servicing arrangements.		Additional on street parking provided at The Crescent. Lengthening and relocation of bus stops does not impact on existing servicing arrangements.		Additional on street parking provided at The Crescent. Lengthening and relocation of bus stops does not impact on existing servicing arrangements.		Additional on street parking provided at The Crescent. Lengthening and relocation of bus stops does not impact on existing servicing arrangements.		Additional on street parking provided at The Crescent. Lengthening and relocation of bus stops does not impact on existing servicing arrangements.	
Public Acceptability	✓✓	2	✓✓	2	✓	1	✓	1	✓	1	✓	1	✓	1	✓	1
	No significant impact on highway capacity and provision of improvements for public transport and pedestrians.		No significant impact on highway capacity and provision of improvements for public transport and pedestrians.		Impact on highway capacity but provision of improvements for public transport, cyclists and pedestrians.		Impact on highway capacity but provision of improvements for public transport, cyclists and pedestrians.		Impact on highway capacity but provision of improvements for public transport, cyclists and pedestrians.		Impact on highway capacity but provision of improvements for public transport, cyclists and pedestrians.		Impact on highway capacity but provision of improvements for public transport, cyclists and pedestrians.		Impact on highway capacity but provision of improvements for public transport, cyclists and pedestrians.	
Conservation and Heritage	x	-1	x	-1	x	-1	x	-1	x	-1	x	-1	x	-1	x	-1
	Blossom Street outbound bus stop improvements remove some cobblestones on eastern side of road.		Blossom Street outbound bus stop improvements remove some cobblestones on eastern side of road but replaced on pedestrian refuge at the Odeon crossing. Provision of two stop lines at Micklegate Bar needs provision of signal heads adjacent to the Bar.		Blossom Street outbound bus stop improvements remove some cobblestones on eastern side of road.		Blossom Street outbound bus stop improvements remove some cobblestones on eastern side of road but replaced on pedestrian refuge at the Odeon crossing. Provision of two stop lines at Micklegate Bar needs provision of signal heads adjacent to the Bar.		Blossom Street outbound bus stop improvements remove some cobblestones on eastern side of road.		Blossom Street outbound bus stop improvements remove some cobblestones on eastern side of road but replaced on pedestrian refuge at the Odeon crossing. Provision of two stop lines at Micklegate Bar needs provision of signal heads adjacent to the Bar.		Blossom Street outbound bus stop improvements remove some cobblestones on eastern side of road.		Blossom Street outbound bus stop improvements remove some cobblestones on eastern side of road but replaced on pedestrian refuge at the Odeon crossing. Provision of two stop lines at Micklegate Bar needs provision of signal heads adjacent to the Bar.	
Costs	xxx	-3	xxx	-3	0	0	0	0	x	-1	x	-1	x	-1	x	-1
	No significant improvements for cyclists means Cycling City funding unlikely to be used for scheme (50% of scheme budget) leading to a deficit in funding. Cost of option likely to fall just over scheme budget with improvements to bus stops (inbound and outbound) and pedestrian crossing points at The Crescent and Blossom Street. No significant improvements for cyclists risks Cycling England funding of scheme (50% of scheme budget).		No significant improvements for cyclists means Cycling City funding unlikely to be used for scheme (50% of scheme budget) leading to a deficit in funding. Cost of option likely to fall just over scheme budget with improvements to bus stops (inbound and outbound) and pedestrian crossing points at The Crescent and Blossom Street. No significant improvements for cyclists risks Cycling England funding of scheme (50% of scheme budget).		Cost of option likely to fall just over scheme budget with improvements to bus stops (inbound and outbound), pedestrian crossing points at The Crescent, Blossom Street and Queen Street, reduction of Blossom Street inbound vehicular lanes and provision of cycle lane.		Cost of option likely to fall just over scheme budget with improvements to bus stops (inbound and outbound), pedestrian crossing points at The Crescent, Blossom Street and Queen Street, reduction of Blossom Street inbound vehicular lanes and provision of cycle lane.		Cost of option likely to be above scheme budget with improvements to bus stops (inbound and outbound), pedestrian crossing points at The Crescent, Blossom Street and Queen Street, reduction of Blossom Street inbound vehicular lanes and provision of cycle lanes and Blossom Street outbound Bus Lane and Bus Gate.		Cost of option likely to be above scheme budget with improvements to bus stops (inbound and outbound), pedestrian crossing points at The Crescent, Blossom Street and Queen Street, reduction of Blossom Street inbound vehicular lanes and provision of cycle lanes and Blossom Street outbound Bus Lane and Bus Gate.		Cost of option likely to be above scheme budget with improvements to bus stops (inbound and outbound), pedestrian crossing points at The Crescent, Blossom Street and Queen Street, reduction of Blossom Street inbound vehicular lanes and provision of cycle lanes and Blossom Street outbound Bus Lane and Bus Gate.		Cost of option likely to be above scheme budget with improvements to bus stops (inbound and outbound), pedestrian crossing points at The Crescent, Blossom Street and Queen Street, reduction of Blossom Street inbound vehicular lanes and provision of cycle lanes and Blossom Street outbound Bus Lane and Bus Gate.	
Safety	0	0	0	0	0	0	0	0	x	-1	x	-1	x	-1	x	-1
	No anticipated safety implications with proposals.		No anticipated safety implications with proposals.		Potential small safety concern with road alignment of inbound Blossom Street to Micklegate ahead movement. The ahead movement has been altered from the current centre lane (3 lane approach) to the offside lane (2 lane approach).		Potential small safety concern with road alignment of inbound Blossom Street to Micklegate ahead movement. The ahead movement has been altered from the current centre lane (3 lane approach) to the offside lane (2 lane approach).		Potential small safety concern with road alignment of inbound Blossom Street to Micklegate ahead movement. The ahead movement has been altered from the current centre lane (3 lane approach) to the offside lane (2 lane approach). Potential safety concern with road alignment of outbound Micklegate to Blossom Street ahead movement. The provision of a refuge island at Blossom Street (Bar Convent) removes an outbound traffic lane and provides a pinch point for vehicles and likely alignment issues.		Potential small safety concern with road alignment of inbound Blossom Street to Micklegate ahead movement. The ahead movement has been altered from the current centre lane (3 lane approach) to the offside lane (2 lane approach). Potential safety concern with road alignment of outbound Micklegate to Blossom Street ahead movement. The provision of a refuge island at Blossom Street (Bar Convent) removes an outbound traffic lane and provides a pinch point for vehicles and likely alignment issues.		Potential small safety concern with road alignment of inbound Blossom Street to Micklegate ahead movement. The ahead movement has been altered from the current centre lane (3 lane approach) to the offside lane (2 lane approach). Potential safety concern with road alignment of outbound Micklegate to Blossom Street ahead movement. The provision of a refuge island at Blossom Street (Bar Convent) removes an outbound traffic lane and provides a pinch point for vehicles and likely alignment issues.		Potential small safety concern with road alignment of inbound Blossom Street to Micklegate ahead movement. The ahead movement has been altered from the current centre lane (3 lane approach) to the offside lane (2 lane approach). Potential safety concern with road alignment of outbound Micklegate to Blossom Street ahead movement. The provision of a refuge island at Blossom Street (Bar Convent) removes an outbound traffic lane and provides a pinch point for vehicles and likely alignment issues.	
Air Quality	0	0	0	0	x	-1	x	-1	x	-1	x	-1	x	-1	x	-1
	No reduction in traffic levels is expected in the study area but no significant increase in congestion.		No reduction in traffic levels is expected in the study area but no significant increase in congestion.		No reduction in traffic levels is expected in the study area but increase in congestion.		No reduction in traffic levels is expected in the study area but increase in congestion.		Potential for small reduction in traffic levels in the study area but increase in congestion.		Potential for small reduction in traffic levels in the study area but increase in congestion.		Potential for small reduction in traffic levels in the study area but increase in congestion.		Potential for small reduction in traffic levels in the study area but increase in congestion.	
<b>TOTAL SCORE</b>	<b>1</b>		<b>3</b>		<b>2</b>		<b>3</b>		<b>1</b>		<b>2</b>		<b>1</b>		<b>2</b>	

Scoring system  
 ✓✓✓ Significant positive impact  
 ✓✓ Moderate positive impact  
 ✓ Slight positive impact  
 0 No impact / change  
 x Slight negative impact  
 xx Moderate negative impact  
 xxx Significant negative impact

Significant positive impact  
 Moderate positive impact  
 Slight positive impact  
 No impact / change  
 Slight negative impact  
 Moderate negative impact  
 Significant negative impact

3  
2  
1  
0  
-1  
-2  
-3

Option descriptions  
 Option 1 Blossom Street pedestrian crossing + Queen Street stop line set back  
 Option 2 Blossom Street pedestrian crossing + Blossom Street inbound reduced from 3 to 2 lanes (inc 1 cycle lane) + Queen Street stop line set back  
 Option 3 Blossom Street pedestrian crossing + Blossom Street inbound reduced from 3 to 2 lanes (inc 2 cycle lanes) + Queen Street stop line set back / separate signals + Blossom Street outbound bus lane (inc taxi and cycle) and bus gate  
 Option 4 Blossom Street pedestrian crossing + Blossom Street inbound reduced from 3 to 2 lanes (inc 1 cycle lane) + Queen Street stop line set back / separate signals + Blossom Street outbound bus lane (inc taxi and cycle) and bus gate  
 Sub option b Micklegate double stop line to enable cyclists to travel unimpeded through the Bar

Blossom Street pedestrian crossing + Queen Street stop line set back  
 Blossom Street pedestrian crossing + Blossom Street inbound reduced from 3 to 2 lanes (inc 1 cycle lane) + Queen Street stop line set back  
 Blossom Street pedestrian crossing + Blossom Street inbound reduced from 3 to 2 lanes (inc 2 cycle lanes) + Queen Street stop line set back / separate signals + Blossom Street outbound bus lane (inc taxi and cycle) and bus gate  
 Blossom Street pedestrian crossing + Blossom Street inbound reduced from 3 to 2 lanes (inc 1 cycle lane) + Queen Street stop line set back / separate signals + Blossom Street outbound bus lane (inc taxi and cycle) and bus gate  
 Micklegate double stop line to enable cyclists to travel unimpeded through the Bar



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**Decision Session - Executive Member for City Strategy****1<sup>st</sup> September 2009**

Report of the Director of City Strategy

**City of York's Local Transport Plan 3****Summary**

1. This report outlines the development of York's Third Local Transport Plan (LTP3) to cover the period from 2011 onwards, and in particular outlines the proposals for consultation. The aim of the consultations is to, firstly, identify issues and priorities for a long-term (20-year) transport strategy and shorter term policies and implementation plans required for LTP3 and, secondly, to generate support and agreement for the strategy and range of policies and measures to be included in LTP3.
2. In addition the report gives a brief summary of the latest guidance for producing LTPs and the other national, regional and local policies, strategies and plans that will influence the production and content of LTP3.

**Recommendations**

3. That the Executive Member for City Strategy is recommended to:
  - i. Note the content of the report, particularly Table 1 which outlines the proposed activities and timescales for producing LTP3;
  - ii. Approve the process proposed in Table 1, subject to the presentation of the consultation strategy to the Executive Member for a decision at a future date, prior to the commencement of consultations;
  - iii. Approve the 'LTP3 Draft Vision' as the initial founding principle for consultations on LTP3, which may be subsequently amended as a result of the consultations, and
  - iv. Request officers present the long-term transport strategy to the Executive Member for a decision at a future date, prior to the commencement of consultations.

Reason:

- i. To determine the process for producing LTP3 in compliance with Government guidance.

- ii. To enable the subsequent long-term transport vision and consultation strategies to be presented to the Executive Member for decision at a future date, prior to the commencement of the initial consultation.

## **Background**

### Duty to Produce Local Transport Plans (LTPs)

4. In accordance with Section 109 (3) of the Transport Act 2000, Local Transport Authorities in England had a duty to publish a Local Transport Plan (LTP) every five years. The current 'City of York's Local Transport Plan 2006-2011' (LTP2) was published in March 2006 and is due to expire in March 2011.
5. The Local Transport Act 2000, as amended by the Local Transport Act 2008, retains the statutory requirement to produce and review Local Transport Plans and policies, and to have a new Plan in place by the time current LTPs expire (the majority of which expire in 2011), but allows local transport authorities to replace their Plans as they see fit thereafter. Furthermore, the 2008 Amendment requires LTPs to contain policies (strategy) and implementation plans.
6. The current LTP2 expires in March 2011, and the replacement (LTP3) needs to be in place by this date.
7. Guidance on the production of LTPs has been issued by the Department for Transport (DfT). This provides the primary source of advice for producing LTP3, but in addition to this there are numerous national, regional and local policies, issues and research that will influence the production and content of LTP3. A brief summary of the guidance and other influences follows.

### Guidance

8. The DfT issued its statutory Guidance to support local transport authorities in producing LTPs in July 2009. Although the guidance (summarised at Annex A) appears to be less prescriptive and more flexible than guidance for previous LTP rounds there is, nonetheless, a lot to be considered. The main difference from previous guidance is in the way transport is considered. Instead of being treated as a entity in itself and how measures for each mode achieve transport priorities, the role of transport as an 'enabler' to achieving wider objectives and aspirations is now considered.
9. The key points in the guidance are:
  - Local authorities are accountable to their communities rather than to the Department for both the quality of the transport strategies prepared and for ensuring effective delivery;
  - LTPs need to include a longer-term (20-year) transport strategy and shorter term policies and implementation plans;
  - Local authorities to have a clear view of their own strategic goals and their priorities for dealing with the different challenges they face;

- The DfT will no longer formally assess LTPs, or set mandatory targets, but will, with local Government Office (GO), provide support for preparing plans. However it should be noted that DfT may take into account the overall quality of an authority's LTP, and of its delivery, where this is relevant to its decisions;
- The new role for DfT and GO Yorkshire and the Humber (GOYH) in the production of LTPs should enable every authority to prepare a plan which best meets the respective area's needs;
- The five national goals under the DfT's 'Towards/Delivering a Sustainable Transport Strategy' (see below) replace the shared priorities (in LTP2) , but the shared priorities will still be essential elements of LTPs.
  - i. Tackle climate change;
  - ii. Support economic growth;
  - iii. Promote equality of opportunity;
  - iv. Contribute to better safety, security and health, and
  - v. Improve quality of life.
- In meeting these goals local authorities should focus on specific 'cross-network' and 'Cities and Regional Networks' challenges as shown highlighted in the table at Annex A;
- Local authorities are encouraged to see how they can take advantage of the new powers under the Transport Act 2008, which they will need to take into account in their plans, enabling them to:
  - i. Influence the provision of bus services (for example, through voluntary/statutory partnerships/contracts);
  - ii. Introduce more flexibility in Community Transport, and
  - iii. Make use of amendments to the legislation on workplace parking levies or road user charging schemes.
- The duty, introduced in the Local Government and Public Involvement in Health Act 2007, to involve citizens in local decision making and service provision;
- Taking significant steps toward mitigating climate change, through developing sustainable transport systems, facilitating behaviour change and reducing the need to travel (smarter choices) is encouraged;
- It is critical that transport and spatial planning are closely integrated. It will be essential for LTPs to reflect and support Local Development Frameworks. LTPs should be a key consideration in the planning process, therefore, good cooperation between transport planning, air quality and spatial planning departments, as well as with partner organisations, is essential;
- Integrating Air Quality Action Plans with LTPs is strongly encouraged;
- Implementation Plans should demonstrate how both capital and revenue funding, available to the authority from central Government support, council tax and other sources, are to be used to further transport objectives;
- Strategies and Implementation Plans should be based on realistic estimates of the funding likely to be available;
- Capital funding for both block allocations and major schemes is subject to Regional Funding Advice (not ring-fenced);

- The DfT strongly advocates adoption of its advice on measures authorities need to take in developing and delivering LTPs, even though it is not mandatory, and
- Reference is made to several new duties the LTPs and their production must comply with.

Other Influencing Strategies, Policy, Guidance and Research

National

10. **The Stern Review on the Economics of Climate Change (2006)** – This examines the evidence for the economic impacts of climate change itself, explores the economics of stabilising greenhouse gases in the atmosphere, and considers the transition to a low-carbon economy and society's ability to adapt to the consequences of climate change. It concluded that the benefits of strong, early action considerably outweigh the costs, as ignoring climate change will eventually damage economic growth.
11. **The Eddington Transport Study, the case for action. Sir Rod Eddington's advice to Government, December 2006** – This states, in essence, that transport has an impact on the economy through numerous mechanisms, including, but not limited to, increasing business efficiency through time savings and improving the efficient functioning of labour markets. Conversely, delays and unreliability on the network increase business costs and affect productivity and innovation. The report added that the rising cost of congestion, if left unchecked, will waste an extra £22 billion worth of time in England alone by 2025. At a local level, the report showed that in 2003 congestion delay on parts of the A1237 (Outer Ring Road) was in the range of 27,670 to 139,400 lost hours per link (road section) kilometre.
12. The study also expected economic growth to be driven by large urban areas. The principal urban area influencing York is Leeds, to which a significant proportion of York's population commutes. Over coming years this anticipated growth is likely to be fed by increasing population and migration. In addition, York itself is a significant commuter destination.
13. The recommendations put forward in the study include:
  - Government policy and sustained investment is focused on improving the performance of existing transport networks, in those places that are important for the UK's economic success;
  - Over the next 20 years, the three strategic economic priorities for transport policy should be:
    - i. congested and growing city catchments;
    - ii. the key inter-urban corridors,
    - iii. and the key international gateways that are showing signs of increasing congestion and unreliability.
  - Government should adopt a sophisticated policy mix to meet both economic and environmental goals. Policy should get the prices right (especially congestion pricing on roads and environmental pricing across all modes) and make best use of existing networks, and

- Changes to the regulation of the bus market to allow local bodies to cooperate more with bus operators.
14. **Towards/Delivering A Sustainable Transport System** – In October 2007, Towards a Sustainable Transport System (TaSTS) set out the Government's approach to strategic transport planning for 2014 and beyond. TaSTS set out an approach for implementing the recommendations of the Eddington study and reflected the findings of the Stern Review of the economics of climate change.
  15. In November 2008, the government published 'Delivering a Sustainable Transport System: Consultation on Planning for 2014 and Beyond' (DaSTS) which sets out how it is putting the TaSTS approach into practice. DaSTS reiterated the key goals in TaSTS; these being:
    - to support national economic competitiveness and growth, by delivering reliable and efficient transport networks;
    - to reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change;
    - to contribute to better safety, security and health and longer life-expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health
    - to promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society;
    - to improve quality of life for transport users and non-transport users, and to promote a healthy natural environment.
  16. These goals demonstrate the contribution transport makes as an 'enabler' for other much wider goals to be realised (transport as means to an end), rather than being confined to the intrinsic objectives of transport (as a means in itself).
  17. DaSTS established the broad range of challenges for achieving each of these goals, for evaluating options for determining an optimised package of interventions, aligning them to the following networks:
    - Cross-network (national policy);
    - Cities and regional networks;
    - National networks, and
    - International networks.
  18. LTP3 Guidance advises that local authorities should focus on the cross-network challenges and challenges for cities and regional networks.
  19. Additional guidance on DaSTS was issued to the regions to accompany the main DaSTS consultation. This focuses more specifically on the work that regions will be invited to undertake to influence the Government's decisions on transport investment from 2014 onwards. It is currently expected that regions will complete the various processes for deciding and submitting an overall programme, with priorities for funding in each year from 2014 - 19, along with less detailed proposals for 2019 - 24, within the context of a 30 year strategic plan, by late 2011, in readiness for the publication of a White Paper in 2012 containing the DfT's programme of investment.

20. **Low Carbon Transport: A Greener Future, A Carbon Reduction Strategy for Transport** – published by the DfT in July 2009. This acknowledges that good transport systems are fundamental to our economy and our quality of life. It also recognises the adverse impacts of transport on the environment and sets out the Government's strategy for avoiding dangerous climate change, by aiming to harness the potential of low carbon technologies across all modes (e.g. increasing the role of lower emission buses), promote lower carbon choices, and using 'market mechanisms' to encourage a shift to lower carbon transport. All of the measures in the strategy are aimed at achieving the target, established in the **Climate Change Act 2008**, to reduce UK greenhouse gas emissions by at least 80% by 2050.
21. As part of the Strategy, the DfT is intending to consult, this summer, on a smart and integrated ticketing strategy for England. In addition, it is committed to developing a national cycling plan, complemented by a active transport strategy to encourage low carbon transport options that also promote personal health. Furthermore, the Government is keen to see more priority given to reducing carbon emissions in the next round of Local Area Agreements (due to be in place by April 2011).
22. Another element in reducing carbon emissions is reducing the need to travel, either by use of Information Technology or through spatial planning.
23. The success of this strategy is dependent on the efforts of many agencies and organisations (including regions and local authorities), as well as individuals.

Regional

24. The **Regional Transport Strategy** (RTS) is currently contained within the **Regional Spatial Strategy** (RSS), published jointly in May 2008 by Government Office for Yorkshire and the Humber (GOYH) and the Department for Communities and Local Government. The policy direction of the RTS is derived from the principle of integrating transport planning with land-use planning and wider policy areas. The main thrust of the RTS, as it affects York, is:
  - Personal travel reduction and modal shift (less reliance on the private car);
  - Safeguarding and improving public transport infrastructure and services (based on accessibility criteria);
  - Managing parking demand and availability (including parking standards), and
  - Integrated freight distribution.
25. In addition, the RTS contains 'Transport's investment and management priorities' tables, which include '*improved accessibility to York city centre and investment opportunities of sub area significance in the York sub area.*'
26. In April 2009 new local arrangements for devising regional strategy came into effect, with many of the responsibilities for this function being transferred from the (now defunct) Yorkshire and Humber Assembly to Yorkshire Forward in partnership with the 'Joint Regional Board' (the Local Authority Leaders' Board).

Under these new arrangements the previous regional economic and spatial strategies etc. are to be incorporated into a single **Integrated Regional Strategy** (IRS). This is expected to focus on the priority areas of economic outcomes, housing outcomes and climate change. Further Government guidance is currently awaited for determining the timeframe for drafting and agreeing the IRS. It is expected that each region will take full account of DaSTS in producing its IRS.

27. The current RSS breaks the region down into a series of discrete areas. York is encompassed within the Leeds City Region, but is also a sub region in itself, as well as constituting part of the York and North Yorkshire functional sub region (FSR). Consequently, it has many of its own needs to be addressed as well as those of the FSRs it is part of.
28. **The Transport Strategy for Leeds City Region** sets out what transport needs to achieve up to 2026 to realise the City Region's ambitions. It sets out the City Region's agenda for transport, providing clarity to regional and national partners. It also provides a strategic framework to the development of the next round of Local Transport Plans in the City Region, through which many of the detailed delivery plans will be developed. The transport strategy has been devised with due consideration of DaSTS. It acknowledges York Northwest as a regional spatial priority and includes the following short, medium and long-term options for York (Y) and North Yorkshire (NY) as well a more generic interventions:
  - Short-term: new / expanded Park & Ride sites with associated rapid transit corridors (Y & NY).
  - Medium-term: new railway station at Haxby; improvements to York Outer Ring Road and small scale infrastructure improvements to unlock housing at York Northwest (Y).
  - Long-term: application of tram train technology to the Harrogate Line (Y & NY) and network performance/safety improvements on the A64 (Y).
29. The Transport Strategy for Leeds City Region may also provide a sound basis for the structure of LTP3.
30. Council officers have liaised with officers from North Yorkshire County Council to establish the York and North Yorkshire FSR priorities in Yorkshire Forward's **Yorkshire & Humber Strategic Priorities** submission to Government for the development of solutions for the national networks and international networks, as well as the region's lead on looking at the city and regional networks, which identifies the programme of work needed to develop a way forward for the region. The agreed prioritised challenges have been re-worded from the DaSTS challenge wording for regional and City Region networks to make them specific to the region. The prioritised challenges are:
  - contribute towards the reduction in transport related carbon dioxide emissions;

- reduce lost productive time, including by maintaining or improving the reliability and predictability of journey time on key regional and City Region routes for business, commuting and freight;
- improve the connectivity and access to labour of key business centres;
- support the delivery of sustainable housing through the provision of transport;
- enhance social inclusion and the regeneration of deprived or remote areas by enabling disadvantaged people to connect with employment opportunities, key local services, social networks and goods through improving accessibility, availability, affordability and acceptability; and
- reduce risk of death or injury due to transport accidents.

31. The key priorities as they relate to the region and, more specifically, York are:

- To improve land use and transport integration
- Adopting Carbon/Smarter Choices for transport in a low carbon economy/ promotion of more sustainable alternatives, and
- To improve connectivity between Leeds to Scarborough via York (road and rail).

Local

32. **York – A City Making History** is the city's **Vision and Sustainable Community Strategy (SCS)** for the period 2008 – 2025. It sets out the long term vision for the local area based on what matters to most people. It establishes the vision and strategic ambitions for the city over this period, and states how the priorities for delivery of this will be done under the themes of:

- York - The Sustainable City
- York - The Thriving City
- York - The Learning City
- York - A City of Culture
- York - The Safer City
- York - The Healthy City
- York - The Inclusive City

33. The SCS has a three year delivery plan, and the **Local Area Agreement (LAA)** associated with this contains the two following prioritised National Indicators as local improvement targets for transport:

- NI47 Reduce the number of people Killed or Seriously Injured (KSI) in road traffic accidents (LTP ref 4A), and
- NI167 Congestion – average journey time per mile during the morning peak (LTP ref 6C).



34. The LAA also contains the two National Indicators as local improvement targets for carbon emissions and reacting to climate change that transport contributes to achieving:
- NI186 Reduce per capita CO<sub>2</sub> emissions in the local area, and
  - NI188 Adapting to climate change
35. The current delivery plan expires in 2011, and it is likely that the new delivery plan will have to give more priority to targets which aim to reduce carbon emissions (see also paragraph 21). A low-carbon transport system would assist in meeting this requirement.
36. The **Local Development Framework** (LDF) is the plan for the future development of York and is closely aligned with the SCS. There are several components to the LDF, including those listed below, and each is at a different stage of preparation.
- Core Strategy;
  - City Centre Area Action Plan (CCAAP);
  - York Northwest Area Action Plan (YNWAAP), and
  - Allocations Development Plan Document (DPD).
37. The LDF recognises the link between transport planning and land-use planning and the Core Strategy contains a 'Sustainable Transport' chapter, outlining the land use issues for the transport policies and measures in LTP2 and new opportunities since the publication of LTP2. However, as the LDF (when adopted) is due to extend well beyond the lifetime of LTP2, LTP3 and any subsequent LTPs need to harmonise with it.
38. Any significant changes to the public realm in the city centre will have an effect on transport. Conversely, alterations to the transport system can assist in realising the desired changes to the public realm. Therefore, a **City Centre Accessibility Framework** (CCAF) is currently being devised as part of the CCAAP and any transport measures within this framework are likely to be implemented through LTP3 (and its successors).
39. The Council's **Traffic Congestion Ad-Hoc Scrutiny Committee** has been undertaking work to 'identify ways including Local Transport Plans 1 & 2 (LTP1 & LTP2) and other evidence, of reducing present levels of traffic congestion in York, and ways of minimising the impact of the forecast traffic increase.' This work has investigated the extent and causes of congestion and considered what measures can be implemented to reduce it, culminating in a draft report which contains a series of 14 scenarios. Each successive scenario has a greater degree of complexity and higher impact on congestion, but also increases in cost. These scenarios may form the basis for 'options' in LTP3, depending on the Council's consideration of the final report.

Other Influences

40. As LTP3 is to contain a long-term strategy and a (regularly updated) shorter-term implementation plan, some prediction of future social and economic trends needs to be made for determining policies and measures in LTP3. Events over the past year have shown that unexpected, sudden and dramatic changes can occur at any time, so making any kind of reliable accurate prediction is extremely difficult. However, by analysing underlying trends, it is anticipated that a reasonably sound long-term strategy, based upon the current vision for the city contained in the various documents referred to above, will be devised and presented to the Executive Member for a decision at a future date, prior to the commencement of consultation on LTP3.

**Process**

41. A summary of the proposed process for the preparation of LTP3 is shown in Table 1. A more detailed breakdown of this and timescales for producing LTP3, is shown at Annex B.

**Table 1 - LTP3 Preparation**

<b>Stage</b>	<b>Date(s)</b>
Approve LTP3 production process	1 <sup>st</sup> September 2009
Approve long-term transport strategy and consultation strategy	6 <sup>th</sup> October 2009
Commence initial consultation (for issues and options)	October 2009
Receive/analyse responses	November – December 2009
Present consultation responses to Executive	5 <sup>th</sup> January 2010
Prepare Draft LTP3 (with due consideration of consultation responses)	October 2009 – April 2010
Present Draft LTP3 to Executive	24 <sup>th</sup> April 2010
Publish Draft LTP3 for consultation	June 2010
Receive/analyse responses	July – August 2010
Present consultation responses to Executive	14 <sup>th</sup> September 2010
Prepare full report	September – December 2010
Present full report to executive	1 <sup>st</sup> February 2011
Publish LTP3	By 31 March 2011

42. In preparing LTP3 officers will liaise with its neighbouring authorities (North Yorkshire, East Riding and Hull) to ensure policies and measures are complementary. Officers will also be in regular contact with GOYH to advise it of progress and seek advice where necessary.

### **Long-term Transport Strategy and Consultation Strategy**

43. A long-term transport strategy and consultation strategy are currently being developed. These are due to be submitted to the Executive Member for decision on 6<sup>th</sup> October 2009, prior to commencing the initial consultation for LTP3.

### **Transport Vision**

44. The 'LTP3 Draft Vision' is shown at Annex C. It can be seen from the diagram that LTP3, and the transport vision within it, cuts across all of the Council's outward facing corporate priorities, which are the same as the SCS themes. The draft vision will form the founding principle for initial consultations on LTP3. It is anticipated that the vision will, amongst other things, be expanded to reflect more of the spatial aspects of the SCS that are influenced by transport (essentially formulated through the LDF). This may include, for example, achieving good sustainable connectivity between the University of York and the remainder of the city (Learning City) and providing good access to the hospital by sustainable modes, particularly those that help in achieving and maintaining a healthy lifestyle (Healthy City).

### **Corporate Objectives**

45. LTP3 is a cross-cutting document that encompasses and contributes to all of the council's outward facing corporate priorities (see also paragraph 44).

### **Implications**

46. This report has the following implications:
- **Financial** – There are likely to be significant revenue cost implications for producing LTP3.
  - **Human Resources (HR)** – A Transport Planner with a specific remit to assist in the production of LTP3 has recently been appointed. This is a temporary appointment (1 fte) until April 2011.
  - **Equalities** – LTP3 will be subject to an Equalities Impact Assessment.
  - **Legal** – There are no implications at present.
  - **Crime and Disorder** – There are no implications at present.
  - **Information Technology (IT)** – There are no IT implications at present.
  - **Property** – There are no implications at present.
  - **Sustainability** – It is anticipated that LTP3 will develop and implement sustainable transport solutions.
  - **Other** – No comments.

## Risk Management

47. In compliance with the Council's Risk Management Strategy the main risk that has been identified in this report could lead to the inability to meet the council's long term objectives (Strategic) if the process for developing LTP3 is inadequate. In addition, there may be an operational risk for the council suitably undertaking a statutory duty if it fails to produce an adequate LTP3. LTP2 was rated as 'excellent' by the DfT, and the councils reputation may be at risk if LTP3 is of a poorer quality.
48. Measured in terms of impact and likelihood, the risk score for the recommendation is less than 16 and thus at this point the risks need only to be monitored as they do not provide a real threat to the achievement of the objectives of this report.

## Ward Member comments

49. Not appropriate at this stage.

## Non Ruling Group Spokespersons' comments

50. To be ascertained.

## Contact Details

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Assistant Director (City Development &  
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City Strategy

Report Approved  Date 17August 2009

Wards Affected

All

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

### Background Papers:

Guidance for the publication of LTP3, DfT, July 2009

### Annexes

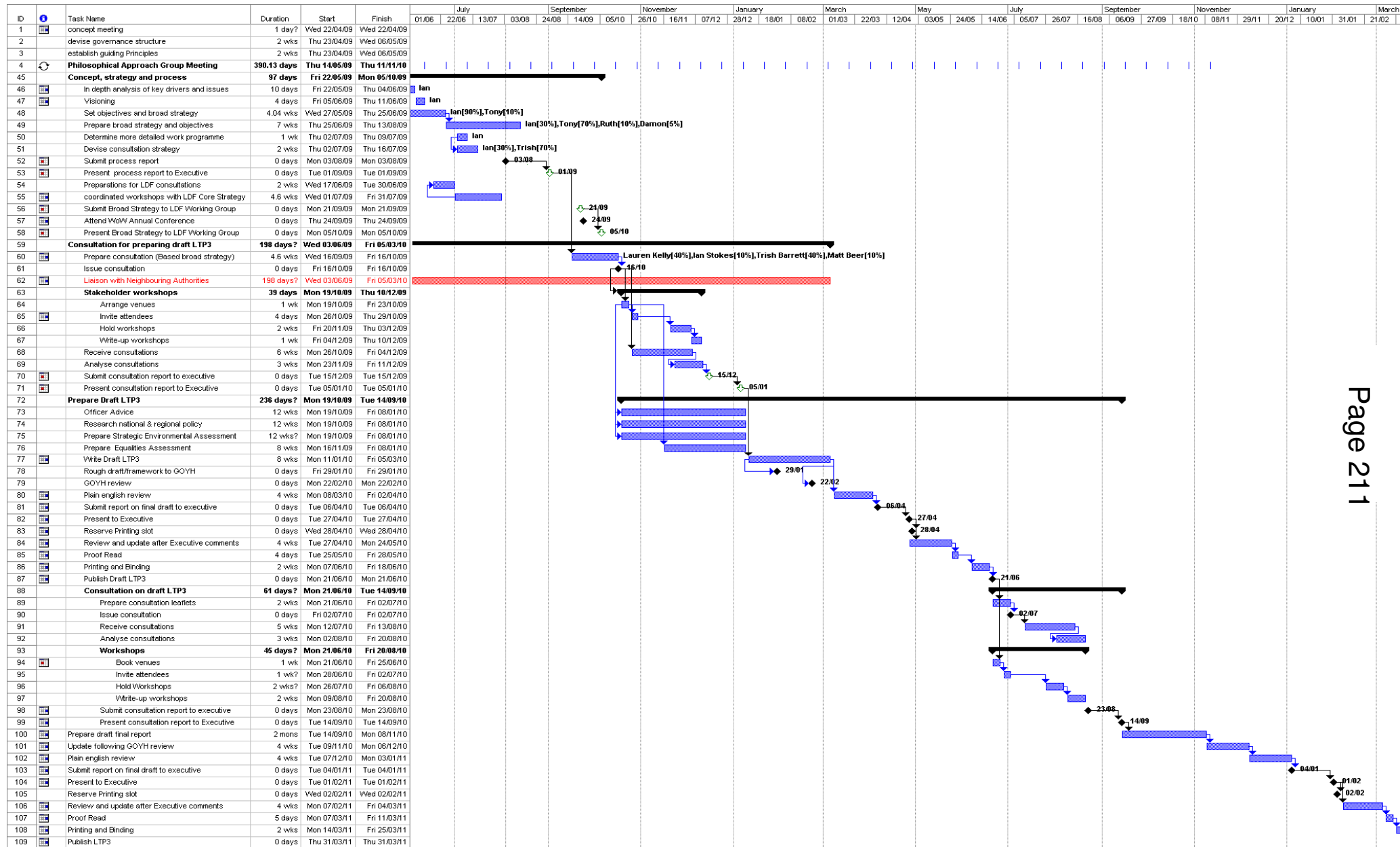
Annex A The Delivering a Sustainable Transport Strategy (DaSTS) Challenges.  
Annex B LTP3 Project Plan  
Annex C LTP3 Draft Vision

### The Delivering a Sustainable Transport Strategy (DaSTS) Challenges

	<b>Tackle climate change</b>	<b>Support economic growth</b>	<b>Promote equality of opportunity</b>	<b>Contribute to better safety, security and health</b>	<b>Improve quality of life</b>
Cross-network (national policy)	1. Deliver quantified net reductions in greenhouse gas emissions consistent with the Climate Change Bill and EU targets.	2. Ensure a competitive transport industry by simplifying and improving regulation to benefit transport users and providers and maximising the value for money from transport spending.	3. Enhance social inclusion by enabling disadvantaged people to connect with employment opportunities, key services, social networks and goods through improving accessibility, availability, affordability and acceptability.	4. Reduce the risk of death, security or injury due to transport accidents.  5. Reduce social and economic costs of transport to public health, including air quality impacts.  6. Improve the health of individuals by encouraging and enabling more physically active travel.  7. Reduce vulnerability of transport networks to terrorist attack.	8. Manage transport-related noise in a way that is consistent with the emerging national noise strategy and other wider Government goals.  9. Minimise the impacts of transport on the natural environment, heritage and landscape and seek solutions that deliver long-term environmental benefits.  10. Improve the experience of end-to-end journeys for transport users.
Cities and regional networks	1. Deliver quantified reductions in greenhouse gas emissions within cities and regional networks, taking account of cross-network policy measures.	2. Reduce lost productive time including by maintaining or improving the reliability and predictability of journey times on key local routes for businesses, commuting and freight.  3. Improve the connectivity and access to labour markets of key business centres.  4. Support the delivery of housing, and in particular the PSA target of increasing supply to 240,000 net additional dwellings per annum by 2016 by facilitating the conditions for the housing to be delivered, while limiting increased congestion.  5. Ensure local transport networks are resistant and adaptable to shocks and impacts such as adverse weather, accidents, terrorist attacks and impacts of climate change.	6. Enhance social inclusion and the regeneration of deprived or remote areas by enabling disadvantaged people to connect with employment opportunities, key local services, social networks and goods through improving accessibility, availability, affordability and acceptability.  7. Contribute to the reduction in the gap between economic growth rates for different regions.	8. Reduce the risk of death or injury due to transport accidents.  9. Improve the health of individuals by encouraging and enabling more physically active travel.  10. Reduce the social and economic costs of transport to public health, including air quality impacts.  11. Reduce vulnerability of city and regional transport networks to terrorist attack.  12. Reduce crime, fear of crime and anti-social behaviour on city and regional transport networks.	13. Reduce the number of people and dwellings exposed to high levels of noise from road and rail networks consistent with implementation of Action Plans prepared under the Environmental Noise Directive.  14. Minimise the impacts of transport on the natural environment, heritage and landscape and seek solutions that deliver long-term environmental benefits.  15. Improve the quality of transport integration into streetscapes and the urban environment.  16. Improve the journey experience of transport users of urban, regional and local networks, including at the interfaces with national networks and international networks.  17. Enhance well-being and sense of community by creating more opportunities for social contact and better access to leisure activities and the natural environment.

## ANNEX A

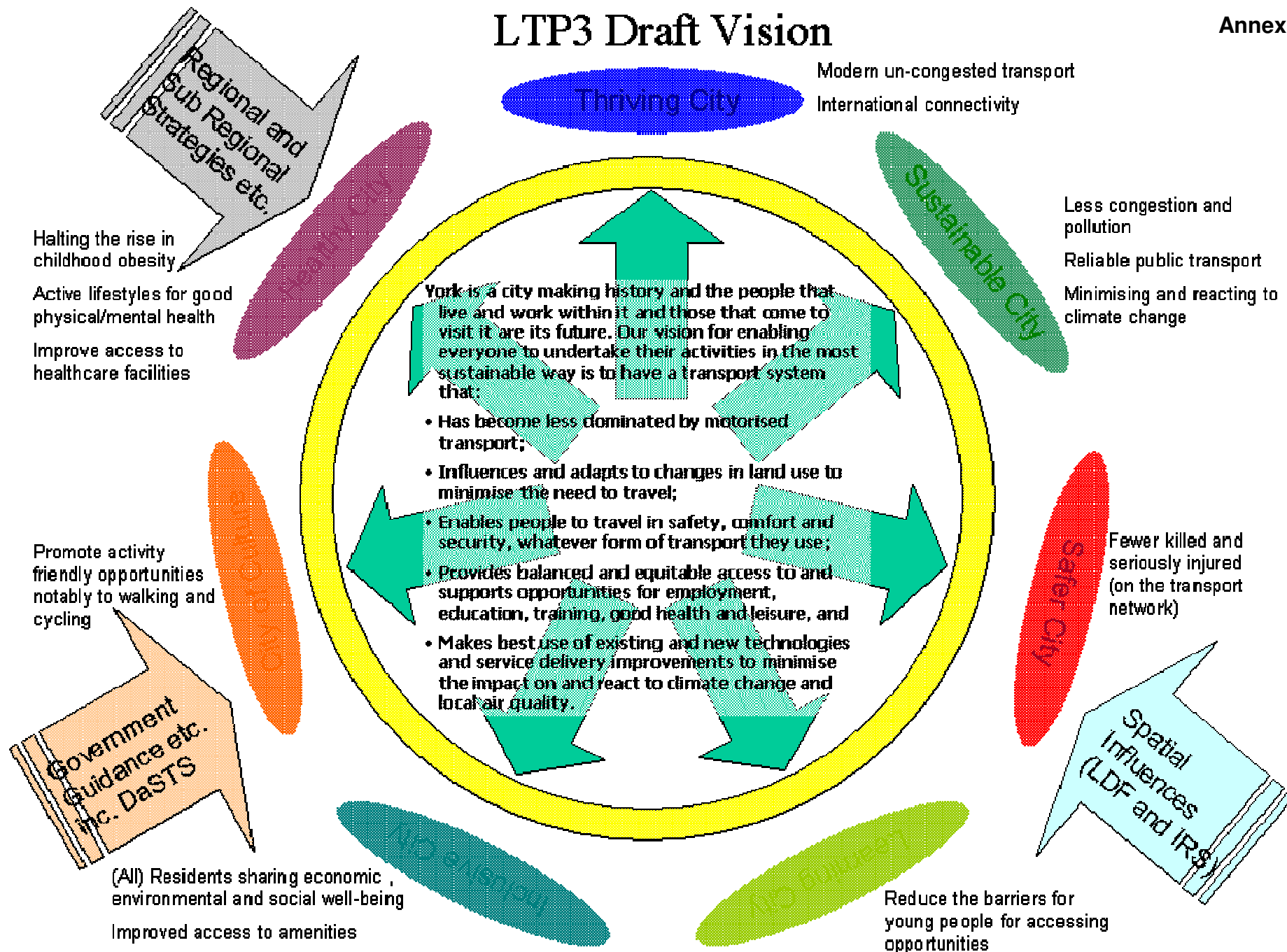
	<b>Tackle climate change</b>	<b>Support economic growth</b>	<b>Promote equality of opportunity</b>	<b>Contribute to better safety, security and health</b>	<b>Improve quality of life</b>
National networks	<p>1. Deliver quantified reductions in greenhouse gas emissions on national networks taking account of cross-network policy measures.</p>	<p>2. Reduce lost productive time on national transport networks, including by maintaining or improving the reliability and predictability of journey times for business and freight.</p> <p>3. Ensure national transport networks are resistant and adaptable to shocks and impacts such as adverse weather, accidents, terrorist attacks and impact on climate change.</p>	<p>4. Enhance social inclusion by ensuring national transport networks are accessible and acceptable for disadvantaged people.</p> <p>5. Contribute to the reduction in the gap between economic growth rates for different regions.</p>	<p>6. Reduce the risk of death or injury due to transport accidents.</p> <p>7. Reduce the social and economic costs of transport to public health, including air quality impacts.</p> <p>8. Reduce vulnerability of transport networks to terrorist attack.</p>	<p>9. Reduce the number of people and dwellings exposed to high levels of noise from the road and rail networks consistent with implementation of Action Plans prepared under the Environmental Noise Directive.</p> <p>10. Minimise the impacts of transport on the natural environment, heritage and landscape and seek solutions which deliver long-term environmental benefits.</p> <p>11. Improve the journey experience of transport users of national networks including at the interfaces with local networks and international networks.</p> <p>12. Enhance wellbeing and sense of community by creating more opportunities for social contact and better access to leisure activities and the natural environment.</p>
International networks	<p>1. Ensure forecast growth in international aviation emissions is matched by equivalent transport reductions in other sectors.</p> <p>2. Increase the carbon efficiency of international shipping. Forecast growth to be offset by reductions in other sectors.</p>	<p>3. Reduce lost productive time on international networks by maintaining or improving efficiency, predictability and reliability of international end-to-end journeys.</p> <p>4. Ensure passengers and freight have access to globally competitive levels of international connectivity.</p> <p>5. Ensure international networks are resistant and adaptable to shocks and impacts such as adverse weather, accidents, terrorist attacks and impacts of climate change.</p>	<p>6. Improve accessibility for persons of reduced mobility on international networks.</p> <p>7. Contribute to the reduction in the gap between economic growth rates for different regions.</p>	<p>8. Reduce the risk of death or injury due to transport accidents.</p> <p>9. Reduce the social and economic costs of transport to public health, including air quality impacts.</p> <p>10. Work internationally and nationally to reduce vulnerability of international networks to terrorist attack.</p>	<p>11. Limit and, where possible, reduce the number of people in the UK significantly affected by aircraft noise.</p> <p>12. Minimise the impacts of transport on the natural environment, heritage and landscape and seek solutions which deliver long-term environmental benefits.</p> <p>13. Improve the experience of end-to-end journeys for international transport users.</p>



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# LTP3 Draft Vision



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DECISION SESSION – EXECUTIVE MEMBER FOR CITY STRATEGY

TUESDAY 1 SEPTEMBER 2009

Annex of Additional Comments received from Members and residents since the agenda was published

AGENDA ITEM	REPORT	RECEIVED FROM	COMMENTS
4	<b>Public Right of Way – Amendment to the Decision in connection with the Scarcroft View Gating Order, Micklegate Ward (pages 17-18)</b>	Jaki Boston (Scarcroft View)	What a great idea...am all for it ..why didn't any of us think of that before ??? Quite happy to pay a deposit for a key..please pass on my feelings to those attending the meeting that as a resident I would be quite happy with that amendment and thank them for coming up with an alternative option that allows us access.
		Katherine Nightingale (Scarcroft View)	Thanks for your letter of 20 August. My understanding having looked at the report is that a gate will be put in at the current gap and the Council will pay for this. This is what we asked for initially and we would be happy to see this go ahead. We approve of the idea of having a deposit for keys and we suggest that this is set fairly high to deter people from using the alleyway if they don't need to.
		Lyn Kellett (Scarcroft View)          Emily Machin Assistant Public Rights of Way Officer	I will be unable to attend the meeting on 1 <sup>st</sup> September 2009, but I do have the following comments/questions on the recommendation:  1. When the idea of a gate was originally agreed, although under different rules, I was told by a council representative that the normal locking mechanism was a key pad and not a key. 2. Item ii) ...may issue <u>any person</u> with a key..... I would hope that this would be restricted to residents of the immediate area who have a valid reason for needing to use the gate. 3. Are the keys to be issued to individual named persons or to 'households'?  My own suggestion/request would be that keys are provided to the immediate residents - i.e. of Scarcroft View and if anyone else has a valid reason for needing a key that they pay a deposit.  1. It is true that the normal mechanism for "alley-gate" locks is a key-pad which requires a Personal Identification Number (PIN) for access. In this case, however, a key lock needs to be used in order

AGENDA ITEM	REPORT	RECEIVED FROM	COMMENTS
			<p>to keep security as tight as possible. For instance, a deposit scheme would not be workable were a PIN code lock to be used as this could easily be passed on without the need for payment of the deposit.</p> <p>2. As discussed in the original report (meeting held July 7th 2009), despite the proximity of Scarcroft View to this gap in the wall and railings, only public rights exist over it. There is nothing therefore to differentiate between general members of the public and residents of Scarcroft View. In placing the gate in the present gap the Council has to offer access to anyone. Through using the deposit system, however, it is hoped that public traffic will reduce significantly to the point where only those who require access as a shortcut to their properties in the immediate area will choose to apply for a key.</p> <p>3. As this is the case, should the amendment be approved at next weeks meeting, keys will be issued to anyone upon receipt of a reasonable deposit (amount to be determined). The key will not be limited to one per household.</p> <p>This is a very individual case as far as "alley-gating" is concerned. It is not possible for the Council to differentiate between those members of the public who have a valid reason for using the gate and those who do not.</p>
		Rob King, Resident of Scarcroft Road	In response to Emily Machin's letter dated 20th August, unfortunately I may not now be able to attend this meeting due to work commitments. However I would like to make the following points: Since the date of the last Decision Meeting, I found some youths loitering in Scarcroft View, one of whom was in possession of a petrol can who was subsequently arrested and charged with going equipped to commit criminal damage. I believed that their intention to was to set fire to a vehicle in the alley. Had this occurred there would have been a serious risk not only to property but potentially

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			<p>life. The open access in to Scarcroft Green provides easy access and opportunity to flee where offenders are disturbed. Despite efforts from the local SNT for Micklegate, Scarcroft View is used by drug users from outside the area as a route to meet up with other addicts that have been rehoused nearby. Whenever we have any fine weather, youths who have been drinking in the Green go into Scarcroft View and use my rear garden gate and my neighbours adjoining gate as a toilet. This is worse for my neighbours who use the gate as their primary means of ingress and egress. A typical example was two Sundays ago, three drunken youths simply went round the back of my garage and urinated.</p> <p>My point is that whilst there is a gap into Scarcroft View, the resident's lives will be blighted by low level crime and anti social behaviour. However I do realise that by closing up the gap and not allowing any form of access does place the residents in a disadvantageous position and that is why I was prepared; as were my neighbours in Scarcroft Road who are less affected by the gap, to make a contribution to the cost of controlled access into the park.</p> <p>The reasons for the gating order remain as strong as ever in my view but I would ask that the council take into consideration the strength of community feeling about all this and fund the gate for the residents.</p> <p>However if the council are not prepared to do this then the main focus of the argument must shift to the reasoning behind closing the gap and in my view this argument remains as strong as ever</p>
5	<p><b>Public Right of Way – Future of the current gating order on the snicket between Carrfield and Chantry Close, Dringhouses and Woodthorpe Ward (Pages 19-50)</b></p>	<p>Cllrs Ann Reid, Tom Holvey and Sue Sunderland.</p> <p>Ward Councillors, Dringhouses and Woodthorpe Ward.</p>	<p>The snicket concerned has been a source of anti social behaviour problems over the years and it was only with the introduction of new legislation that there was any hope of providing a solution. At the time that the original petition was submitted there were problems which resulted in general support for the gating order. However the legislation has been written in a way that provided significant obstacles to implementing it, particularly round physically locking and unlocking the gate at the specified time.</p> <p>It has taken Officers some time to develop a workable solution and</p>

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			<p>in that time the instances of ASB have reduced significantly. Some residents now feel that the inconvenience of the gate outweighs any ASB that might happen.</p> <p>The views are polarised with views evenly divided and reluctantly we would support the Officer recommendation to revoke the gating order.</p> <p>In this instance the problem has been the restricted number of households who would be provided with the PIN. If the legislation and CYC polices had allowed for wider distribution then we might not have so many objections. Any future consultations on gating orders do need make it clear from the start who would be eligible for a key or PIN and if the restrictions continue to cause problems in getting residents support for gates then we might need to revisit our policies in the future.</p>
5	<p><b>Public Right of Way – Future of the current gating order on the snicket between Carrfield and Chantry Close, Dringhouses and Woodthorpe Ward (Pages 19-50)</b></p>	<p>Cindy Redpath Chantry Close Resident</p>	<p>Comments taken by phone in opposition to the gating order</p> <ul style="list-style-type: none"> <li>• It is not a high crime area.</li> <li>• The gate would have the effect of putting us under a curfew which I object to.</li> <li>• I have used this as a right of way for nearly 30 years.</li> <li>• I enjoy living in an open plan area with easy access to local amenities.</li> <li>• I believe gate was poorly made and/or poorly erected rather than vandalised.</li> </ul>
6	<p><b>Public Transport Provision for Temple Lane, Copmanthorpe (Pages 51- 78)</b></p>	<p>Una Dalton and Nigel Brown On behalf of the residents and bus passengers in and around Temple Lane</p>	<p>We have read the Report of the Director of City Strategy on the above matter which has been referred to the Council for a decision at the meeting on 1 September 2009.</p> <p>The Report recommends the approval of either (i) a community transport vehicle or shared car service or (ii) the re-instatement of the No.21 bus service along Temple Lane for two days per week (Tuesdays and Thursdays).</p>

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			<p>We very much hope that after due consideration you will accept recommendation (ii). On behalf of the residents and bus passengers in the Temple Lane area we attach some comments in support of this recommendation.</p> <p>As you will be aware Temple Lane has been without a bus service for the last 5 months. This has caused considerable inconvenience and hardship to a number of elderly residents. In view of this and the comments attached we would be grateful if you would accept recommendation (ii) of the Report and do all within your power to reinstate the No. 21 bus service along Temple Lane at the earliest possible date.</p> <p><b><u>Comments in Support of the Recommendation by the City Strategy Department to Re-Instate the No 21 Bus Service along Temple Lane, Copmanthorpe for Two Days per Week (Tuesdays and Thursdays)</u></b></p> <ul style="list-style-type: none"> <li>• The recommendation is in accordance with the proposal at the decision meeting of 2 June 2009 which stated that the advantages and disadvantages of re-routing the No 21 service be investigated. The proposal went on, “only if these options prove to be impractical or beyond available resources should officers recommend how a shared taxi service from Temple Lane to the City Centre could be established.” As recommendation (ii) shows that it is not impractical or beyond available resources (see below) to re-route the No 21 it would appear that recommendation (i) is outside the scope of the proposal of 2 June.</li> <li>• The consultation process showed that there was overwhelming support for this recommendation from bus users and residents in the Temple Lane area and from Copmanthorpe Parish Council (Report para 9).</li> <li>• No additional resources would be required to implement the recommendation and any additional cost would be minimal</li> </ul>

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			<p>(Report para10g). Any additional cost is “affordable within the budget” because of savings made on other tenders (Report para 21).</p> <ul style="list-style-type: none"> <li>The recent consultation did not ask residents views on a community transport vehicle or shared car service. However, we consider that such a service would be much less flexible than a regular bus service and from the Report (para15b) it appears that the service would require pre-booking and passengers to agree the sharing arrangement. It is clear from discussions with some residents, who previously used the bus, that if these arrangements were implemented they would revert to using their cars. This would run counter to the Council’s stated priority of reducing congestion through greater bus usage. Furthermore it seems unfair to ask residents to accept such a service when other villages are provided with a bus service.</li> </ul>
6	<p><b>Public Transport Provision for Temple Lane, Copmanthorpe (Pages 51- 78)</b></p>	<p>Yvonne Cook, Clerk to Acaster Malbis Parish Council</p>	<p>I will do my best to give you some feedback but it is going to be very difficult; (a) too short notice, and (b) it is a Bank Holiday weekend.</p> <p><b>My personal feelings</b> are that a lot of time and money has been spent just by the Council alone on this item for approximately six people who live on Temple Lane. I do appreciate that any of us could find ourselves in this situation but the majority of your customers live on Mount Pleasant and, surely, Option 1 of the previous options is the one that should have been adopted - the Temple Lane people would still have had a bus and it would have been six days a week.</p>



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6	<b>Public Transport Provision for Temple Lane, Copmanthorpe (Pages 51- 78)</b>	Carol Green Bishopthorpe Parish Council	<p>Comments passed from Andrew Bradley, Principal Transport Planner Operations)</p> <p>Carol wrote to Terry back in July to advise that Bishopthorpe PC would like service 21 to remain as it is to allow the service to become established. To further boost awareness of the service, the PC is including the 21 in a forthcoming newsletter to all of the residents in the area, encouraging them to use the bus which runs six days a week. Bishopthorpe PC believes that a reduction in service to four days a week would greatly undermine the popularity of the service and are strongly opposed to any changes at this time.</p> <p>Bishopthorpe PC expressed the view that the number of potential bus users in the Temple Lane area is minimal when compared to the numbers who would miss out in Acaster and Bishopthorpe.</p>
6	<b>Public Transport Provision for Temple Lane, Copmanthorpe (Pages 51- 78)</b>	Christine Oldroyd, resident of Mount Pleasant and regular bus user, Acaster Malbis	<p>Comments passed from Andrew Bradley, Principal Transport Planner Operations)</p> <ul style="list-style-type: none"> <li>- The two options given in the recommendation do not match with the two options offered to the PCs back in July. At that point, option 1 was for the Acaster - Copmathorpe - Colton - Bolton Percy - Appleton - Acaster - Bishopthorpe - York. Option 2 was for the some days via Bishopthorpe, some days via Copmanthorpe service. Acaster PC supported the first of these options unanimously (she added that the meeting was attended by 35 residents, all of whom are regular users of the 21 service).</li> <li>- Of the two options now presented in the recommendations, she favours option 1 (to provide Temple Lane with a car or CT service).</li> <li>- Mrs Oldroyd was also of the view that the number of potential bus users in the Temple Lane area is minimal when compared to the numbers who would stand to lose out in Acaster were their link to Bishopthorpe removed.</li> </ul>

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7	Westminster Road Petitions	Richard Freeman Transport Modeller, City Strategy	<p>Traffic Count Figures – comparisons</p> <table border="1" data-bbox="1077 252 1946 778"> <thead> <tr> <th data-bbox="1077 252 1514 328">Link</th> <th data-bbox="1514 252 1684 328">Date</th> <th data-bbox="1684 252 1946 328">12-hour 2-way flow</th> </tr> </thead> <tbody> <tr> <td data-bbox="1077 328 1514 403">Westminster Road / The Avenue</td> <td data-bbox="1514 328 1684 403">Jun-09</td> <td data-bbox="1684 328 1946 403">1774</td> </tr> <tr> <td data-bbox="1077 403 1514 478">Water End</td> <td data-bbox="1514 403 1684 478">2008 average</td> <td data-bbox="1684 403 1946 478">17833</td> </tr> <tr> <td data-bbox="1077 478 1514 553">A19 Clifton</td> <td data-bbox="1514 478 1684 553">2008 average</td> <td data-bbox="1684 478 1946 553">10363</td> </tr> <tr> <td data-bbox="1077 553 1514 592">Clifton Bridge</td> <td data-bbox="1514 553 1684 592">Sep-08</td> <td data-bbox="1684 553 1946 592">14795</td> </tr> <tr> <td data-bbox="1077 592 1514 630">Elmfield Avenue</td> <td data-bbox="1514 592 1684 630">Jun-08</td> <td data-bbox="1684 592 1946 630">1690</td> </tr> <tr> <td data-bbox="1077 630 1514 668">Grantham Drive</td> <td data-bbox="1514 630 1684 668">Sep-07</td> <td data-bbox="1684 630 1946 668">2176</td> </tr> <tr> <td data-bbox="1077 668 1514 707">Highthorne Road</td> <td data-bbox="1514 668 1684 707">Jun-08</td> <td data-bbox="1684 668 1946 707">1874</td> </tr> <tr> <td data-bbox="1077 707 1514 745">Beckfield Lane</td> <td data-bbox="1514 707 1684 745">Jun-08</td> <td data-bbox="1684 707 1946 745">6121</td> </tr> <tr> <td data-bbox="1077 745 1514 778">Navigation Road</td> <td data-bbox="1514 745 1684 778">Sep-08</td> <td data-bbox="1684 745 1946 778">2050</td> </tr> </tbody> </table>	Link	Date	12-hour 2-way flow	Westminster Road / The Avenue	Jun-09	1774	Water End	2008 average	17833	A19 Clifton	2008 average	10363	Clifton Bridge	Sep-08	14795	Elmfield Avenue	Jun-08	1690	Grantham Drive	Sep-07	2176	Highthorne Road	Jun-08	1874	Beckfield Lane	Jun-08	6121	Navigation Road	Sep-08	2050
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11	City of York Local Transport Plan	Cllr I Gillies	<p>I cannot argue with any of the sentiments, but neither can we live peoples lives for them. There is a fine balance to be struck between encouraging the points and lifestyles mentioned, yet not acting as a "Big Brother".</p> <p>We are right to point out advantages but must convey the thought that we are preaching. It is up to individuals how they choose to live their lives.</p>																														