

Notice of meeting of

Decision Session - Executive Member for City Strategy

To: Councillor Steve Galloway (Executive Member)

Date: Tuesday, 1 March 2011

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 Monday 28 February 2011 if an item is called in before a decision is taken, or

4.00pm on Thursday 3 March 2011 if an item is called in after a decision has been taken.

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

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00pm on Friday 25 February 2011**.

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 - 10)
To approve and sign the minutes of the last City Strategy Decision Session held on 1 February 2011.

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 Monday 28 February 2011.**

Members of the public may register to speak on:-

- an item on the agenda;
- an issue within the Executive Member's remit;
- an item that has been published on the Information Log since the last session. Information reports are listed at the end of the agenda.

Please note that no items have been published on the Information Log since the last Decision Session.

- 4. Low Poppleton Lane Road Closure Petition** (Pages 11 - 16)
This report brings to the Executive Members attention a petition received from residents of Low Poppleton Lane and seeks his views on the future of the road closure.

- 5. Evening and Sunday Bus Services to Rawcliffe and Skelton** (Pages 17 - 30)
This report informs the Executive Member of a petition received concerning planned reductions to evening and Sunday bus services in the Clifton, Rawcliffe and Skelton ward and further examines the objections raised.

- 6. A19 Fulford Road Corridor Improvements - Request for 20 mph Speed Limit fronting Fishergate and St George's Schools** (Pages 31 - 56)
This report informs the Executive Member of requests for a 20mph speed limit on the section of Fishergate fronting Fishergate and St George's Schools as part of the planned improvements to this section of the A19 Fulford Road corridor.

- 7. Traffic Arrangements at York Railway Station** (Pages 57 - 76)
This report provides the Executive Member with information on progress made to date on further investigations requested by the Executive, at its meeting on 30 March 2010, into reviewing the traffic arrangements at York Railway Station and to earlier concerns raised at Council on 2 November 2009.
- 8. Local Sustainable Transport Fund** (Pages 77 - 86)
The Executive Member is asked to agree the proposed approach for the submission of an application for the Department for Transport's Local Sustainable Transport Fund.
- 9. City Strategy Capital Programme - 2011/12 Budget Report** (Pages 87 - 100)
This report sets out for the Executive Member details of the funding sources for the City Strategy Capital Programme and the proposed schemes to be delivered in 2011/12.
- 10. Any other business which the Chair considers urgent under the Local Government Act 1972**
- 11. Urgent Item: Sunday Bus Services to Fulford and Naburn** (Pages 101 - 110)
The Executive Member has agreed to take this report as an urgent item as bus services to the Fulford Broadway and Naburn areas of York would otherwise be without a Sunday daytime bus service following the withdrawal of existing facilities.

Democracy Officer:

Name: Jill Pickering

Contact details:

- Telephone – (01904) 552061
- E-mail – jill.pickering@york.gov.uk

**ANNEX OF ADDITIONAL COMMENTS RECEIVED SINCE
THE AGENDA WAS PRINTED.**

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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If you would, you will need to:

- register by contacting the Democracy Officer (whose name and contact details can be found on the agenda for the meeting) **no later than 5.00 pm** on the last working day before the meeting;
- ensure that what you want to say speak relates to an item of business on the agenda or an issue which the committee has power to consider (speak to the Democracy Officer for advice on this);
- find out about the rules for public speaking from the Democracy Officer.

A leaflet on public participation is available on the Council's website or from Democratic Services by telephoning York (01904) 551088

Further information about what's being discussed at this meeting

All the reports which Members will be considering are available for viewing online on the Council's website. Alternatively, copies of individual reports or the full agenda are available from Democratic Services. Contact the Democracy Officer whose name and contact details are given on the agenda for the meeting. **Please note a small charge may be made for full copies of the agenda requested to cover administration costs.**

Access Arrangements

We will make every effort to make the meeting accessible to you. The meeting will usually be held in a wheelchair accessible venue with an induction hearing loop. We can provide the agenda or reports in large print, electronically (computer disk or by email), in Braille or on audio tape. Some formats will take longer than others so please give as much notice as possible (at least 48 hours for Braille or audio tape).

If you have any further access requirements such as parking close-by or a sign language interpreter then please let us know. Contact the Democracy Officer whose name and contact details are given on the order of business for the meeting.

Every effort will also be made to make information available in another language, either by providing translated information or an interpreter providing sufficient advance notice is given. Telephone York (01904) 551550 for this service.

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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

Who Gets Agenda and Reports for our Meetings?

- Councillors get copies of all agenda and reports for the committees to which they are appointed by the Council;
- Relevant Council Officers get copies of relevant agenda and reports for the committees which they report to;
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City of York Council

Committee Minutes

MEETING	DECISION SESSION - EXECUTIVE MEMBER FOR CITY STRATEGY
DATE	1 FEBRUARY 2011
PRESENT	COUNCILLOR STEVE GALLOWAY (EXECUTIVE MEMBER)
IN ATTENDANCE	COUNCILLORS GILLIES AND MERRETT

54. DECLARATIONS OF INTEREST

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

55. MINUTES

RESOLVED: That the minutes of the last Decision Session – Executive Member for City Strategy, held on 4 January 2011 be approved and signed by the Executive Member as a correct record.

56. PUBLIC PARTICIPATION/OTHER SPEAKERS

It was reported that there had been 4 registrations to speak at the meeting under the Council's Public Participation Scheme. The Executive Member had also granted two requests to speak from Council members details of which are set out under the individual agenda items.

57. 20 MPH SPEED LIMITS: YOUR CITY RESULTS AND AN UPDATE ON POLICY DEVELOPMENT

The Executive Member considered a report which presented residents opinions gathered through the recent consultation on citywide 20mph speed limits undertaken through Your City. Details of the initial impact of the 20mph trial in the Fishergate area were also reported. Consideration was given to the options available together with the impact of the introduction of 20mph limits in other cities.

Officers confirmed that, as a precautionary measure, the speed surveys had been retaken in the Fishergate area following a couple of issues with equipment and signage. It was confirmed that the speed data results had been very similar to those already published in the report.

Representations were made by the 20's Plenty for Us Group representative who detailed the benefits to be gained from lowering speed

limits to improve safety, cut pollution levels and encourage smarter travel choices. She referred to the success of the Grange Street trial and to the high level of respondents to the consultation in support of the introduction of 20mph limits on all roads within the outer ring road. She therefore supported a 2 year phased introduction of these limits without the need to install physical traffic calming measures together with its inclusion in the LTP3.

Representations were also received from a resident of her experiences as a road safety/school travel adviser over a 4/5 year period and work in Munster and the evidence that this provided. She confirmed that this had shown how widespread 20mph zones and low cost compliance could boost cycling and walking in vulnerable key age groups and support Council projects such as Cycling City. She therefore requested the Executive Member to reconsider the recommendations.

Representations were received from an organiser of a petition on behalf of residents seeking a 20mph speed limit on Bishopthorpe Road and surrounding streets. He referred to the speed of vehicles on this heavily residential road and to the absence of a pedestrian crossing. Also pointing out that a lowering of the speed limit would not increase journey times but would assist vulnerable residents.

Councillor Gillies referred to the inconclusive trials in Fishergate and to national guidance which provided little evidence that 20mph limits had a significant affect. He pointed out that the introduction of a blanket 20mph speed limit would require half the present transport budget, diverting funds from other important works. He confirmed that he had written to the DfT suggesting a potential way forward in line with the localism agenda. He proposed legislation which would allow local authorities to erect signs indicating that drivers should travel at 20mph under the existing speed signs in 30mph zones for implementation nationwide. This would meet the expectations of all groups, be compulsory, not advisory and have the same affect for less money.

Councillor Merrett confirmed that he echoed the comments of the earlier speakers. He stated that both the volume and speed of traffic was a major deterrent to cyclist's safety. He stated that a different approach was required which did not simply require signage but sought to engage the hearts and minds of the public. He therefore requested the Executive Member to reconsider his draft recommendation and support Option B with further exploration of the options for 20mph speed limits and reductions in signage costs.

Officers confirmed that they felt that, in view of the response received and as there had already been a 22% reduction in accidents in the York area that further investigation/options were required prior to any revision of the existing policy.

The Executive Member confirmed the Council's current policy of applying the most appropriate speed limit to a road or group of roads bearing in mind their characteristics. Any requests for changes were then considered at approximately 6 monthly intervals. He went on to refer to the

consultation undertaken on the provision of a citywide 20mph zone, to the low response rate and claims made regarding reductions in accident levels in residential streets. He confirmed that his conclusions were that there was some support in limited parts of the city however he was not convinced that the introduction of a city wide zone was either necessary or would have a favourable impact on overall accident levels.

The priority the Executive Member felt was to continue to educate drivers and focus on problem locations. He therefore wished to continue supporting the current approach and went on to consider the following options:

Option A. To continue with current policy and to proceed with the South Bank trial to enable officers to assess the benefits or otherwise of 20mph speed limits in York.

Option B. To undertake more detailed feasibility work for the two citywide 20mph speed limit options included in the consultation and present recommendations to a future decision session meeting.

Option C. To undertake more detailed feasibility work for the introduction of 20 mph limits on all roads and present recommendations to a future decision session meeting.

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

- i) Note the results of the 20mph speed limit consultation.
- ii) Confirm the Councils current policies on setting speed limits within the City of York Council area.
- iii) Requests officers to consider how greater influence could be given to local communities and neighbourhoods in determining the speed limits applied to residential streets in their areas.¹

REASON: To enable a policy on 20mph speed limits to be developed in line with amended national guidance.

Action Required

1. Await results of SMC Calling In meeting on 28 February 2011.

TC

58. CITY OF YORK LOCAL TRANSPORT PLAN 3 - 'SUMMARISED DRAFT' LTP3

The Executive Member considered a report which presented a Summarised Draft Full 'City of York Local Transport Plan, 2011 Onwards' (LTP3), as part of the procedure leading up to the publication of the LTP3, by 31 March 2011.

Officers circulated amended copies of the draft LTP3 report which had been updated to incorporate changes as a result of written representations subsequently received.

Representations were received from a local resident and Friends of the Earth member who confirmed that the plan was generally good but there could be improvements. He referred to climate change, rising traffic levels and difficulties in reaching the emissions targets. He asked that the plan be strengthened in a number of areas including the setting of clear targets for cutting greenhouse gas emissions for transport, setting dates for bringing illegal levels of air pollution down below legal limits, the establishment of car free areas and the setting of more ambitious cycling targets.

Councillor Merrett thanked the Executive Member for the amendments made to the draft Local Transport Plan and confirmed that he welcomed the changes but felt that the ambitions were not ambitious enough. He went on to refer to the air quality theme and expressed the hope that there would be faster progress than the aim of meeting the EU legal requirement by 2021. He also made references to improvements required to the local bus and cycle networks.

The Executive Member referred to the considerable work that had gone into the preparation of the Transport Plan and he thanked officers for their efforts in trying to address the many issues that had been raised during the consultation process. He confirmed that it had not been possible to cover all viewpoints but that the plan did represent a package of changes that were deliverable.

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

- i) Note the contents of the report.
- ii) Agrees, in principle, the suggested amendments to the summarised Draft Full LTP3 document tabled at the meeting (copy annexed to these minutes).
- iii) Requests officers to include within the draft, when it is forwarded to the Executive, additional options which seek to address the comments contained in the written representations which have been received (i.e. sub urban parking issues, the acceleration of the introduction of low emission public transport, improved journey time information both at bus stops and 'on board' buses, the early phasing of improvements to the northern by pass, changes to the role of at least part of the inner ring road, the creation of additional city centre public transport only corridors and the possible review of parking policies, with complementary measures to encourage greater use of more sustainable forms of transport at out of city centre retail/leisure centres).¹

REASON: To approve the required changes to the strategy and action plan to be incorporated within the full LTP3 for publication by the end of March 2011.

Action Required

1. Await results of SMC Calling In meeting on 28 February 2011.

IS

59. ACCESS YORK PHASE 1 - UPDATE REPORT

The Executive Member considered a report, which provided him with an update on the current situation regarding the Access York Phase 1 scheme.

It confirmed that the submission of the Expression of Interest to the Department of Transport (DfT) on 4 January 2011 and set out the ongoing issues associated with the preparation and submission of the Best and Final Funding Bid during the summer. Details of the costs of continuing with the bidding process during 2010/11 and 2011/12 were also provided.

As part of the bid it was confirmed that it would be important to demonstrate that a bus operator would be procured with the required fleet of buses for the new Park and Ride site.

Officers confirmed that DfT guidance and feedback on the Expression of Interest was still awaited.

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

- i) Approve the proposals for the preparation and submission of the Best and Final Funding Bid as set out in paragraphs 16 to 19 of the report.
- ii) Approve a revised budget for the Access York Phase 1 scheme in 2010/11 as proposed in paragraphs 22 to 24 of the report. ¹.

REASON: To ensure that the Access York Phase 1 project continues to progress satisfactorily and to maximise the potential for DfT funding.

Action Required

1. Continue with preparation and submission of bid.

PT

60. REVENUE BUDGET ESTIMATES 2011/12 - CITY STRATEGY

The Executive Member considered the 2011/12 budget proposals for City Strategy. As part of the consultation process the Executive Member had been asked to provide comments or alternative suggestion on the proposals shown in Annexes 2 and 3 of the officers report.

Officers summarised details of the proposed budget proposals for 2011/12 made up of the following:

- Base Budget 2010/11 £4,866k
- Adjustment for former service grants £1,807k
- Allocation for increments £ 148k
- Service pressure proposals £ 505k
- Savings proposals £1,349

The Executive Member confirmed that the budget proposals did represent a significant shift in the level of resources that would be available to the Directorate next year. He stated that whilst savings were being made the core functions would continue with the aim of minimising inconvenience to customers.

Councillor Merrett stated that he would reserve his position on this issue until the budget Council meeting.

RESOLVED: That the Executive Member for City Strategy notes the report and recommends it to the Executive for incorporation into the Councils budget for 2011/12. ¹

REASON: As part of the 2011/12 budget consultation.

Action Required

1. Refer to Executive.

PL

61. REVENUE BUDGET 2011/12 - CITY STRATEGY FEES AND CHARGES

Consideration was given to a report which advised the Executive Member of the proposed fees and charges for the City Strategy portfolio for the 2011/12 financial year together with the anticipated increase in income which they would generate. It was confirmed that in most cases the increase would be at a minimum in line with inflation.

The Executive Member had been asked for comments or alternative suggestions on the fees and charges proposals as set out in the Annexes to the officers report.

Councillor Merrett stated that he would reserve his position on this issue until the budget Council meeting.

The Executive Member stated that he hoped that an increase in car parking charges could be avoided and that respark charges would be frozen for low emission and small vehicles.

RESOLVED: That the Executive Member for City Strategy notes the fees and charges proposals and recommends them to the Executive for incorporation into the Councils budget for 2011/12. ¹.

REASON: As part of the consultation for the 2011/12 budget setting process.

Action Required

1. Refer to the Executive.

PL

Cllr Steve Galloway, Executive Member for City Strategy
[The meeting started at 4.00 pm and finished at 4.55 pm].

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**Decision Session –
Executive Member for City Strategy**1st March 2011

Report of the Director of City Strategy

Low Poppleton Lane Road Closure Petition**Summary**

1. This report brings to the attention of the Executive Member for City Strategy receipt of a petition from the residents of Low Poppleton Lane and seeks the Executive Member's views on the future of the road closure.

Recommendations

2. That the Executive Member considers the options outlined below in paragraph 10 and confirms that the current provision for the No.10 bus service should remain in place.

Reason: Because this facility improves the public transport provision in the area.

Background

3. A 10 signature petition representing 6 of the 14 properties on Low Poppleton Lane (two of which are non residential) has been presented to the City Council (see Annex A for front page and Annex B for location).
4. A road closure was put in place at the Low Poppleton Lane / Millfield Lane junction during the mid 1980's. One of the key reasons for the closure was to prevent drivers using the route in preference to the A1237 and A59.
5. The planning approval for the new Manor School site off Millfield Lane was granted in 2007 by the Planning Committee. It included a condition for the *"provision of a lowering bollard (or other means) and any associated works to facilitate public transport and emergency vehicle access only between Millfield Lane and Low Poppleton Lane"* prior to occupation of the school. The reason given for this was *"in the interests of the safe and free passage of highway users and in the interests of providing sustainable transport option to the school site in accordance with policy T7c of the Development Control Local Plan"*. This policy requires development sites of this scale and nature to be served by a regular bus service within 400m offering a daytime frequency of 20 minutes.
6. The Traffic Regulation Order only allows the local bus service, school buses and emergency services access through the closure point. Taxis, private hire

vehicles and all other vehicles are not permitted to travel through the closure point and this is controlled by an automatic bollard which will only respond to those vehicles fitted with an electronic tag recognised by the bollard equipment. The bus service that currently operates is a 20 minute service; hence there should normally be 6 buses per hour using the route (other services may use the route from time to time depending on circumstances). By diverting the bus service off the A59 the delays to the service due to congestion are reduced. In addition, this bus route is better able to serve the Poppleton Park residential estate and York Business Park.

7. The automatic bollard at the Low Poppleton Lane / Millfield Lane junction has unfortunately suffered from a series of setbacks since its installation which has led to several periods of non-operation that were taken advantage of by some private drivers once they became aware of the fault. From observations made this is most evident at shift changeover times at local businesses. As a consequence this has undermined confidence in the system locally. Work continues to be carried out with the supplier to resolve the operational problems. Further measures have just been identified to fine tune the operation of the bollard which include the programming of the bollard's operating system, where the buses stop and where the electronic tags are fitted on the bus. It should be noted however, that in common with any system reliant on sub-surface vehicle detection and communications, faults cannot be totally eliminated and there may be some periods where the bollard does not operate as intended. A timed rest function has just been introduced to counter the situation of buses failing to return the bollards to the raised position on departure.
8. It should also be noted that since the introduction of the automatic bollard there have been a number of enquiries from Poppleton village about extending the scope of the access to allow residents through. In line with the original approval these enquiries have been resisted.

Consultation

9. The provision of the automatic bollard had to go through the standard legal consultation process required for the implementation or alteration to a Traffic Regulation Order. During this process objections to the proposal were raised by local residents, considered at a council meeting and overturned in order to achieve the improvements to Public Transport. Any changes to the current Traffic Regulation Order would have to go through the same formal legal consultation process. This would involve advertising on street and in the local press. Any objections received to proposals would have to be reported back to a subsequent Decision Session meeting.

Options

10. The options available are:
 - A. To comply with the wishes expressed by some local residents and replace the automatic bollard with a fixed bollard. This is not the recommended option.

- B. To reconfirm the current public transport access arrangements and keep the automatic bollard. This is the recommended option for the reasons given during the planning process *“in the interests of the safe and free passage of highway users and in the interests of providing sustainable transport option to the school site in accordance with policy T7c of the Development Control Local Plan”*.

Corporate Strategy

11. Considering this matter does not impact on the corporate strategy.

Implications

12.

Legal	There are no legal implications.
Financial	There are no financial implications.
Human Resources	There are no HR implications
Crime and Disorder	There are no Crime and Disorder implications
Sustainability	There are no sustainability implications
Equalities	There are no equalities implications
Property	There are no property implications

Risk Management

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

Contact Details:

Author

Alistair Briggs
 Traffic Engineer
 Tel No. (01904) 551368

Chief Officer Responsible for the Report

Richard Wood
 Assistant Director Strategic Planning and
 Transport

Report Approved



Date

11/2/2011

Wards Affected: Acomb, Rural West York

All



For further information please contact the author of the report

Annex A – Petition Front Page

Annex B – Location Plan

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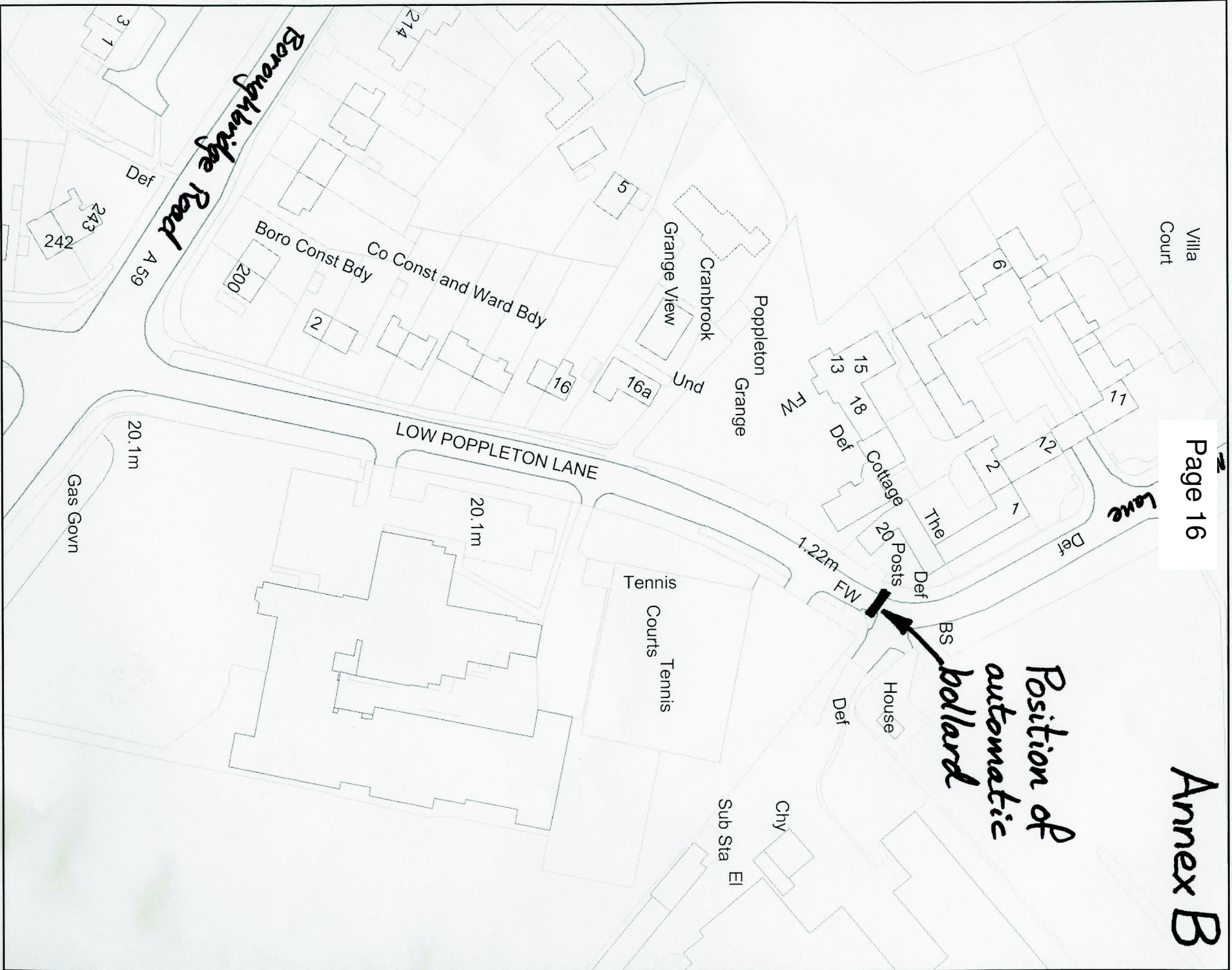
Annex A

Low Poppleton Lane Petition

We the undersigned residents of Low Poppleton Lane call upon the City of York Council to reinstall the static bollard to the road as a matter of urgency. As was predicted the 'Rising Bollard' has been a 'nightmare' for residents

Since the Council went against the unanimous views of the residents, to install the 'Rising Bollard', its operational performance has been around 50%. The recent period of non-working started in September and lasted until mid-November and was caused by resurfacing undertaken by the City of York Council with an aim to correct the erratic workings of the bollard. Since that time the road has been used day and night, even though there is a restriction for bus and emergency vehicles only as agreed with residents at the City Strategy Executive Member Advisor Panel of September 2008.

Presented by Cllr Tracey Simpson-Laing on behalf of Low Poppleton Lane residents



Network Management

SCALE 1:1,250

DRAWN BY: _____

DATE: _____



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

1st March 2011

Report of the Director of City Strategy

Evening and Sunday Bus services to Rawcliffe and Skelton

Summary

1. This report is written in response to a petition received concerning planned reductions to evening and Sunday bus services in the Clifton, Rawcliffe and Skelton ward. The petition further objects to the maintenance of frequent park and ride services catering for visitors to the City at the expense of services specifically provided for local residents.
2. The report concludes that whilst effort is being made by the Council to retain a level of socially necessary (i.e. not commercially viable) bus services to all suburbs of the City, such provision of discretionary expenditure must be balanced against the general pressures on Council finances.
3. The services referred to by the petitioners are currently subsidised entirely by North Yorkshire County Council and do not form part of the Councils' procured network. Thus any adoption of responsibility for funding continuation of these journeys would require allocation of funds from our existing budget.
4. At the current time many other local authorities are considering entire, or considerable withdrawal of subsidy to their supported local bus network. City of York Council has kept its bus service cuts to a minimum, based largely on the removal of a small number of very poorly used services.

Recommendations

5. The Executive Member is asked to note the contents of this report and to:
 - 1) Agree that the level of service proposed to the affected areas following the review of the York Tendered Bus Network best matches the potential demand whilst remaining affordable.
 - 2) Take no further action beyond the approval given in December 2010, accepting that the proposed network of subsidised services is the best that can be provided within the existing budgetary restrictions.
6. Reason: The Council has undertaken a thorough review of frequencies, routings and demand for the existing procured bus network in York prior to a re-tendering exercise currently taking place as a result of the expiry of the

existing contracts. Whilst some routes will change and frequencies reduce slightly on some routes in the evenings and on Sundays, we have managed to maintain a level of service to all areas currently served within the context of a greatly reduced ability to provide funding.

Background

7. A petition containing 93 signatures was received by City of York Council in October 2010 from Ms Dee Boyle, a resident of the Rawcliffe area of the city. A copy of the accompanying letter to the petition can be found at Annex A to this report.
8. The petitioners raise objection to previous and potential cuts in bus services connecting York with Rawcliffe, Clifton and Skelton, particularly in the evenings and Sundays. They request that these cuts be reversed and that additional services are provided in the evenings. In addition the petition demands retention of Sunday services to these areas.
9. The petitioners also state that they feel it is not right “to have excellent services for visitors to York on the Park & Ride routes (not usually local council tax payers) at the cost of cutting the local bus services for the residents and council taxpayers”. The Park & Ride network does not receive subsidy from the Council. Indeed, the service generates a small surplus which is reinvested in enhanced public transport services, principally for the benefit of York residents.
10. The York bus network is made up of two distinct groups of service. Firstly those which operate on a commercial footing (without control or direct financial subsidy from the local authority) and, secondly, where commercial services don't exist and a need is identified for the Council to procure services at specified frequencies and standards.
11. Until 2008, First York provided two part-commercial services from York to Clifton, Rawcliffe and Skelton. The service to Clifton Moor was de-registered by First as uneconomic, followed shortly afterward by the service to Skelton, whereupon City of York Council procured a replacement service (route 22) under competitive tender, to operate seven days a week, including evenings.
12. Following a review of loadings and revenue undertaken by the Council it was ascertained that demand for services in the evening was very limited and did not justify provision of such.
13. The evening service was then withdrawn, leaving route 22 operating from 0600 (ex Skelton, Mondays to Saturdays); 0840 (ex York Sundays and bank holidays) until 1915 (ex York).
14. Representations were made to the Council and Ward Members for the reinstatement of an evening service on route 22. In response to this, a late evening journey, operating on Friday and Saturday nights only, was introduced. This level of service matches that provided on other procured routes in the City.
15. Usage of this additional journey has been monitored regularly since its introduction. Loadings have continually been light, as shown in Table 1 below:

Table 1

Date	Passengers on 2225 York to Skelton journey	Passengers on 2255 Skelton to York journey	Total passengers per round trip
Fri 05.06.2009	Nil	Nil	Nil
Sat 06.06.2009	Nil	4	4
Fri 24.07.2009	5	Nil	5
Fri 07.05.2010	7	0	7
Sat 08.05.2010	4	2	6
Sat 22.10.2010	1	4	5
Fri 19.11.2010	3	0	3

16. These figures give an average load of 4.75, which compares poorly with other late evening supported journeys, viz: route 11, average load 12, route 12, average load 13, route 24, average load 16, route 35, average load 15.
17. The cost of operating route 22 is 95 pence per passenger. As such, it falls within the criteria for receiving Council subsidy and has not been considered for withdrawal. The route will, however, be modified to provide improved network coverage as outlined in the following paragraphs.
18. In addition to route 22, City of York currently subsidise another route, the 14, which provides an hourly service between York and Clifton, Green Lane off-peak daytime on Mondays to Saturdays. Following the latest review of services, it is proposed to combine routes 14 and 22 into new routes 19A and 19C, providing an hourly service Mondays to Saturdays from 0600 until 1920 (ex Skelton Mondays to Saturdays), together with a late evening journey at 2230 (ex York) on Fridays and Saturdays. A map of all of the routes can be found at Annex B to this report.
19. As a result, the level of service to Clifton, Rawcliffe and Skelton will not decrease during the week; indeed, the level of service to Clifton Green will actually be increased as a result of these proposals.
20. On Sundays, it is proposed to replace route 22 with a new route, numbered 112, that will run from Bishopthorpe to Monks Cross via the City, Rawcliffe, Skelton, Clifton Moor and Haxby every two hours from 1000 until 1857. Whilst this does represent a reduction in frequency over that currently provided, our surveys suggest that this is adequate to meet demand. It also provides for new journey opportunities for residents along the line of route.
21. A number of commercial (i.e. not subsidised) services operate from York to Easingwold via the Shipton Road every hour on weekdays. In addition,

Reliance Motor Services provide a two hourly service on Sundays between the hours of 0937 and 1737 ex York.

Services identified for discontinuation

22. North Yorkshire County Council subsidise two routes operated by Hodgson & Sons, in the evenings and Sundays with times outlined at Table 2 below. These operate via the Shipton Road and are the journeys referred to by the petitioners as being under threat of withdrawal.

Table 2

NYCC supported services operating York to Easingwold	Sunday day time	Monday – Sat eve	Fri – Sat eve only
Routes 29a/31x	Two hourly 1010 - 1810	1815, 2115	2305

23. As described in paragraphs 18 and 19, routes 19A and 19C will provide journeys from York to Clifton, Rawcliffe and Skelton at 1850 and 2230 on Fridays and Saturdays, whilst route 112 will provide a two-hourly facility between 1000 and 1857 on Sundays. Thus, in effect, the only journey currently serving these areas likely to be withdrawn without replacement is the 2115 route 29A.
24. The Council currently spends c. £750,000 per annum on local bus service provision in York. As a result of a tendering process and commercial negotiations this year, this level may be reduced.
25. All local authorities throughout England have had to review the level of service they can affordably fund following the comprehensive spending review. Many have decided to abandon funding of evening and Sunday bus services entirely and it seems likely that North Yorkshire County Council will follow suit.
26. City of York Council has managed to maintain a relatively high level of funding to secure services at these times and has avoided the wholesale cuts implemented by a number of local authorities.

Park & Ride

27. Park & Ride services in York, whilst provided under licence agreement between First Group and the Council, are not subsidised by the Council. These routes, which do not operate after approximately 2000 hours, are operated on a commercial basis by First and that company pays a premium to the Council for the exclusive right to operate them.
28. Whilst it could be argued that park and ride services are targeted mainly at visitors to the City, the services are open for use by local residents and are considered to form part of the City's bus network. Further, there are two intermediate stops on the Rawcliffe Bar Park & Ride route which serve local

residents. The suggestion that the local bus network is being cut in order to provide a greater level of service for visitors is therefore incorrect.

29. The Government has indicated that, where local authorities can no longer support loss making bus services, it welcomes proposals from local communities who wish to fund alternative services themselves. Such a scheme has recently been launched in Bristol, where local residents are self funding a new bus service to serve their area.

Consultation

30. The outcome of the Councils' review of the procured local bus network was presented to the Executive Member in December 2010.
31. At this Decision Session, the Executive Member indicated his support for the Council's proposed alterations to services to cater for the reduction in available funding.
32. Details of these proposals have been available for public consultation since December 2010. As yet no adverse comment has been received.
33. The members of Skelton, Rawcliffe and Clifton Without ward have been consulted on the petition proposals. The following comments have been received:

Cllr J. Watt said "I do not support diverting CYC funds to the Easingwold service - disappointing as it will be to lose this service in the evenings. It is imperative that at least the current level of support for the no 22 service is maintained."

Cllr R. Moore said "We (City of York Council) cannot subsidise a service because another local authority has decided to remove their support. While I have every sympathy for the residents of Rawcliffe, who have seen their local services eroded ever since the Park & Ride opened, we haven't got the funding."

Options

34. The following options are presented for the Executive Member's consideration:
 - a. Require the Council to increase the level of service to Clifton, Rawcliffe and Skelton to cover the bus services identified for withdrawal of North Yorkshire subsidy.
 - b. Take no further action beyond the approval given in December 2010, accepting that the proposed network of subsidised services is the best that can be provided within the existing budgetary restrictions.
 - c. Propose that the petitioners fund their own bus service outwith of the procured network.

Analysis

Option A

35. The patronage statistics for the Shipton Road bus services on a Sunday demonstrate that the average journey carries fewer than 2 passengers per journey in the York area. Detailed patronage statistics for the evening services have not been provided by North Yorkshire County Council but usage is understood to be equally poor.
36. Within the existing budgetary limitations, services will have to be removed from one area to provide for another. It would therefore not be possible to review service levels in one area without considering the whole of the subsidised bus network.
37. Whilst not impossible to fund, the selection of this option would require that the Council reconsiders its bus tendering plans for 2011 which would prove difficult at this stage.

Option B

38. The Council makes every effort to ensure that our subsidised local bus network provides value for money and, wherever possible, to ensure that all York residents are within easy reach of a local bus service.
39. The suggestion that the areas of Clifton, Rawcliffe and Skelton are being targeted more greatly than any other for service cuts is refuted.
40. The services proposed for these areas as already presented will, in effect, lead directly to only one weekday journey being withdrawn without replacement.
41. Whilst it is accepted that the frequency of service on Sundays will be reduced, this situation will apply to other areas of York as well as those in which the petitioners are resident.
42. It is not possible to provide any increase in service levels over those proposed without directly impacting on the Council's ability to fund services to other suburbs.

Option C

43. Whilst self-funding of bus services by local residents fulfils a desire of the Government's localism agenda, it is, as yet, a relatively untried alternative that may not be sustainable in the longer term.
44. Any service so funded would be outwith of the established bus network and could lead to further de-registrations of commercial services were it to abstract traffic from them.
45. In either scenario, it would then fall upon the Council to divert already committed funds to provide some level of replacement service. Were this to occur, it is highly unlikely that a similar level of service to that currently

proposed as a result of the Council's review of the procured network could be provided.

Corporate Objectives

46. The recommendation meets the Council's objectives of encouraging use of public transport and reducing the number of private car journeys made into the City whilst also meeting the requirements to procure non-commercial services in the most cost effective and favourable manner.

Implications

- **Financial** – none.
- **Human Resources (HR)** - none
- **Equalities** - none
- **Legal** - none
- **Crime and Disorder** - none
- **Information Technology (IT)** - none
- **Property** - none

Risk Management

47. The risk of acceding to the petitioners' request could adversely impact on the Council's ability to provide a similar level of service to all residents of York.
48. Measured in terms of impact and likelihood, the risk score for 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.

Contact Details

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Tel No. 1404

Chief Officer Responsible for the report:

Richard Wood
Assistant Director Strategic Planning and
Transport

Report Approved



Date 4.2.2011

Specialist Implications Officer(s) *List information for all*

Implication: Financial
Name: Patrick Looker
Title: Finance Manager
Tel No: 1633

Wards Affected: *Skelton, Rawcliffe & Clifton Without,*

All

For further information please contact the author of the report

Background Papers

None

Annexes

Annex A – Letter accompanying the petition

Annex B – Map of bus services operating in the Clifton Without, Rawcliffe and Skelton ward.

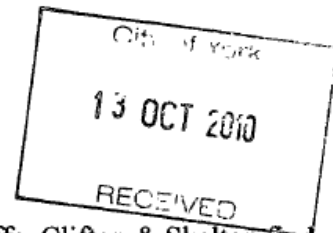
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Head of Transport for City of York
City of York Council
St Leonard's Place
YO1 7ET

11th October 2010

P 123917



Dear Sir,

I am writing to you as once again the residents of Rawcliffe, Clifton & Skelton find themselves threatened with even more cuts to the bus services in their local area. For the last two weeks we have had petitions in a few of the local places to collect names of just a few of those who are concerned about these cuts. Please find copies of these sheets enclosed.

Many of these residents do not have the luxury of using cars if the buses stop running as we do not own cars. We totally rely on the bus services to this area. We chose to live in this area because at the time there was a good bus service, both during the day and in the evenings. Over the last few years these have been drastically cut and we find ourselves in the position of having almost no bus services to the area in the evening.

Although there is, at present, one bus that still operates a service between York city centre and Easingwold in the evening we understand that this is to be cut in April. This bus runs at 9.15pm on the weekday evenings and on Friday & Saturday evenings also at 11.15pm. This provides a real lifeline for those people relying on public transport and wishing to still have an active social life. Without it we would not be able go to the theatre, meet with friends, attend talks, lectures, committee meetings or evening classes as we do not have other means of getting to and from the city without a bus service. Most of us cannot afford taxis on a regular basis.

I thought that the Government initiatives were trying to encourage people to use public transport more and use their cars less. Is this no longer the case? If it is true then how can this be possible if our local transport is being cut and local buses are to be reduced even more. We actually would like to see the hourly service brought back to the area rather than see even more cuts that would leave us without any buses at all to our area. There used to be an hourly bus service in the evenings bus this was cut two years ago. Our needs for an adequate bus service remain the same as they always

were, namely that we would like to have one bus an hour during the day and the evenings.

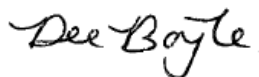
We urge you to use your powers of negotiation and take part in these discussions that are under consideration to cut the bus services. Please try to influence them to not only stop the proposed cuts but to actually reinstate an hourly bus service in the evenings. Surely we are not asking too much by this request are we?

Please do not tell us that it is all part of the cuts that have to take place at present to help with overspending and to save vital funds for other things. This is part of our vital lifeline that we are talking about and without it you are condemning us to staying in our homes every evening. We have already had many cuts in the services so please do not ask us to have even more. We have already been hit in the past and had to suffer greatly by some of the cuts but you cannot expect us to accept these proposed latest transport cuts without trying to fight. We are all council tax payers to the City of York Council and yet we do not seem to receive our fare share of the public transport that is meant to be provided by our taxes. The visitors to York seem to gain far more benefits from the transport system than we do. Why should the residents have to suffer from lack of adequate bus services while the visitors get a Park & Ride service that is suitable for their needs?

I write as one of the concerned residents of this local area I urge you to act on our behalf try to preserve our local bus services and not cut them even further.

I look forward to hearing from you once you have spoken to the relevant people and been in discussions with them.

Yours Sincerely



Dee Boyle

Copies to:

Julian Sturdy, MP for York Outer

Hugh Bailey MP for City of York

Director of Integrated Passenger Transport, North Yorkshire County Council

MORE BUSES NEEDED – NOT MORE CUTS

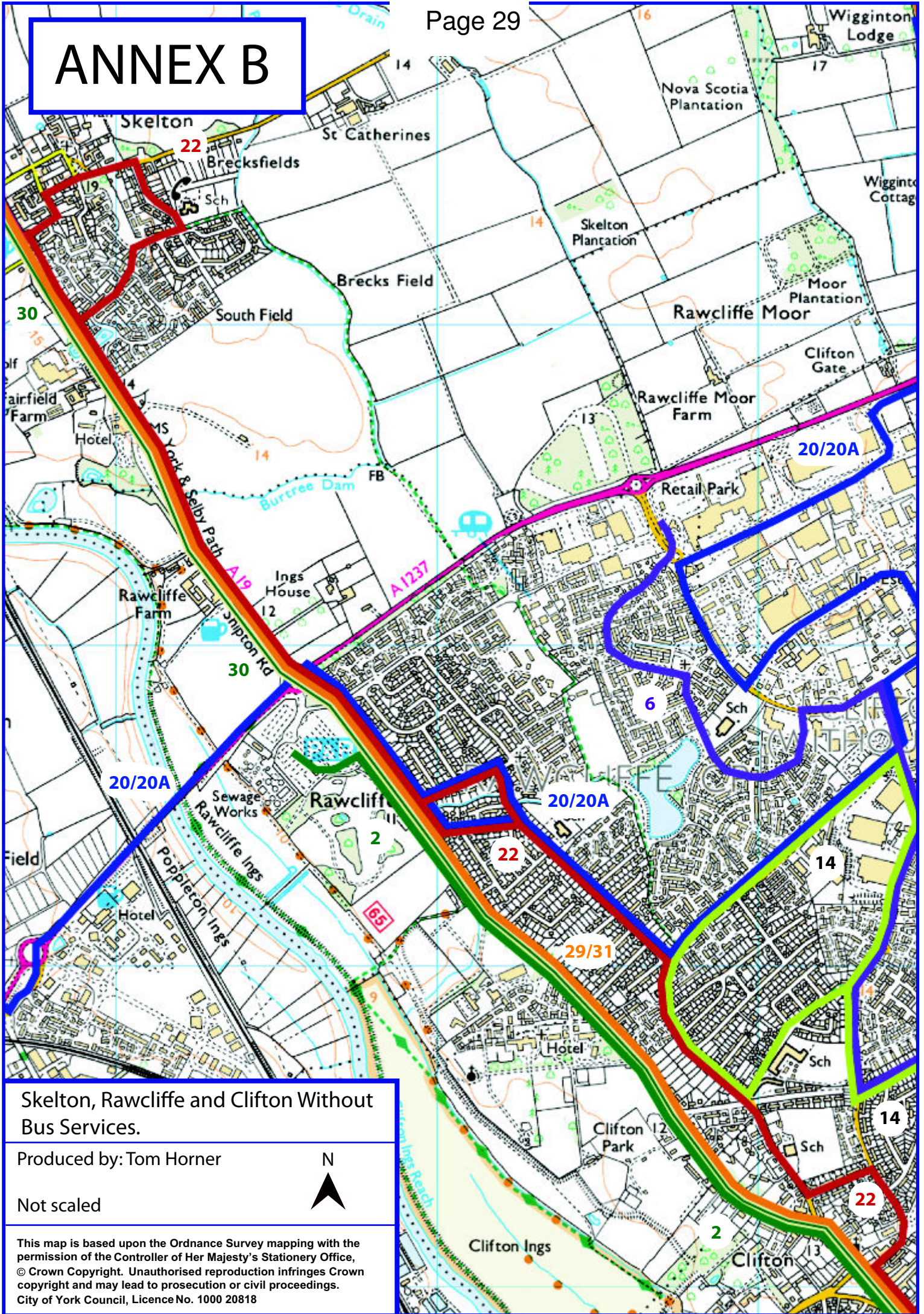
We, the undersigned, are concerned that there are to be further cuts to the bus services in our area. Over the last two years buses in our area have been drastically cut to the extent that there are now no evening services to certain areas. We understand that the one remaining bus service may also to be stopped and that along with it the Sunday services may also be cut. We want to let the local council know how much we are against these proposals for even more cuts. We would like the evening services to be increased – not cut and would also like the Sunday services to remain in place, especially on the bus routes between York, Clifton, Rawcliffe and Skelton. We do not feel that it is right to have excellent services for visitors to York on the Park & Ride routes (not usually local council tax payers) at the cost of cutting the local bus services for the residents and council taxpayers. We need more buses – not more cuts.

Name

Address

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ANNEX B



Skelton, Rawcliffe and Clifton Without Bus Services.

Produced by: Tom Horner

Not scaled



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Decision Session
- Executive Member for City Strategy

1st March 2011

Report of the Director of City Strategy

A19 FULFORD ROAD CORRIDOR IMPROVEMENTS

REQUEST FOR 20 MPH SPEED LIMIT FRONTING FISHERGATE AND ST GEORGE'S SCHOOLS

Summary

1. This report deals with requests for a 20 mph speed limit on the section of Fishergate fronting Fishergate and St George's Schools as part of the planned improvements to this section of the A19 Fulford Road corridor.
2. The report notes that the outline improvement scheme for this section of the corridor was considered at the City Strategy Decision Session (City Strategy EMDS) meeting on 1st June 2010. Following representations to the meeting, the Executive Member decided that the scheme should include a 20mph speed limit on the section fronting the two schools. The report also notes that a petition with 267 signatures calling for the introduction of a 20mph limit outside Fishergate and St George's Schools was subsequently presented to Full Council on 15th July 2010 by Fishergate ward councillors on behalf of residents.
3. The report reviews national guidelines on the use of 20 mph speed limits and the development of a 20 mph speed limit policy for York, including a report to the City Strategy EMDS meeting on 1st February 2011. It notes that the Fishergate / Fulford Road corridor is a major arterial route to and from the city centre as well as a key route for the emergency services and, as such, the schemes do not include any physical traffic calming measures. It also notes that, whilst current Department for Transport (DfT) and City of York Council (CYC) guidelines support the provision of 20 mph speed limits outside schools, they do not support 20mph speed limits on the major road network.
4. The report then reviews and analyses the results of speed surveys carried out at four locations between Cemetery Road and Fishergate School. It outlines the resultant 20 mph speed limit scheme that has been developed in consultation with the Executive Member and Fishergate ward councillors. The proposed scheme covers the section of Fishergate between The Lighthorseman and Escrick Street and encompasses the two schools and adjacent side roads.
5. The report then summarises feedback from consultation on the scheme and advertising of the associated traffic orders, and seeks a decision as to whether

to implement the proposed 20mph speed limit scheme with or without amendments.

Recommendations

6. The Executive Member for City Strategy is requested to:

- a) Note the contents of this report and its annexes.
- b) Note the options presented and indicate which option to progress.

Reason: To address safety issues and improve conditions on this part of the corridor.

Background

7. The former Executive Members for City Strategy and Advisory Panel (City Strategy EMAP) and this City Strategy EMDS have previously considered a number of reports on proposed improvements to the A19 Fulford Road corridor. As a result major improvements have been implemented between Cemetery Road and Heslington Lane with some minor improvements further south.
8. Attention has now switched to the section of the corridor from the Cemetery Road junction northwards and the City Strategy EMDS meeting on 1st June 2010 considered a report on proposed improvements to this section. Representations were made to that meeting requesting that a 20mph speed limit be included on the section fronting Fishergate and St George's Schools as part of any scheme. The Executive Member agreed that the outline proposals should form the basis of the improvement schemes with a recommendation that these should include a 20mph speed limit fronting Fishergate and St George's Schools.
9. Subsequently a petition with 267 signatures calling for the introduction of a 20mph speed limit outside Fishergate and St George's Primary Schools was presented to Full Council on 15th July 2010 by Fishergate ward councillors on behalf of residents.
10. An improvement scheme has now been developed for the section between Cemetery Road and Escrick Street. Consultation on that scheme has been carried out in tandem with consultation on the proposed 20mph speed limit scheme. As the Fishergate / Fulford Road corridor is a major arterial route to and from the city centre as well as a key route for the emergency services, the scheme does not include any physical traffic calming measures.
11. The improvement scheme was considered at an Officer In Consultation (OIC) meeting on 8th February 2011 to enable the works to be put in hand whilst the road is closed for Yorkshire Water's sewer repairs. However a decision on the associated 20mph speed limit scheme was deferred to be considered at this City Strategy EMDS meeting. The Director and Executive Member gave general approval to commence works on the improvement scheme. However to appease the concerns of the ward councillors, widening of the eastern footway between Winterscale Street and Fishergate School, which would result in a loss

of substandard width cycle lanes, would be deferred pending a decision on the 20mph speed limit.

Review of 20mph Speed Limit Guidelines

National Guidance

12. Department for Transport (DfT) circular 01/06 states “successful 20mph zones and speed limits should generally be self enforcing”. With this in mind it is suggested by the DfT that only streets with a mean speed of 24mph or less are considered for 20mph speed limits. This is because signed only 20mph speed limits are proven to reduce speeds by only a small amount.
13. Recent trials of signed only 20mph speed limits in Portsmouth indicated that for the group of sites monitored with average speeds of 24mph or more before the scheme was introduced, the average speed reduction was 6.3mph.
14. This has led to revised intermediate guidance issued in December 2009 prior to the forthcoming revision of circular 01/06 which does not place as much emphasis on 20mph speed limits being only applied to streets with a mean speed of less than 24mph. The guidance is somewhat more relaxed and does offer greater flexibility, however the revised guidance letter does state:

“We want to encourage highway authorities, over time, to introduce 20 mph zones or limits into:

 - streets which are primarily residential in nature; and into
 - town or city streets where pedestrian and cyclist movements are high, such as around schools, shops, markets, playgrounds and other areas; where these are not part of any major through route.”
15. There is therefore a desire from central government to see greater use of 20mph limits or zones, but not on major through routes. The obligation to ensure that there is no expectation placed upon the police to carry out enforcement above their routine activity is still present and this still suggests that signed only 20mph speed limits should only be applied to streets with a relatively low mean speed.
16. The DfT guidance does however suggest that variable speed limits using appropriate variable message signs may be particularly relevant where a school for example is located on a road that is not suitable for a regular 20mph zone or limit, for example a major through route. This has been considered in York and elsewhere, however the general consensus is that this is only feasible on a short section of road without side roads as otherwise additional expensive variable message signs would be required if the scheme is to be legally compliant and enforceable.

Local Guidance

17. Prior to 2009, the 20mph policy in York was to introduce traffic calmed 20mph zones where appropriate, e.g. outside schools, local shops or play areas. More recently a trial 20mph speed limit scheme using signs only was implemented in the nearby Grange Street area of Fishergate and another trial will be implemented shortly in a larger area in South Bank.
18. The current policy on 20mph speed limits, which was re-affirmed at the last City Strategy EMDS on 1st February, is to prioritise requests and petitions into a list based upon: the proportion of households signing a petition; number of accidents in the area; the road being residential or mixed priority; the average speed being below 24mph; and any wider benefits associated with walking and cycling. These suggestions and petitions are currently being progressed when funding is available. (Note: The decisions in relation to this item have now been called in for consideration at the SMC (Calling In) meeting on 28 February 2011.)

Review of Speed Survey Data

19. Speed surveys have been carried out at four locations between Cemetery Road and Escrick Street for five consecutive days from the 12th October until 17th October 2010. The locations of the speed surveys are indicated on a plan at **Annex A**. A summary of the observed speed data is attached at **Annex B**.
20. The results show that city-bound mean daytime speeds at Sites 1 and 2 on the section between Cemetery Road and New Walk Terrace are in the order of 26 to 27mph but increase in the evening and overnight. Outbound mean speeds are nearer 30mph or higher near New Walk Terrace and 26 to 28 mph near Cemetery Road junction increasing overnight.
21. The mean speeds at Sites 3 and 4 on the section fronting both of the schools are lower. Day-time city-bound mean speeds are around the 24 mph level in the vicinity St George's School and 17 mph in the vicinity of Fishergate School, where the nearby "Give Way" slows approaching traffic. Day-time outbound mean speeds are in the order of 24mph at both sites. Speeds increase in the evening and overnight when traffic flows drop off.
22. Based on the above and the DfT guidelines, a 20mph speed limit between Cemetery Road and New Walk Terrace is unlikely to be self-enforcing without additional speed reduction measures as the current mean speeds on the section appear to exceed 24mph at all times.
23. However a 20mph speed limit on the section fronting the two schools would be more likely to be respected during the day without the need for traffic calming measures. At night-time, or other times when flows are low, there would however be an increased risk of a 20mph speed limit being ignored.

Proposed 20mph Speed Limit Scheme

24. As the Fishergate / Fulford Road corridor is a major route to and from the city centre as well as a key route for the emergency services, the improvement

scheme does not include any physical traffic calming measures. It does however include proposals to provide reduced and consistent traffic lane widths to encourage drivers to maintain a safe speed.

25. Based on the existing speed data, for a 20mph speed limit scheme to stand a reasonable chance of being self-enforcing, it should initially only extend from The Lighthorseman to Escrick Street which would encompass the two schools and local shops. Consideration was given to the southern end of the scheme being located south of the Grange Garth / New Walk Terrace junction to protect the junction however it would not be practical to provide adequate signing in view of the proximity of parked vehicles.
26. If the 20 mph speed limit only covered the main road, the adjoining side roads would each need large change of speed limit signs. It is therefore sensible and logical to include the adjacent side roads in the proposed 20mph speed limit scheme. For consistency Escrick Street, which is immediately adjacent to Fishergate School, and New Walk Terrace, which would otherwise be the “odd man out”, are included in the proposed scheme though these will need change of speed limit signs as they will adjoin sections of road that will remain as 30mph. All the side roads are relatively short cul-de-sacs and, based on observations and the data from the trial area to the south, vehicle speeds are unlikely to exceed 20 mph so the limits should be self-enforcing.
27. As noted above, whilst DfT and local guidance supports 20mph speed limits outside schools and shops, the support tends to exclude major through routes. Consideration has been given to a part-time speed limit, as recommended by the DfT, however this would be expensive to implement with potential legal and operational difficulties.
28. Discussions were held with the ward councillors and the Executive Member who agreed that the scheme shown in the attached **Annex C** should form the basis of the scheme for public consultation. The plan also shows the nearby existing 20mph speed limits and zones.
29. The plan shows that Melbourne Street would be converted from a 20mph zone to a 20mph speed limit. The only change would be in the signing at either end as the traffic calming and speed limit would remain the same. This change would however avoid the potentially confusing situation of trying to sign 20mph zones within or immediately adjacent to 20mph speed limits.

Consultation

30. Details of the proposed 20mph speed limit scheme were included in an information leaflet on the proposed improvement scheme which went to about 550 properties in the related area.
31. Copies of the speed limit traffic order notice and plan were published in the local press and erected on site. In addition, letters with copies of the speed limit notice attached were delivered to all properties directly affected by the proposed 20mph speed limit scheme and copies of the notice. The leaflet and the notice gave information as to the correct procedure should anybody wish to lodge an objection to the proposals.

32. Whilst the proposed scheme meets a lot of the national and local guidance, in particular as regards the two schools, the local shops, and the adjacent residential areas, it is on a main road which goes against current national and local guidance. As such officers have some concerns regarding its potential impact on the network and, if it is decided that the scheme should be implemented, it will need to be carefully monitored and its effects evaluated before any decision is made to extend it or to implement similar schemes elsewhere.

Comments of North Yorkshire Police

33. The North Yorkshire Police have been consulted on the proposed 20mph speed limit and associated improvement scheme. As it is not possible to provide the sort of facilities for cyclists on this section that have recently been provided on Fulford Road to the south, they support the aim to provide an environment whereby motorists and cyclists can safely share the same road space.
34. They welcome the proposed improvements in principle, other than the 20mph speed limit, but are not convinced as to the safe feasibility of the project, with regards to the benefits to pedestrians in general and those going to and from the schools in particular.
35. Whilst they have no concerns about the proposed 20 mph speed limit on the adjacent side roads, they have the following concerns about the proposed 20mph speed limit on Fishergate:
- The imposition of a 20mph speed limit on a main arterial road such as this, is in direct contradiction to DfT guidance Circular 01/2006 and TAL 09/99.
 - The 85th% speed data obtained for Fishergate is high for the current, 30mph, speed limit. The 85th% speeds do not fit DfT guidance for the setting of 20mph speed limits and the new limit is likely to fail.
 - Fishergate is a main road and a key response route for the Police and Fire Service who may well have to be travel at speeds well in excess of 20mph. This has the potential to lead to complaints against the respective organisations and give the impression that they do not support or are ignoring the 20mph speed limits, which is not the case.
 - There will be a mismatch between pedestrians and motorists and the environment will be less safe.
 - The Police have concerns that the non-compliance rate will be high, in particular when traffic flows are low.
 - The Police consider that physical traffic calming measures may be required to ensure compliance with the speed limit and which could not be put in place as it would breach DfT guidance and the CYC's own policy.
36. The Police formally object to the making of a 20mph speed limit in Fishergate and the stance of the police is that should the 20mph speed limit be imposed despite those objections then the police understanding would be that:
- The relevant traffic authority for the highway concerned is responsible for the management of that highway.

- The imposition of any 20 mph speed limit is made with due regard to the traffic authorities responsibility under the relevant legislation and will comply with DfT guidance.
 - The assumption of North Yorkshire Police is that if correctly placed, the speed limit will be self enforcing and the relevant traffic authority are fully responsible for ensuring that it meets those aims.
 - With due regard to the obligations of the traffic authority, North Yorkshire Police will not undertake any routine speed enforcement on any highway that has a 20 mph limit imposed.
 - It will be the duty of the relevant traffic authority to put into place corrective speed reduction measures if that limit fails.
37. It is the expectation of the North Yorkshire Police for the highways authority to discharge its legal responsibilities for the management of the highway. Therefore, they would expect the said highway authority to impose any 20mph speed limits with due regard to the DfT guidance and ensure that any imposition of such a limit results in vehicles travelling at an appropriate speed along that road.

Public Objections

38. The public objection period ends on Friday 18 February 2011, which is after this report is finalised. There have been three objections received to date. Should we receive any further objections these will be reported in an addendum and / or at the meeting.
39. One objection has been received from a resident of the Broadway area of Fishergate ward who works locally, has a child at Fishergate school, and often walks, drives, and cycles along Fishergate. He is also a Member of the Institute of Advanced Motorists who takes a keen interest in road safety issues. Whilst he supports the introduction and expansion of 20mph speed limits in the side streets around Fishergate, he thinks that imposing such a limit on the main A19 Fishergate would actually increase, rather than reduce, the risk of accidents. He offers the following reasons:
- At the times when children are arriving and leaving the schools, the volume of traffic means that speeds are already low and the 20mph speed limit is unlikely to have an effect on vehicle speeds at those times.
 - Outside of the school hours and when the traffic is lighter, allowing higher speeds, a 20mph limit would have little credibility. This could in turn lead to dangerous overtaking manoeuvres which would be inherently dangerous.
 - He refers to the old DfT Advisory Notice 9/99 and is concerned that, with the short length of 20mph speed limit, there is a risk that vehicles heading south might speed up on leaving the 20mph limit, where children will be approaching or leaving school.
40. The second objection is from a resident of New Walk Terrace who opposes in the strongest possible terms the proposals to create 20mph side streets in the Fishergate area. He considers that any change is unnecessary as there has never been an accident and it is difficult, if not impossible, to drive down these side roads at higher than 20mph. He is concerned about the visual intrusion of

20mph signs across the area. He also considers that the proposed 20mph outside the schools in Fishergate itself does not justify the investment. As an aside he wants the signs in the Grange Street / Grange Garth area removed

41. The third objection is from a couple who live in Grange Garth who also object to the existing and proposed 20mph speed limit schemes in the cul-de-sacs. They consider that the extension of 20mph for all 6 cul-de-sacs would adversely affect the environment and damage the New Walk Conservation Area. They say that it has never been possible to exceed 20mph in these streets due to on-street parking and, in their opinion, they have the adverse impact of the signage for absolutely no benefit or betterment.

Other Public Comments

42. Both Fishergate and St George's Primary Schools strongly support the proposed 20mph speed limits. The petition with 267 signatures, which was presented to Full Council in July 2010, indicates strong support for the introduction of a 20mph speed limit, as does subsequent public feedback.
43. A number of people who support the proposed 20mph speed limits have requested that the 20mph on the main road should extend southwards to the Grange Street / Cemetery Road junction area.

Officers Comments

44. As noted earlier in the report, whilst this section of Fishergate meets many of the criteria for a 20mph speed limit or zone, it is on a major access route to and from the city centre. As such it does not fully meet the current guidelines for a 20mph speed limit but the latest national guidelines do not prevent consideration of a 20mph speed limit. However as it is on a key route for the emergency services it would be inappropriate to consider physical traffic calming measures as part of the scheme.
45. There is strong support for the 20mph speed limit on Fishergate and, if approved, its effect would be closely monitored. This would give a good indication of the suitability of the speed limit and the appropriateness of extending it to the Grange Street / Cemetery Road junction and / or implementing 20mph speed limits on similar roads elsewhere.
46. New Walk Terrace is the only road where 20mph signs or repeaters could be required in a conservation area. As it would initially at least connect to a 30mph section of main road it would need the gateway signs as exist on Grange Garth and Grange Street. Officers would look at relocating the existing Grange Garth signs to serve both Grange Garth and New Walk Terrace if New Walk Terrace is part of the approved scheme. New Walk Terrace could be deleted from the 20mph speed limit scheme, however it would potentially become an isolated side road on which 30mph was permitted.
47. Escrick Street would also require gateway speed limit signs but these could well replace the existing school warning signs. This road is adjacent to Fishergate School, who strongly support the proposed improvements and the proposed 20mph speed limits.

48. If Sandringham Street, Marlborough Grove, Blue Bridge Lane, and Winterscale Street were to be excluded from the proposed 20mph speed limit there would be the illogical situation of 30mph side roads accessed from a 20mph main road. In addition we would be obliged to erect large gateway signs on new poles at the entry to each side road as opposed to a small repeater sign (if required) attached to an existing post or lamp column. As such excluding these side roads, as proposed in two of the objections, would directly result in additional large signs which the objectors dislike and which officers are trying to avoid or minimise.
49. As noted in an earlier section of this report, existing vehicle speeds on the section between Cemetery Road and The Lighthorseman are higher than on the section between The Lighthorseman and Escrick Street (Fishergate School). As such the proposed scheme only covers the latter section which encompasses the two schools. Extending the scheme southwards towards Grange Street / Cemetery Road could be considered as a second stage, subject to further monitoring.

Options

The options for the Executive Member to consider are:

50. **Option 1** is to implement the 20 mph speed limit scheme as proposed and shown on **Annex C**.
51. This is the option to choose if the Executive Member supports the scheme and feels that the comments and objections do not require the proposed scheme to be amended. There is strong local support for the scheme and it meets many of the national and local guidelines. However part of it is located on a main road which goes against current national and local guidance.
52. **Option 2** is to implement the 20mph speed limit scheme with amendments to suit any comments or objections.
53. This would be the option to choose if the Executive Member considers that the comments and objections warrant changes to the proposed scheme. Potential amendments the Executive Member may wish to consider are:
 - (a) Not to implement the proposed 20mph on Fishergate if he considers that a 20mph speed limit on this road is inappropriate: and / or
 - (b) Not to implement a 20mph speed limit on New Walk Terrace if he considers that a 20mph speed limit on this road is inappropriate.
54. **Option 3** is not to implement the scheme.
55. This would be the option to choose if the Executive Member considers that it would be inappropriate to introduce a 20mph speed limit on a main road and on the adjacent side roads.

Implementation

56. If approved the 20mph scheme would be implemented in conjunction with the associated improvement scheme on which works have commenced.

Corporate Priorities

57. The 20mph speed limit should help contribute to the following elements of the Corporate Strategy.
- **Sustainable City** – The improvements along the corridor aim to provide improved pedestrian and cycling facilities to encourage the use of more sustainable modes of transport and reduces the impact on the environment. The introduction of a 20mph speed limit, in particular on a section of main road where there is not space to provide cycle lanes, should provide additional benefits.
 - **Safer City** – The improvements along the corridor aim to improve safety, in particular for vulnerable road users such as pedestrians and cyclists. The introduction of a 20mph speed limit should provide additional safety benefits.
 - **Inclusive City** – The improvements along the corridor should encourage more walking, cycling and use of public transport. Improved footways and crossing facilities will benefit the young and the elderly as well as the mobility and visually impaired. The introduction of a 20mph speed limit should provide additional benefits to these groups of people.
 - **Healthy City** – The improvements along the corridor will help with improving the health and lifestyles of the people who live in York by providing facilities to encourage walking and cycling and by helping to reduce air pollution in key areas, as well as improving the actual and perceived condition of the city's streets. The introduction of a 20mph speed limit should help achieve these aims.

Implications

This report has the following implications:

- **Financial**
58. The estimated cost of implementing the proposed 20 mph speed limit scheme as part of the overall improvement scheme is £10k. Funding is available from the multi-modal schemes element of the 2010-2011 City Strategy Capital Programme.
- **Human Resources**
59. There are no foreseen implications.

- **Equalities**

60. There are no foreseen implications.

- **Legal**

61. The City of York Council, as highway authority for the area, has powers under the following Acts and associated Regulations to implement improvements to the highway and any associated measures:

- The Highways Act 1980
- The Road Traffic Regulation Act 1984
- The Road Traffic Act 1988

- **Crime and Disorder**

62. As the Fishergate / Fulford Road corridor is a main arterial route and a key route for the emergency services, the 20 mph speed limit will not be accompanied by any physical traffic calming measures. The Police have indicated that they will not have resources to carry out additional speed enforcement and, as such, the scheme will need to be self-enforcing.

- **Information Technology**

63. There are no foreseen implications.

- **Property**

64. There are no foreseen implications.

Risk Management

65. The proposed speed limit is on a main road and there will be no physical measures to make it self-enforcing. As such the main risk is that some motorists may ignore the speed limit at certain times of the day leading to requests for enforcement, traffic calming measures, or even the removal of the speed limit.

66. However if the scheme is successful it could lead to requests to be extended southwards to Cemetery Road and for similar schemes to be implemented elsewhere in York. This scheme will need to be carefully monitored and evaluated to inform any future requests and decisions.

67. Speeds will be monitored and the Executive Member kept apprised of the findings.

Member comments

68. As noted earlier in the report, Fishergate ward councillors (Councillors D'Agorne and Taylor) have been involved in discussions on the extent of the proposed

20mph speed limit scheme. Councillor D'Agorne, who is also Leader of the Green Party has the following comments:

69. "Whilst initially disappointed that the section from Grange Garth to Cemetery Road has not been advertised for inclusion in the 20mph limit, I understand the reasoning and would strongly support the implementation as recommended for Fishergate from Escrick Street to New Walk Terrace including all the side streets to form a logical 20mph area. I am very supportive of the intention to complete the footway widening works while the road is closed for sewer repairs and see the 20mph limit as an integral part of this project to enhance safety in this area with two primary schools, local shops and a pub.
70. In determining a 20mph limit for this area I would ask that speeds on the Grange Garth to Cemetery Road section are monitored at intervals over the next year to see whether lower speeds might allow a southward extension in the future."
- 71 The comments of Councillors Merrett and Gillies are awaited and will be reported to the meeting.

Contact Details

Authors:

David Webster
Project Leader
Engineering Consultancy
Tel: 553466

Chief Officer Responsible for the report:

Richard Wood
Assistant Director Strategic Planning and Transport

Report Approved



Date 16 February 2011

Specialist Implications Officer(s)

Financial

Patrick Looker
Finance Manager, City Strategy
01904 551633

Legal

Andrew Docherty
Head of Legal Services
01904 551004

Wards Affected: Fishergate

All

For further information please contact the author of the report

Background Papers:

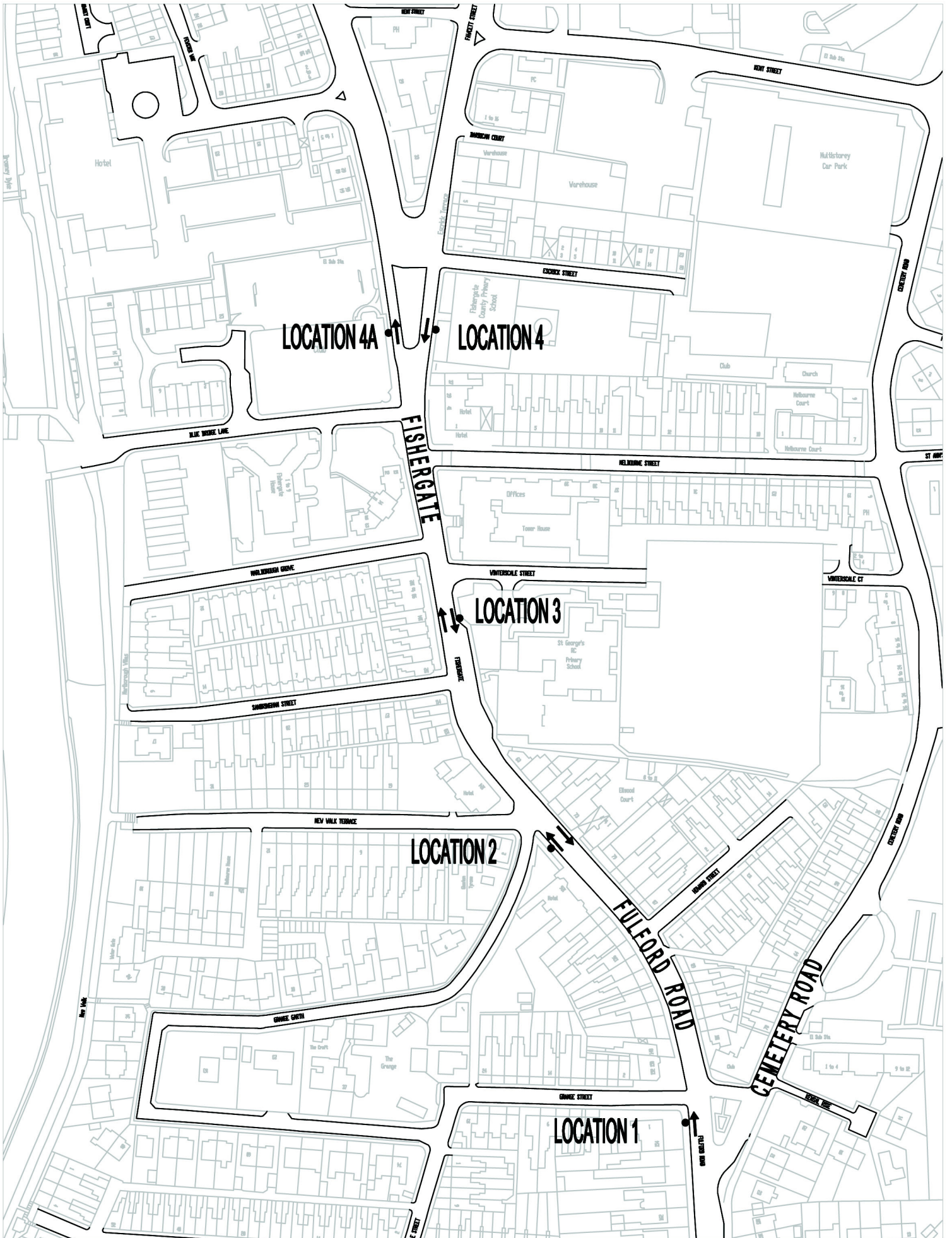
A19 Fulford Road and Fishergate
Gyratory Improvement Studies
20mph Speed Limits: Your City Results
and an Update on Policy Development

City Strategy EMDS – 1 June 2010
City Strategy EMDS – 1 February 2011

Annexes

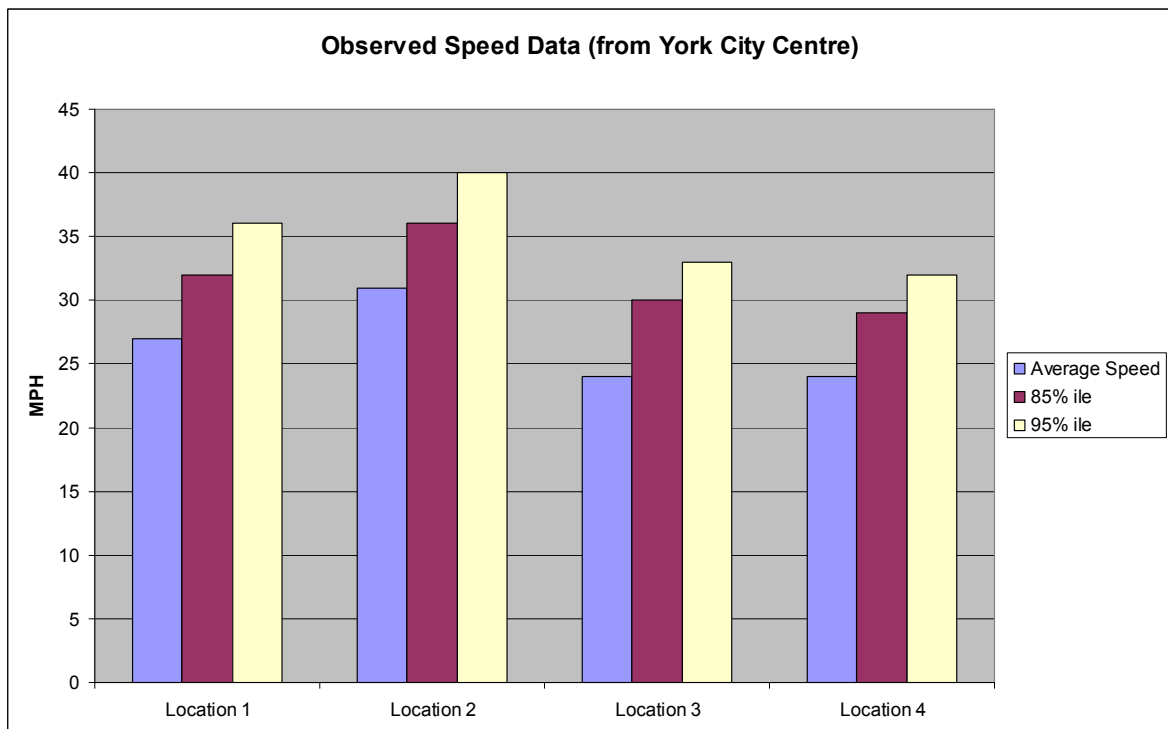
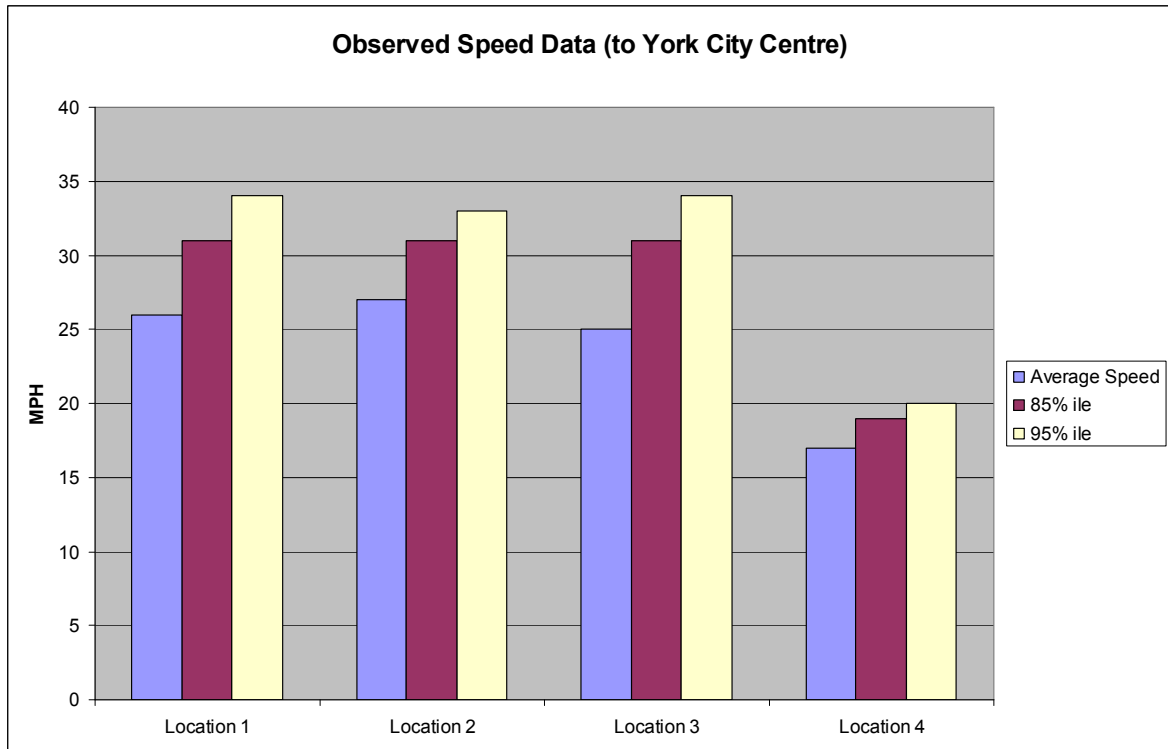
Annex A Location of speed surveys
Annex B Summary of observed speed data
Annex C Proposed 20 mph speed limit scheme

Annex A



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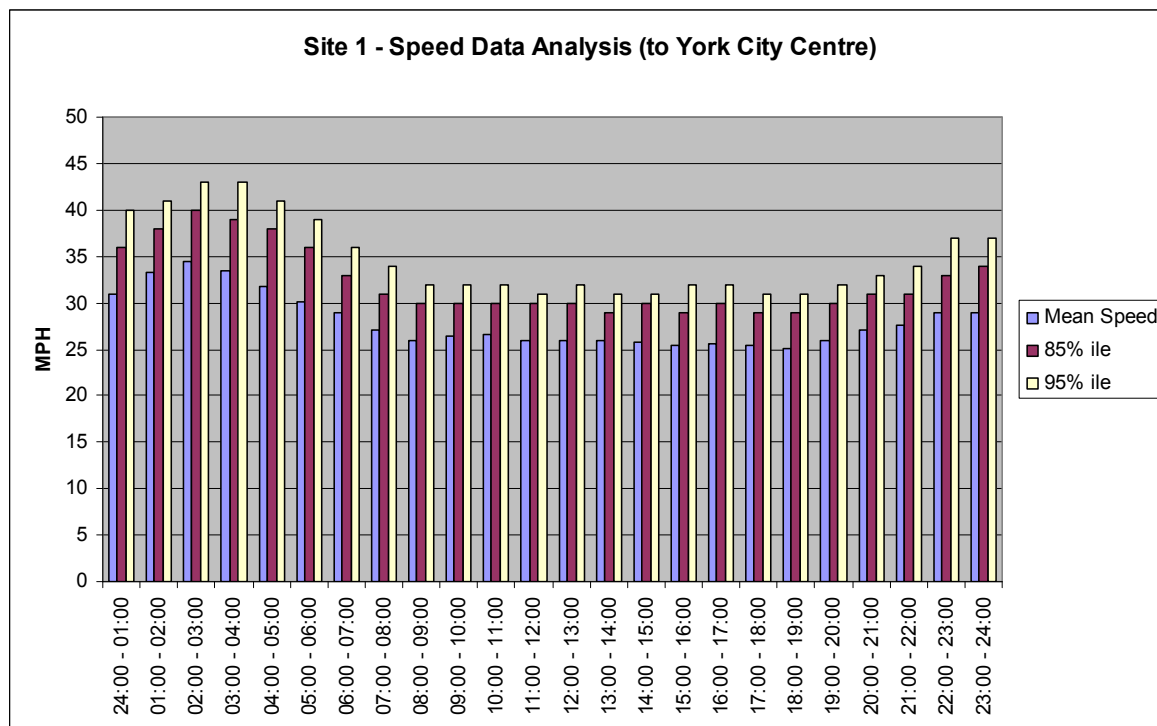
Appendix A: Summary of Observed Speed Data



Appendix B: Site 1 Results

To City

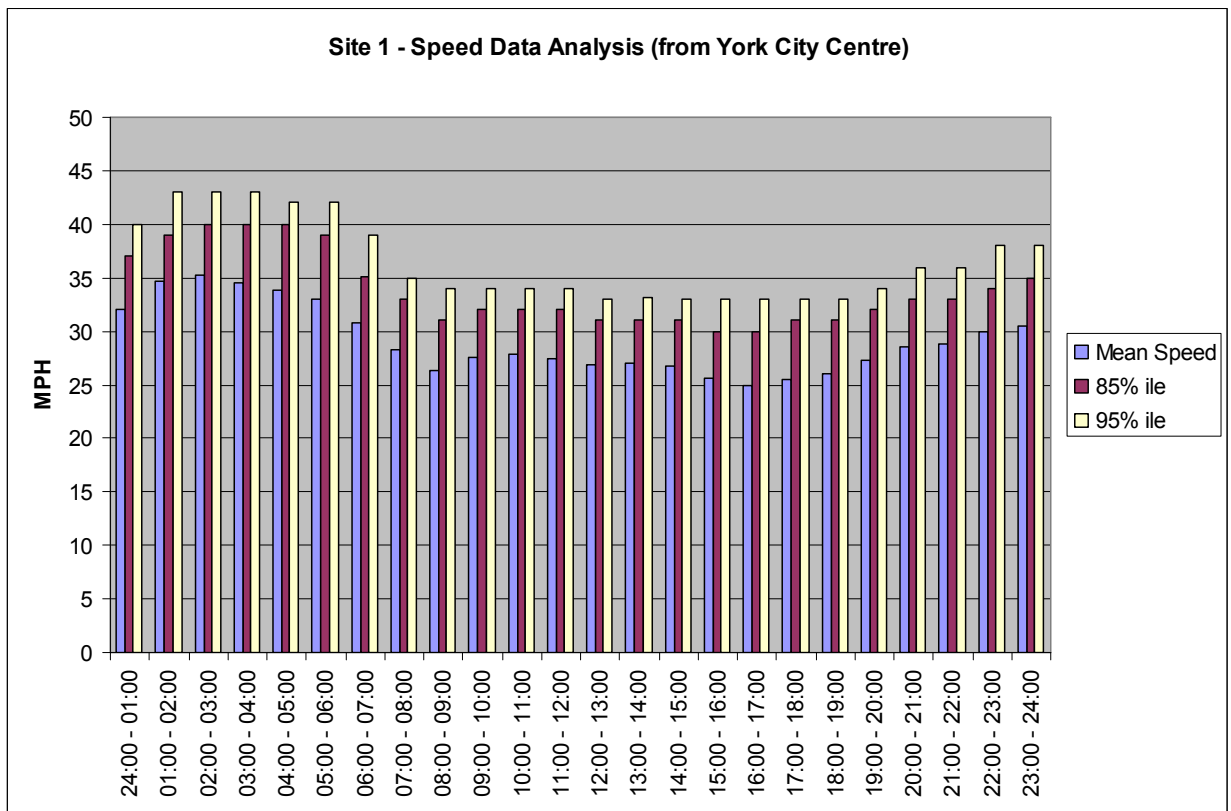
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01:00 - 02:00	33	38	41	53	418	68.7%	Yes	1.14	Yes
02:00 - 03:00	34	40	43	54	362	80.7%	Yes	1.16	Yes
03:00 - 04:00	33	39	43	49	193	72.0%	Yes	1.17	Yes
04:00 - 05:00	32	38	41	58	129	58.9%	Yes	1.20	Yes
05:00 - 06:00	30	36	39	52	249	48.2%	Yes	1.19	Yes
06:00 - 07:00	29	33	36	47	559	36.9%	Yes	1.14	Yes
07:00 - 08:00	27	31	34	43	1,377	19.8%	Yes	1.15	Yes
08:00 - 09:00	26	30	32	49	1,853	12.8%	No	1.16	Yes
09:00 - 10:00	26	30	32	45	2,073	13.4%	No	1.13	Yes
10:00 - 11:00	27	30	32	48	2,135	11.4%	No	1.13	Yes
11:00 - 12:00	26	30	31	40	2,483	8.9%	No	1.16	Yes
12:00 - 13:00	26	30	32	41	2,832	9.9%	No	1.16	Yes
13:00 - 14:00	26	29	31	46	2,711	7.8%	No	1.12	Yes
14:00 - 15:00	26	30	31	41	2,597	8.6%	No	1.16	Yes
15:00 - 16:00	25	29	32	46	2,473	8.5%	No	1.14	Yes
16:00 - 17:00	26	30	32	41	2,506	10.1%	No	1.17	Yes
17:00 - 18:00	25	29	31	49	2,272	7.9%	No	1.14	Yes
18:00 - 19:00	25	29	31	44	2,001	6.8%	No	1.16	Yes
19:00 - 20:00	26	30	32	40	1,662	11.0%	No	1.16	Yes
20:00 - 21:00	27	31	33	51	1,208	17.9%	Yes	1.14	Yes
21:00 - 22:00	28	31	34	51	1,217	21.5%	Yes	1.12	Yes
22:00 - 23:00	29	33	37	58	1,010	35.6%	Yes	1.14	Yes
23:00 - 24:00	29	34	37	48	695	36.5%	Yes	1.18	Yes



ANNEX B

From City

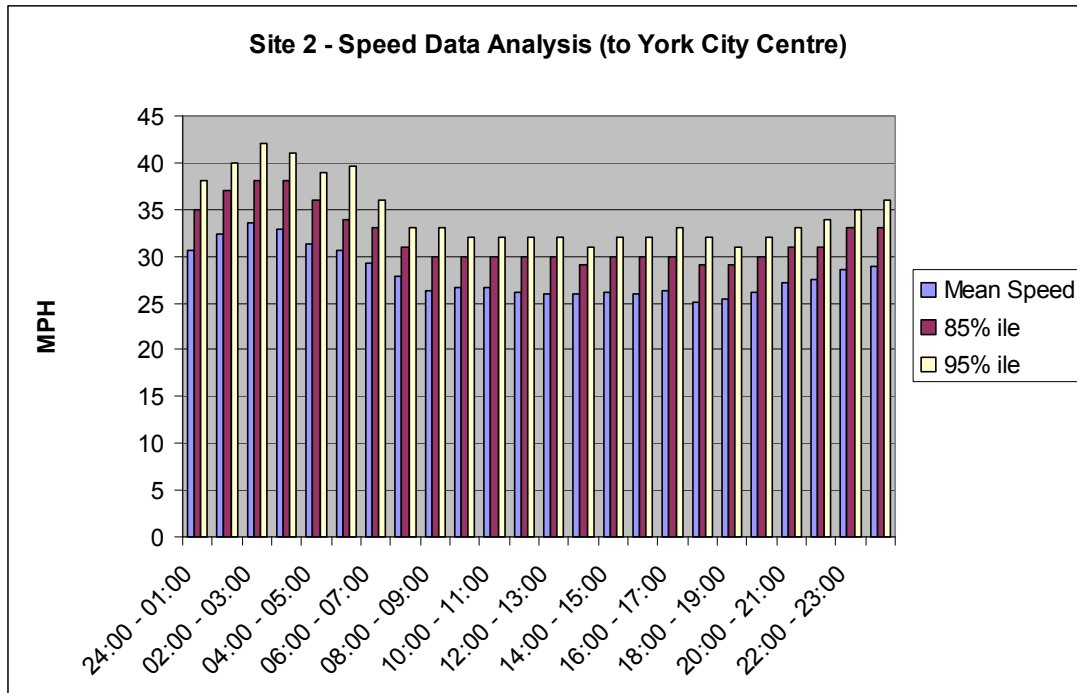
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01:00 - 02:00	35	39	43	51	388	81.4%	Yes	1.13	Yes
02:00 - 03:00	35	40	43	49	373	86.9%	Yes	1.13	Yes
03:00 - 04:00	35	40	43	46	225	80.4%	Yes	1.16	Yes
04:00 - 05:00	34	40	42	51	143	77.6%	Yes	1.18	Yes
05:00 - 06:00	33	39	42	46	172	70.9%	Yes	1.18	Yes
06:00 - 07:00	31	35	39	48	474	52.7%	Yes	1.14	Yes
07:00 - 08:00	28	33	35	45	1,150	30.3%	Yes	1.17	Yes
08:00 - 09:00	26	31	34	42	1,492	18.4%	Yes	1.17	Yes
09:00 - 10:00	28	32	34	58	1,339	25.0%	Yes	1.16	Yes
10:00 - 11:00	28	32	34	43	1,416	26.4%	Yes	1.15	Yes
11:00 - 12:00	27	32	34	44	1,592	22.0%	Yes	1.17	Yes
12:00 - 13:00	27	31	33	55	2,044	18.1%	Yes	1.15	Yes
13:00 - 14:00	27	31	33	43	2,120	20.0%	Yes	1.14	Yes
14:00 - 15:00	27	31	33	43	2,253	17.7%	Yes	1.16	Yes
15:00 - 16:00	26	30	33	44	2,476	13.5%	No	1.17	Yes
16:00 - 17:00	25	30	33	44	2,253	13.2%	No	1.21	Yes
17:00 - 18:00	26	31	33	42	2,182	16.0%	Yes	1.21	Yes
18:00 - 19:00	26	31	33	42	1,568	16.3%	Yes	1.19	Yes
19:00 - 20:00	27	32	34	42	1,347	24.1%	Yes	1.17	Yes
20:00 - 21:00	29	33	36	45	1,018	34.2%	Yes	1.15	Yes
21:00 - 22:00	29	33	36	47	1,227	35.7%	Yes	1.14	Yes
22:00 - 23:00	30	34	38	46	1,030	44.9%	Yes	1.14	Yes
23:00 - 24:00	31	35	38	49	650	52.8%	Yes	1.15	Yes



Appendix C: Site 2 Results

To City

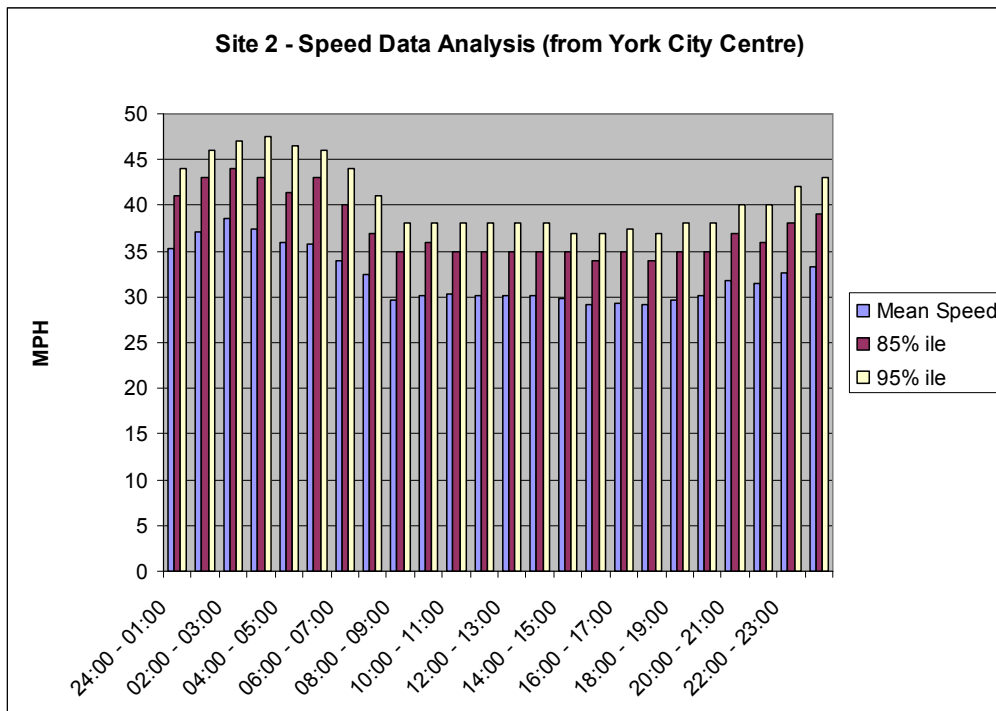
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24:00 - 01:00	31	35	38	45	465	49.0%	Yes	1.14	Yes
01:00 - 02:00	32	37	40	49	423	63.6%	Yes	1.15	Yes
02:00 - 03:00	34	38	42	51	369	75.1%	Yes	1.13	Yes
03:00 - 04:00	33	38	41	45	195	70.8%	Yes	1.16	Yes
04:00 - 05:00	31	36	39	49	123	52.8%	Yes	1.15	Yes
05:00 - 06:00	31	34	40	53	228	46.5%	Yes	1.11	Yes
06:00 - 07:00	29	33	36	43	529	31.6%	Yes	1.13	Yes
07:00 - 08:00	28	31	33	44	1,314	21.8%	Yes	1.11	Yes
08:00 - 09:00	26	30	33	44	1,744	13.5%	No	1.14	Yes
09:00 - 10:00	27	30	32	45	2,036	12.8%	No	1.13	Yes
10:00 - 11:00	27	30	32	42	2,092	12.1%	No	1.12	Yes
11:00 - 12:00	26	30	32	43	2,749	10.6%	No	1.15	Yes
12:00 - 13:00	26	30	32	47	2,787	9.7%	No	1.15	Yes
13:00 - 14:00	26	29	31	46	2,630	9.1%	No	1.11	Yes
14:00 - 15:00	26	30	32	44	2,530	10.5%	No	1.14	Yes
15:00 - 16:00	26	30	32	47	2,377	10.0%	No	1.16	Yes
16:00 - 17:00	26	30	33	47	2,247	12.9%	No	1.14	Yes
17:00 - 18:00	25	29	32	43	1,621	8.9%	No	1.15	Yes
18:00 - 19:00	26	29	31	43	1,933	8.4%	No	1.14	Yes
19:00 - 20:00	26	30	32	38	1,663	11.9%	No	1.14	Yes
20:00 - 21:00	27	31	33	45	1,204	17.3%	Yes	1.14	Yes
21:00 - 22:00	28	31	34	47	1,203	20.1%	Yes	1.12	Yes
22:00 - 23:00	29	33	35	53	1,013	30.9%	Yes	1.15	Yes
23:00 - 24:00	29	33	36	44	698	32.5%	Yes	1.14	Yes



ANNEX B

From City

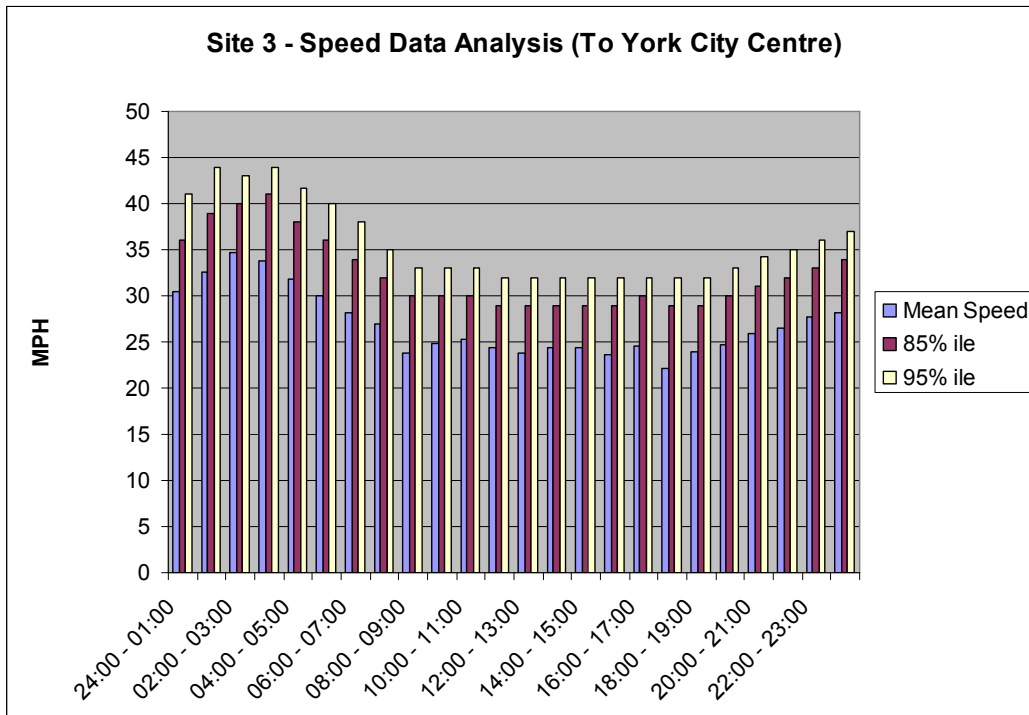
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01:00 - 02:00	37	43	46	55	401	90.5%	Yes	1.16	Yes
02:00 - 03:00	39	44	47	52	386	95.1%	Yes	1.14	Yes
03:00 - 04:00	37	43	48	53	230	90.9%	Yes	1.15	Yes
04:00 - 05:00	36	41	46	52	152	83.6%	Yes	1.15	Yes
05:00 - 06:00	36	43	46	54	178	83.7%	Yes	1.20	Yes
06:00 - 07:00	34	40	44	53	482	76.3%	Yes	1.18	Yes
07:00 - 08:00	32	37	41	64	1,203	65.9%	Yes	1.14	Yes
08:00 - 09:00	30	35	38	60	1,566	45.9%	Yes	1.18	Yes
09:00 - 10:00	30	36	38	56	1,467	49.4%	Yes	1.20	Yes
10:00 - 11:00	30	35	38	52	1,518	51.1%	Yes	1.16	Yes
11:00 - 12:00	30	35	38	52	2,019	48.9%	Yes	1.16	Yes
12:00 - 13:00	30	35	38	57	2,214	49.1%	Yes	1.16	Yes
13:00 - 14:00	30	35	38	57	2,349	48.6%	Yes	1.16	Yes
14:00 - 15:00	30	35	37	51	2,534	43.8%	Yes	1.18	Yes
15:00 - 16:00	29	34	37	49	2,762	39.3%	Yes	1.17	Yes
16:00 - 17:00	29	35	38	51	2,491	43.8%	Yes	1.20	Yes
17:00 - 18:00	29	34	37	53	2,004	42.4%	Yes	1.17	Yes
18:00 - 19:00	30	35	38	57	1,729	46.9%	Yes	1.18	Yes
19:00 - 20:00	30	35	38	49	1,479	47.6%	Yes	1.16	Yes
20:00 - 21:00	32	37	40	60	1,093	63.5%	Yes	1.17	Yes
21:00 - 22:00	32	36	40	53	1,283	58.9%	Yes	1.14	Yes
22:00 - 23:00	33	38	42	60	1,087	68.3%	Yes	1.16	Yes
23:00 - 24:00	33	39	43	49	680	72.1%	Yes	1.17	Yes



Appendix D: Site 3 Results

To City

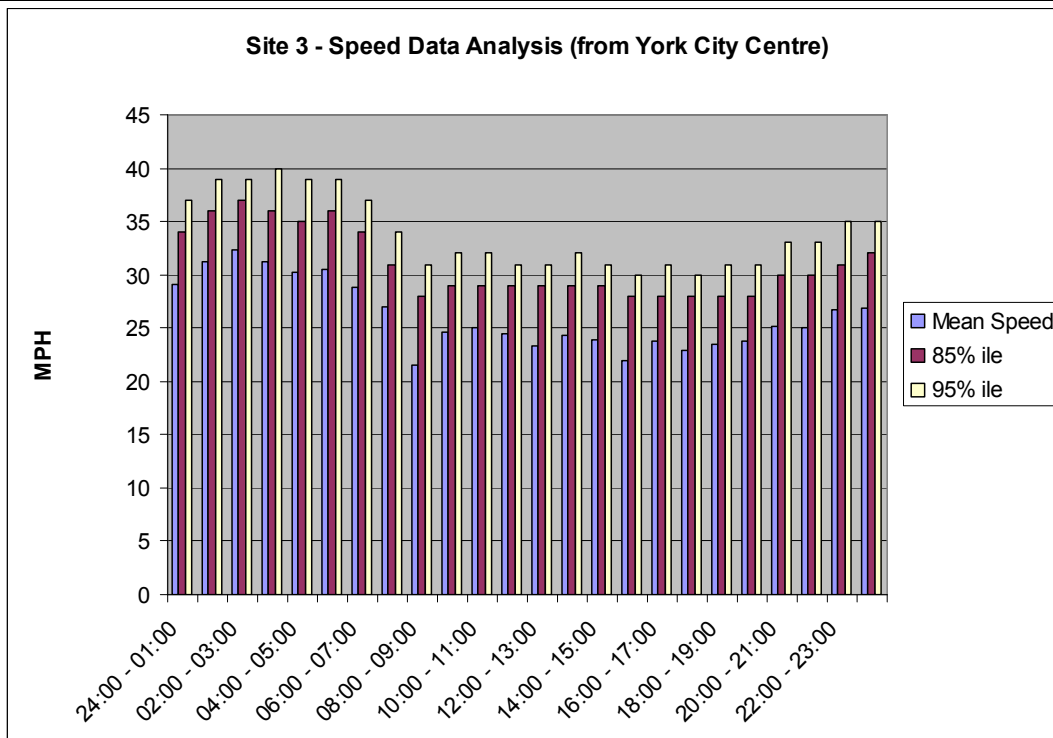
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01:00 - 02:00	33	39	44	50	467	65.3%	Yes	1.19	Yes
02:00 - 03:00	35	40	43	56	389	82.3%	Yes	1.15	Yes
03:00 - 04:00	34	41	44	46	215	70.7%	Yes	1.21	Yes
04:00 - 05:00	32	38	42	58	147	61.9%	Yes	1.20	Yes
05:00 - 06:00	30	36	40	50	267	50.2%	Yes	1.20	Yes
06:00 - 07:00	28	34	38	47	660	34.4%	Yes	1.21	Yes
07:00 - 08:00	27	32	35	44	1,531	25.5%	Yes	1.19	Yes
08:00 - 09:00	24	30	33	45	1,974	13.8%	No	1.26	No
09:00 - 10:00	25	30	33	43	2,356	12.0%	No	1.21	Yes
10:00 - 11:00	25	30	33	48	2,417	12.1%	No	1.18	Yes
11:00 - 12:00	24	29	32	44	2,772	10.6%	No	1.19	Yes
12:00 - 13:00	24	29	32	41	3,128	7.7%	No	1.22	Yes
13:00 - 14:00	24	29	32	41	2,974	9.6%	No	1.19	Yes
14:00 - 15:00	24	29	32	49	2,815	10.1%	No	1.19	Yes
15:00 - 16:00	24	29	32	45	2,707	9.1%	No	1.23	Yes
16:00 - 17:00	25	30	32	50	2,708	11.0%	No	1.22	Yes
17:00 - 18:00	22	29	32	39	2,113	8.0%	No	1.31	No
18:00 - 19:00	24	29	32	48	2,454	8.4%	No	1.21	Yes
19:00 - 20:00	25	30	33	40	1,878	10.8%	No	1.21	Yes
20:00 - 21:00	26	31	34	50	1,356	17.7%	Yes	1.20	Yes
21:00 - 22:00	26	32	35	43	1,324	21.4%	Yes	1.21	Yes
22:00 - 23:00	28	33	36	52	1,148	29.8%	Yes	1.19	Yes
23:00 - 24:00	28	34	37	56	801	34.6%	Yes	1.20	Yes



ANNEX B

From City

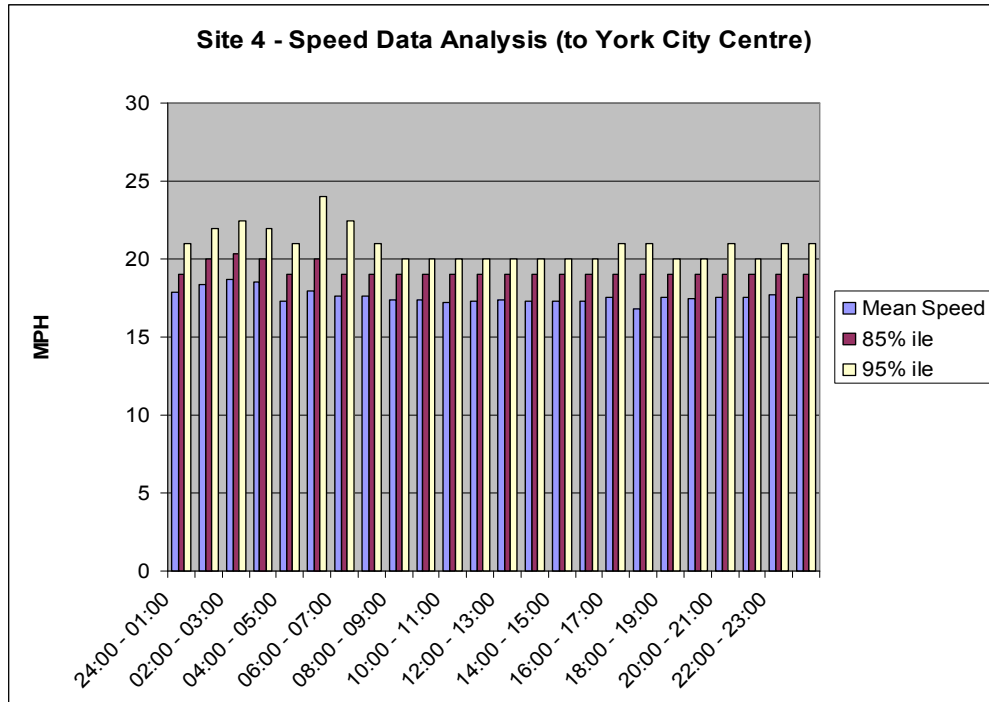
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01:00 - 02:00	31	36	39	49	401	58.1%	Yes	1.15	Yes
02:00 - 03:00	32	37	39	45	388	65.5%	Yes	1.15	Yes
03:00 - 04:00	31	36	40	44	236	61.4%	Yes	1.15	Yes
04:00 - 05:00	30	35	39	43	151	53.0%	Yes	1.16	Yes
05:00 - 06:00	31	36	39	43	175	51.4%	Yes	1.18	Yes
06:00 - 07:00	29	34	37	46	469	35.6%	Yes	1.18	Yes
07:00 - 08:00	27	31	34	45	1,170	19.1%	Yes	1.15	Yes
08:00 - 09:00	22	28	31	41	1,469	6.6%	No	1.30	No
09:00 - 10:00	25	29	32	48	1,409	10.6%	No	1.18	Yes
10:00 - 11:00	25	29	32	40	1,503	10.1%	No	1.16	Yes
11:00 - 12:00	24	29	31	41	1,745	7.4%	No	1.19	Yes
12:00 - 13:00	23	29	31	48	2,194	6.6%	No	1.24	Yes
13:00 - 14:00	24	29	32	51	2,323	7.7%	No	1.19	Yes
14:00 - 15:00	24	29	31	45	2,493	6.9%	No	1.21	Yes
15:00 - 16:00	22	28	30	40	2,657	4.8%	No	1.28	No
16:00 - 17:00	24	28	31	45	2,714	6.1%	No	1.18	Yes
17:00 - 18:00	23	28	30	43	2,329	4.0%	No	1.22	Yes
18:00 - 19:00	24	28	31	39	1,968	5.1%	No	1.19	Yes
19:00 - 20:00	24	28	31	41	1,483	6.4%	No	1.18	Yes
20:00 - 21:00	25	30	33	39	1,080	14.1%	No	1.19	Yes
21:00 - 22:00	25	30	33	43	1,287	12.4%	No	1.20	Yes
22:00 - 23:00	27	31	35	48	1,061	20.1%	Yes	1.16	Yes
23:00 - 24:00	27	32	35	41	681	24.2%	Yes	1.19	Yes



Appendix E: Site 4 Results

To City

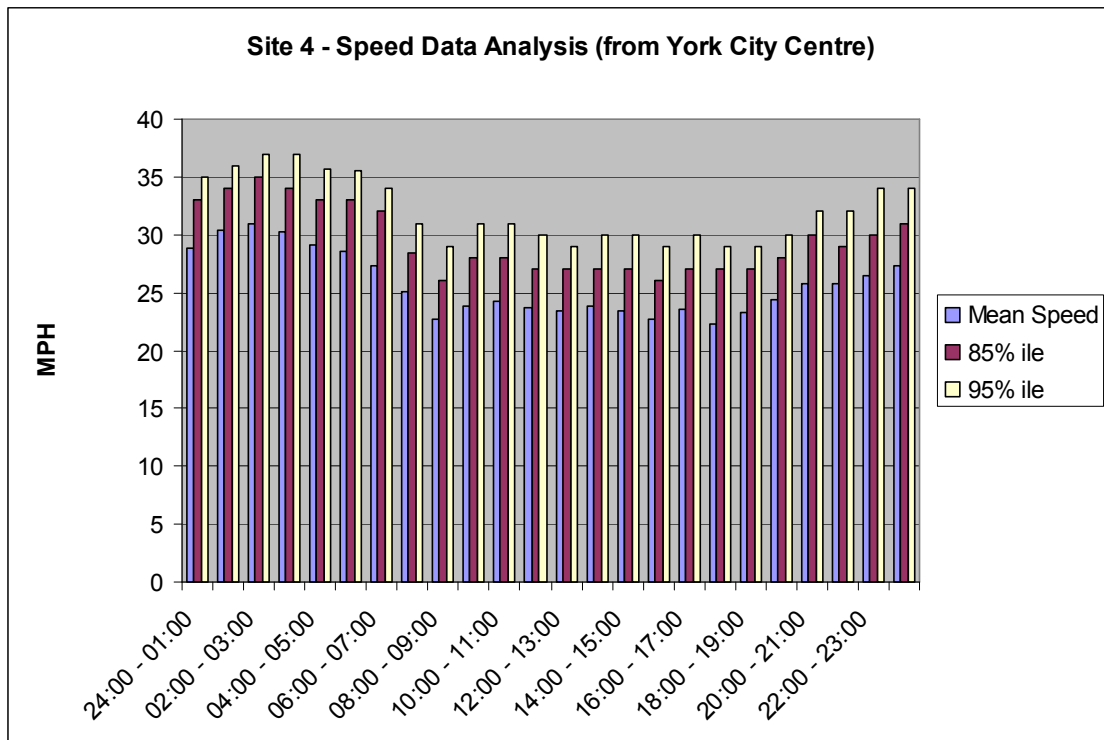
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01:00 - 02:00	18	20	22	27	219	0.0%	No	1.09	No
02:00 - 03:00	19	20	22	32	172	0.6%	No	1.09	No
03:00 - 04:00	19	20	22	30	125	0.0%	No	1.08	No
04:00 - 05:00	17	19	21	32	97	1.0%	No	1.10	No
05:00 - 06:00	18	20	24	33	192	1.0%	No	1.11	Yes
06:00 - 07:00	18	19	22	29	452	0.0%	No	1.08	No
07:00 - 08:00	18	19	21	31	1,009	0.1%	No	1.08	No
08:00 - 09:00	17	19	20	28	1,559	0.0%	No	1.09	No
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10:00 - 11:00	17	19	20	32	1,606	0.1%	No	1.10	Yes
11:00 - 12:00	17	19	20	45	1,988	0.1%	No	1.10	No
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13:00 - 14:00	17	19	20	38	2,157	0.1%	No	1.10	No
14:00 - 15:00	17	19	20	30	2,175	0.0%	No	1.10	No
15:00 - 16:00	17	19	20	34	2,422	0.1%	No	1.10	No
16:00 - 17:00	18	19	21	73	2,530	0.1%	No	1.08	No
17:00 - 18:00	17	19	21	78	1,719	0.2%	No	1.13	Yes
18:00 - 19:00	18	19	20	55	1,941	0.3%	No	1.08	No
19:00 - 20:00	17	19	20	39	1,624	0.1%	No	1.09	No
20:00 - 21:00	18	19	21	27	1,123	0.0%	No	1.08	No
21:00 - 22:00	18	19	20	29	871	0.0%	No	1.08	No
22:00 - 23:00	18	19	21	26	748	0.0%	No	1.08	No
23:00 - 24:00	18	19	21	27	445	0.0%	No	1.08	No



ANNEX B

From City

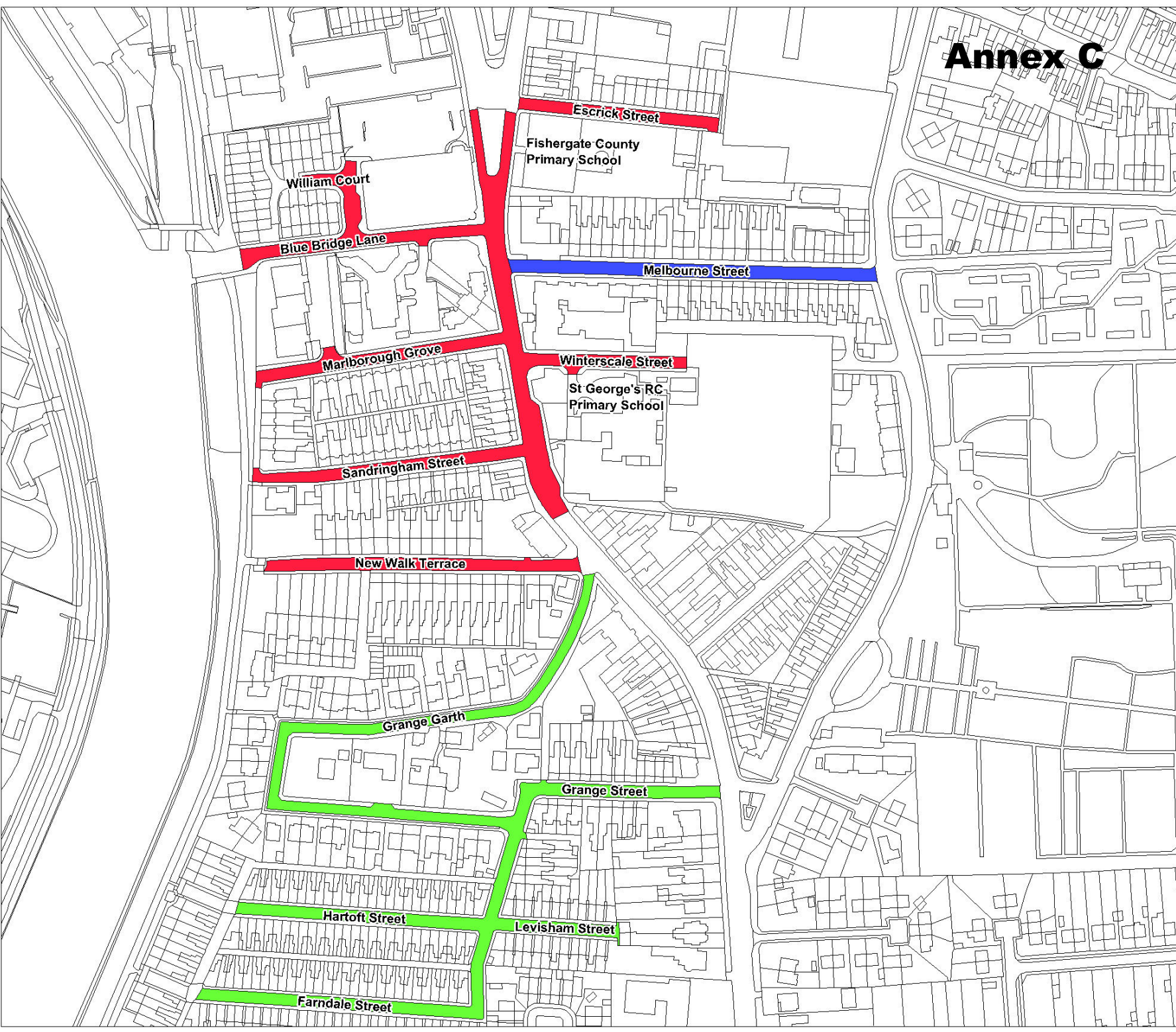
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01:00 - 02:00	30	34	36	43	247	49.4%	Yes	1.12	Yes
02:00 - 03:00	31	35	37	42	255	53.3%	Yes	1.13	Yes
03:00 - 04:00	30	34	37	40	154	48.7%	Yes	1.12	Yes
04:00 - 05:00	29	33	36	46	87	34.5%	Yes	1.13	Yes
05:00 - 06:00	29	33	36	40	89	32.6%	Yes	1.16	Yes
06:00 - 07:00	27	32	34	40	246	23.6%	Yes	1.17	Yes
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14:00 - 15:00	23	27	30	39	1,272	3.4%	No	1.15	Yes
15:00 - 16:00	23	26	29	44	1,284	2.3%	No	1.15	Yes
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17:00 - 18:00	22	27	29	38	924	2.8%	No	1.21	Yes
18:00 - 19:00	23	27	29	36	1,034	2.1%	No	1.16	Yes
19:00 - 20:00	24	28	30	44	806	4.1%	No	1.15	Yes
20:00 - 21:00	26	30	32	39	601	11.5%	No	1.16	Yes
21:00 - 22:00	26	29	32	38	682	10.4%	No	1.13	Yes
22:00 - 23:00	26	30	34	48	550	14.2%	No	1.13	Yes
23:00 - 24:00	27	31	34	41	357	19.9%	Yes	1.14	Yes



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Annex C

- Key**
- Existing 20 mph limit
 - New 20 mph limit
 - Existing 20 mph zone converted to 20 mph limit



Halcrow Group Ltd
Arndale House
Olley Road
Headingley
Leeds
LS6 2UL



Project:
Fulford Road 20 mph Limit

Drawing:
Overview of Extent of 20mph

Drawn by:	Pamela Murray	Date:	13/01/11
Checked by:	Stewart Stampe	Date:	13/01/11
Authorised by:	Stewart Stampe	Date:	13/01/11

Drawing No.:	Revision
CTDANW	2

Drawing Scale:

Drawing reference:

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Decision Session
– Executive Member for City Strategy

1 March 2011

Report of the Director of City Strategy

Traffic Arrangements at York Railway Station

Summary

- 1 This report provides the Executive Member with information on the progress made to date on the further investigations requested by the Executive, at its meeting on 30 March 2010, into reviewing the traffic arrangements at York Railway Station. In particular the concerns raised by Members in a motion to Full Council on 2 April 2009. The report responds to the continued discussions with East Coast and Network Rail, following the outcome of the East Coast Capacity Study, to see what medium and long term traffic improvements can be identified for the Railway Station Frontage.
- 2 It also comments upon emerging issues in connection with rail replacement and fleet coaches arriving at the Railway Station, along with actions to investigate improvements to bus signage within the Railway Station.

Recommendations

- 3 Following further investigations and discussions with East Coast and Network Rail into the traffic congestion issues in Tea Room Square it is recommended that the Executive Member:
 - (i) Notes the outcome of the discussions with East Coast and Network Rail that there is currently no funding in place to allow any changes to the highway layout to improve the traffic situation in the area of the Railway Station Frontage.

Reason: To note that there are no short term improvements which can be made to the situation.
 - (ii) To instruct offices to continue the discussions with East Coast and Network Rail in order to develop medium and long term aspirations for a revised highway layout in order to improve the traffic situation in the area of the Railway Station Frontage, such that these can be considered when the next rail franchise is developed and to enhance the route between the station and the Minster through the City Centre Area Action Plan.

Reason: To seek to progress over the medium and long term transport improvements in front of the Railway Station and improve pedestrian and public transport linkages and access within the city centre.

- (iii) To note that without significant changes to the layout of Tea Room Square it would not be possible to improve the right turn out onto Station Road.

Reason: In response to a request in the Motion to Full Council.

- (iv) To instruct officers to carry out minor changes to the road markings, as shown in Annex C, to improve the traffic flow around the Ftr stop.

Reason: To improve cycle facilities and traffic movement around the rear end of the Ftr.

- (v) To instruct officers to advise the Lead Members of the Motion to Full Council and the representatives of the Taxi organisations of the outcome of these investigations.

Reason: To complete the feedback on consultation.

- (vi) To instruct officers to continue discussions with East Coast to develop a signing regime to advise bus passengers leaving the Railway Station as to the best route to their bus stop and to put forward for consideration for funding in the Capital Programme for 2011/12.

Reason: To improve integrated travel arrangements at the Railway Station.

- (vii) To note the outcome of the coach trials undertaken to deliver passengers directly to the railway platform and instruct officers to continue to work with the rail and transport operators to see if this can be implemented on a more permanent basis.

Reason: To improve integrated travel arrangements at the Railway Station.

Background

- 4 The scheme to improve facilities at York Railway Station Frontage was outlined to Members of the City Centre Planning and Transport Sub Committee on 10 October 2002. It advised that an outline scheme had been developed to better integrate and manage the many activities that occur in front of the station, and enhance the visual integrity of the area. Members approved that a formal consultation be undertaken with residents, railway station users and affected parties regarding the remodelling of the Railway Station Frontage.
- 5 At the Planning and Transport (City Centre Area) Sub-Committee held on 6 March 2003, Members considered a report which sought approval to amend the location of the appointed public taxi rank outside York Railway Station and subject to the outcome of the legal process, enter into a licence agreement with Network Rail for works in Tea Room Square and the former Red Star Parcel Office. The report further advised that within the rail industry there was a formal procedure known as "Station Change Procedure" to be undertaken to ensure that all companies involved in the station, as well as the national rail bodies were informed of the proposals and were able to comment.
- 6 On 3 April 2003 Members of the City Centre Planning and Transport Sub-Committee received a report on the outcome of the formal consultation on the

moving of the station taxi rank, and sought approval to award and commence the proposed improvements to the Interchange Facilities at York Railway Station.

- 7 On 26 January 2004 the Disabled Persons Advisory Group were briefed on the proposals for changes to the frontage of the Railway Station, comments were made and these were reflected in the design of the scheme.
- 8 The main change to the proposals from those that Members had previously seen was the retention of the traffic flow through the Portico in its existing direction. In earlier proposals it had been intended to reverse the traffic flow through the Portico, at the request of GNER, so as to remove heavy good vehicles and traffic to the Railway Station Short Stay Car Park from having to pass through the Portico. That layout ultimately did not satisfy the taxi and bus operators who foresaw problems following their detailed analysis of the layout.
- 9 On 3 November 2004, following a lengthy investigation and consultation period, the Executive Member for Planning and Transport and Advisory Panel received an "Update report on Improvements to the Facilities at York Rail Station, and approved the layout shown as Option 1 in Annex A. The purpose of that report was to advise Members of the changes made to the layout of the scheme following concerns raised by various operators and to seek approval; to proceed with Option 1, make changes to the taxi arrangements in front of the station, complete agreements with Network Rail and GNER, and make provision to award the civil engineering contract.
- 10 The detail design was completed and works were constructed during 2005/6, with the scheme coming into full operation in spring 2006.
- 11 At Full Council on 2 April 2009 it was moved by Cllr Wiseman and seconded by Cllr Brooks that :

"Council believes that the traffic layout, signposting and related infrastructure at York Railway Station concerning the entrance/exit to the short-stay, the gyratory known as Tea Room Square, and the entrance/exit onto Station Road are congested and therefore cause difficulties for all road-users attempting to negotiate this area. The Council moves to request the Executive to investigate in detail the issues related to this area, with a view to improving the access and traffic flow in and out of this part of the station."
- 12 In response to this motion further investigations were undertaken and meetings held with Members, East Coast, Network Rail and representatives of the Taxi organisations about the highway problems being experienced at the Railway Station. The issues raised were in connection with:
 - The length of time taxis were experiencing travelling round Tea Room Square. Part of the problem seemed to be the single arch into the station's short stay car park which cannot accommodate two way traffic.
 - Also that the headlights on the FTR could be difficult to see past at night for drivers looking right as they exit Tea Room Square.

- Congestion problems at the Rail Station in peak times and on days with special events.
 - Location for Premier Parking.
 - Possible expansion of long stay parking by providing an extra deck.
 - Taxi provision and location.
 - Flow of traffic in Tea Room Square.
 - Traffic control at entrance/exit to Tea Room Square.
 - Management of Race Day and special event traffic.
 - HGV parking regime and lay-by damage.
 - Pedestrian flow.
- 13 To investigate these issues Council staff visited the site during peak times to view the operation of Tea Room Square and the Long and Short stay Car Parks. A camera was also installed to view traffic flows in Tea Room Square and take photographs at regular intervals. This was complemented by recordings of the highway network from the CCTV cameras on the road junctions at Blossom Street / Queen Street and Station Road / Station Rise.
- 14 At peak times there is significant traffic flow on the highway network in this area of the City. The Urban Traffic Control (UTC), which manages the traffic signals around the City, is managed by officers within the Council's Network Management Section. They have fine tuned this system to keep traffic flowing as efficiently as possible, however some minor intervention is possible to deal with particular incidents by rephrasing the timing for the traffic signals if necessary.
- 15 From these visits and observations, a number of peak time issues were identified:
- The pedestrian crossing in front of the Hotel carries a high flow of pedestrians walking to the Railway Station and regularly interrupts the flow of traffic on Station Road, causing long queues back towards Blossom Street. This has a detrimental affect on traffic leaving Tea Room Square as it prevents left turning traffic from exiting. However, it was noted that the yellow box on Station Road was generally respected, so right turning vehicles can exit Tea Room Square.
 - High pedestrian flow across the pedestrian crossings between the Hotel and Station Portico, interrupts the traffic flow round Tea Room Square and causes queues to form in Tea Room Square.
- 16 The entrance to the short stay car park at the rear of Tea Room Square is via a single vehicle width arch, but has to accommodate two way traffic. This causes major problems when traffic is entering/exiting at busy times causing tailbacks

in both directions. This is further compounded by passengers being dropped off just through the arch and blocking it. Travellers looking for a space in the short stay car park at peak times, either wait causing a tailback or leave straight away, to park elsewhere, adding to the volume of traffic in Tea Room Square.

- 17 In order to get a view from the Taxi Operators a meeting was held with their representatives, Cllrs Wiseman and Gillies and the report author. Their main concern was the length of time to travel round Tea Room Square, which apparently puts a significant fare on the meter before they get onto Station Road. This frustrates the passengers and does not give a good impression to visitors. They too also commented on; the high flow of pedestrians across the two pedestrian crossings, FTR headlights, problems turning left and right out of Tea Room Square, the problem of car passengers being dropped off in the short stay car park causing tail backs, all mentioned earlier. They report a significant problem with race day buses, special event buses and rail replacement coaches, as they indiscriminately park at bus stops displacing the regular services, which further contributes to the traffic congestion in the area.
- 18 They suggested a number of improvements to consider:
- Ask bus operator to turn off the FTR headlight whilst parked at the Station, to ease the situation for drivers exiting Tea Room Square. (This request was past to First and instructions were given to the drivers.)
 - Increase the splay on the left side of the exit to Tea Room Square so as to create a space to allow more vehicles to turn left .
 - Give Taxis priority to exit the Portico.
 - Provide a new lane into Tea Room Square, with the left lane dedicated to the entrance of the short stay car park.
 - Try reversal of traffic flow through the Portico.
 - Have a direct exit from the Portico onto Station Road.
 - Create box junction and put signal controls on the arch entrance to short stay car park.
 - Reassign the bus stops from under the Hotel and at the end of the Portico so the exit from Tea Room Square can be widened.
- 19 A review of the accidents which occurred in the area was undertaken. At the southern end of the portico, for a short period after the works had been completed, there were a few accidents which occurred between cyclists and vehicles entering the Railway Station. This led to minor amendments to the road markings and since then there has only been one more accident which was attributed to the driver failing to look properly. There were a number of accidents at the northern end, between the Portico and Hotel's vehicle entrance, but there seems to be no common theme and are typical of what could happen elsewhere in the City.

- 20 Various possible options for improvements were explored such as:
- Exchanging the Station's Premier Parking with the Short Stay Car Park at the back of Tea Room Square, as this would reduce the volume and frequency of traffic in Tea Room Square.
 - Review the use of the parking spaces in the centre of Tea Room Square, currently used by the Police, to create more space.
 - Review the crossing points for the pedestrians from the Hotel corner to the Portico.
 - Review the pedestrian movements around Tea Room Square or consider them entering the Station via the arch at the back of Tea Room Square.
 - Consider revising the entry arrangement to the current Long Stay Car Park, via Queen Street, past the Railway Institute building, and make modifications to the barrier system in the car park entrance.
- 21 In recognition of the parking issues at many of the railway stations on the East Coast Mainline, East Coast commissioned a Capacity Study, carried in spring 2010 and the car parking arrangements at York were reviewed as part of that study.
- 22 The outcome of these investigations were reported to the Executive on 30 March 2010 where it was resolved that, following the investigation into the traffic congestion issues in Tea Room Square, Officers be authorised to:
- (i) Engage in discussions East Coast and Network Rail to see what short term measures can be introduced to improve the traffic situation in the area of the Railway Station Frontage.
 - (ii) Continue discussions with East Coast and Network Rail, following the outcome of the East Coast Capacity Study, to see what medium and long term traffic improvements can be identified, and report those findings to a Decision Session of the Executive Member for City Strategy.
 - (iii) Explore what options are available and could be implemented to improve the visibility to the right when exiting Tea Room Square.

Consultation

- 23 Discussions about improvements to the traffic flows around Tea Room Square have taken place with East Coast and Network Rail, and they are keen to engage with the Council to see what can be done to achieve this. However the fundamental issue to creating any significant changes, was the outcome of the Capacity Study undertaken by East Coast. Unfortunately, this study concluded that there were sufficient parking facilities adjacent to the Railway Station for the current time. Hence no funding could be generated to change the parking

arrangements, which would be fundamental to revising the traffic arrangements in Tea Room Square.

- 24 It appears that a number of pedestrians leave the Railway Station through the middle of the Portico frontage intending to use the bus stops on the opposite side of Station Road. Instead of using the pedestrian crossings at either end of the Portico, they cross the wide road leaving themselves vulnerable to traffic. Discussions are ongoing with East Coast to develop improved signage inside the station in order to direct pedestrians to the two pedestrian crossings at either end of the Portico and also the possibility of real time bus information.
- 25 As part of the discussions undertaken in this review comments have been made about the alignment of the Ftr when it is parked at the island in front of the Railway Station as its rear end overhangs the inbound cycle lane causing cyclist to move out into the traffic lane.
- 26 Officers are also engaged with East Coast on further improvements to the cycling provision at the Railway Station in respect of the potential; cycle hire, cycle maintenance and bike storage in the former Red Star Parcel Office.
- 27 The traffic congestion at the Railway Station frontage is exacerbated when Rail Replacement and Fleet Coaches arrive at the Railway Station and occupy the bus stops allocated to local bus services. To overcome this trials have been carried out with East Coast into routing a coach along Little Queen Street, through the Railway Institute grounds and into the long stay car park, depositing the passengers directly onto a station platform. This received positive feedback from the particular customer, a school, as the pupils would not have the health and safety issues associated with coming into contact with live traffic.

Options

- 28 Following these investigations there is only one option for the Executive Members to consider which is detailed below, but there are a number of actions detailed throughout the report which seek the Executive Members guidance and these have been included in the recommendations.

Option I. In the present situation of funding not currently being available from the rail operators, consideration could be given to the Council funding the improvements at the Railway Station Frontage through the Local Transport Capital Programme.

Analysis

- 29 The investigations to date have raised numerous issues about traffic congestion in Tea Room Square and the root of the problem seems to be the high volume of traffic using the short stay car park at the rear of Tea Room Square. This causes tailbacks out into Tea Room Square and occasionally all the way out onto Station Road, as well as within the short stay car park, due to the high demand for dropping off or parking. Fundamental to making any medium to long term improvements was the outcome from the East Coast Capacity Study into parking arrangements at the Railway Station. However, as the study

concluded that there is sufficient car parking facilities in the area it would not be feasible for East Coast to fund any works under the current franchise.

- 30 It is considered that to make any meaningful improvements to the traffic arrangement the cost of new construction work would be significant. The funding available to the Council from the Local Transport Plan capital programme have recently suffered a significant reduction and so it is not realistic to envisage a solution from this fund, to these issues, in the short term. Any solution could only be envisage in the medium to long term when a Conservation Management Plan is developed and a funding stream established. This plan may come up with proposals which may mitigate the issues at the Railway Station frontage and therefore any precious funding should be concentrated on the long term solution.
- 31 Officers are continuing the discussions with East Coast and Network Rail to develop the Conservation Management Plan which will include the medium and long term aspirations for traffic arrangements at the Railway Station to include; traffic out of the portico, Tea Room Square traffic circulation, the location of short term parking and better transport interchange arrangements. It is hoped this could be included in the bidding process for the next rail franchise. Discussions with the Department for Transport have given some encouraging signs that this may become a reality as they talk of “an appropriate approach might be to require the new franchisee to develop Station Travel Plans in conjunction with local authorities and other stakeholders”.
- 32 The land responsibilities in the area falls under the control of both the rail industry, through Network Rail and East Coast, and the Council as highway authority. Annex B indicates the respective areas. In drawing up any recommendations for change in the area this would have to be done with full consultation and agreement of the rail industry. To this end discussion have already taken place with both rail organisations about the Members concerns. Should any future recommendations be made to change any of the infrastructure in the area which resulted in a change to the land owned and occupied by Network Rail /East Coast then the existing agreement would have to be revisited and amended to suit. This is a complex issue and can take a considerable time to complete. It would require the engagement of the Council’s Legal Services department.
- 33 The original proposals took a long time to develop and wrestled with the conflicting interests/demands of the many user groups who have interests in the area. If/when any changes are proposed to the present layout, these should only be done following full consultation with all user groups and interested parties.
- 34 During this recent investigation representatives of the taxi organisations have sent in two further suggestions about options for traffic circulation in the areas of Tea Room Square and the former Red Star Parcel office.
- 35 The proposal for Tea Room Square introduced an exit only from the Portico for taxis and private hire directly onto Station Road, as shown in Annex D. There

are a number of issues with this proposal that would need careful consideration, in brief some of these are:

- How to deal with traffic at the mouth of Tea Room Square travelling across the inbound lane of Station Road in three lanes each in opposing direction to its adjacent lane.
- Land availability to create the 4 running lanes around Tea Room Square, where currently only three are available.
- The issues of creating a two way access into the Station Structure, which is a listed building.
- Realigning the pedestrian crossing point away from the desire line and with more traffic lanes to cross.
- The conflict for traffic at the immediate exit of the Portico with the taxis and private hire in the left lane needing to turn right and the general traffic in the right lane required to turn left.

36 The proposal for in front of the former Red Star Parcel office would see the main pick up point for the taxis moved out of the Portico and relocated to this area. The taxis would muster in the Station Long Stay Car Park and the current one way entry into the Portico would be reversed to become an exit for taxis directly onto Station Road. There are a number of issues with this proposal that would need careful consideration, in brief some of these are:

- Provision of weather protection and queuing arrangement for passengers.
- Traffic entering the Portico to drop off passengers.
- Arrangements with East Coast to have significant occupancy of the long stay car park for the taxis.
- Possible conflict between Taxis and traffic entering/exiting the long stay car park.
- Dealing with users of the pedestrian crossing across Station Road

37 Unfortunately, due to financial constraints resulting from the unfortunate outcome of the Capacity Study, it was not possible to consider these options further at this time.

38 However, in the medium term officers will work with the rail operators to identify and assess how the short stay car parking could be moved from its current position to reduce the flow of traffic in Tea Room Square, and hence how the layout of the area could be revised to better suit all traffic using the Rail Station inline with those points discussed in paragraph 20. It is hoped that these proposals could be included in the proposals for the next rail franchise as this could release funds for such works to be carried out.

- 39 The long term aspirations for the inner ring road in the area of the Railway Station and across the River Ouse up to St. Leonard's Place and Gillygate are being developed through the Local Transport Plan and ongoing City Centre Movement and Accessibility Framework study which will both inform the City Centre Area Action Plan. The emerging proposals from this study support the changing of the allocation of road space in this area to encourage more sustainable transport modes and to enhance the environment for pedestrians and cyclists in line with the status of the route as a key link between the Railway Station and the Minster. When combined with the possible removal of the existing Queen Street Bridge, providing additional space, and changes to the location of the short and long stay car parking which could be progressed by the station operator it is anticipated that an enlarged area will be available for improved interchange between Public Transport modes and Taxis at the front of the Railway Station. In addition it is anticipated that access to the rear of the Railway Station will be improved as part of the York Central development reducing the demand at the existing interchange area.

Corporate Priorities

- 40 Any improvements to the area would contribute to the Council's priority in promoting a Thriving City by reducing the traffic congestion and improving the attraction of the City to Tourists. The reduction in congestion would make the City more sustainable by the reduction in vehicle emissions. The City would be a safer place by reducing the conflict and tension between drivers and pedestrians in the area of Tea Room Square.

Implications

- 41 This report has the following implications:
- **Financial** – No impact
 - **Human Resources (HR)** - No impact
 - **Equalities** – As this is an information report there will be no impact on equalities, however if any future works are promoted then equality issues would be considered at that time.
 - **Legal** - As this is an information report there will be no impact on legal issues, however if any future works are promoted then the agreements with Network Rail and East Coast, as successors to GNER, will need to be revisited.
 - **Crime and Disorder** - No impact
 - **Information Technology (IT)** - No impact
 - **Property** - No impact
 - **Other** - No impact

Risk Management

- 42 There is a risk to the Council's reputation if it does not engage in further discussions to try and identify improvements to the traffic congestion in the area of Tea Room Square.

Contact Details

Author:

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Head of Engineering
Consultancy

Tel No. 01904 551600

Chief Officer Responsible for the report:

Richard Wood
Assistant Director – Strategic Planning &
Transport

Report Approved **Date** 17 February 2011

Specialist Implications Officer(s)

Wards Affected: Micklegate

For further information please contact the author of the report

Background Papers:

City Centre Planning and Transport Sub-Committee. - 10 October 2002
"Improvements to Interchange Facilities at York Railway Station."

Planning and Transport (City Centre Area) Sub-Committee. - 6 March 2003
"Improvements to Interchange Facilities at York Railway Station."

City Centre Planning and Transport Sub-Committee. - 3 April 2003
"Improvements to Interchange Facilities at York Railway Station."

Disabled Persons Advisory Group - 26 January 2004
"York Railway Station Frontage Environmental Improvements."

Executive member for Planning and Transport and Advisory Panel - 3 November 2004
"Update report on Improvements to the Interchange Facilities at York Rail Station."

Executive – 30 March 2010 "Traffic Arrangements at York Railway Station"

Annexes

Annex A - York Station Environmental Improvements, General Arrangements – Option 1.

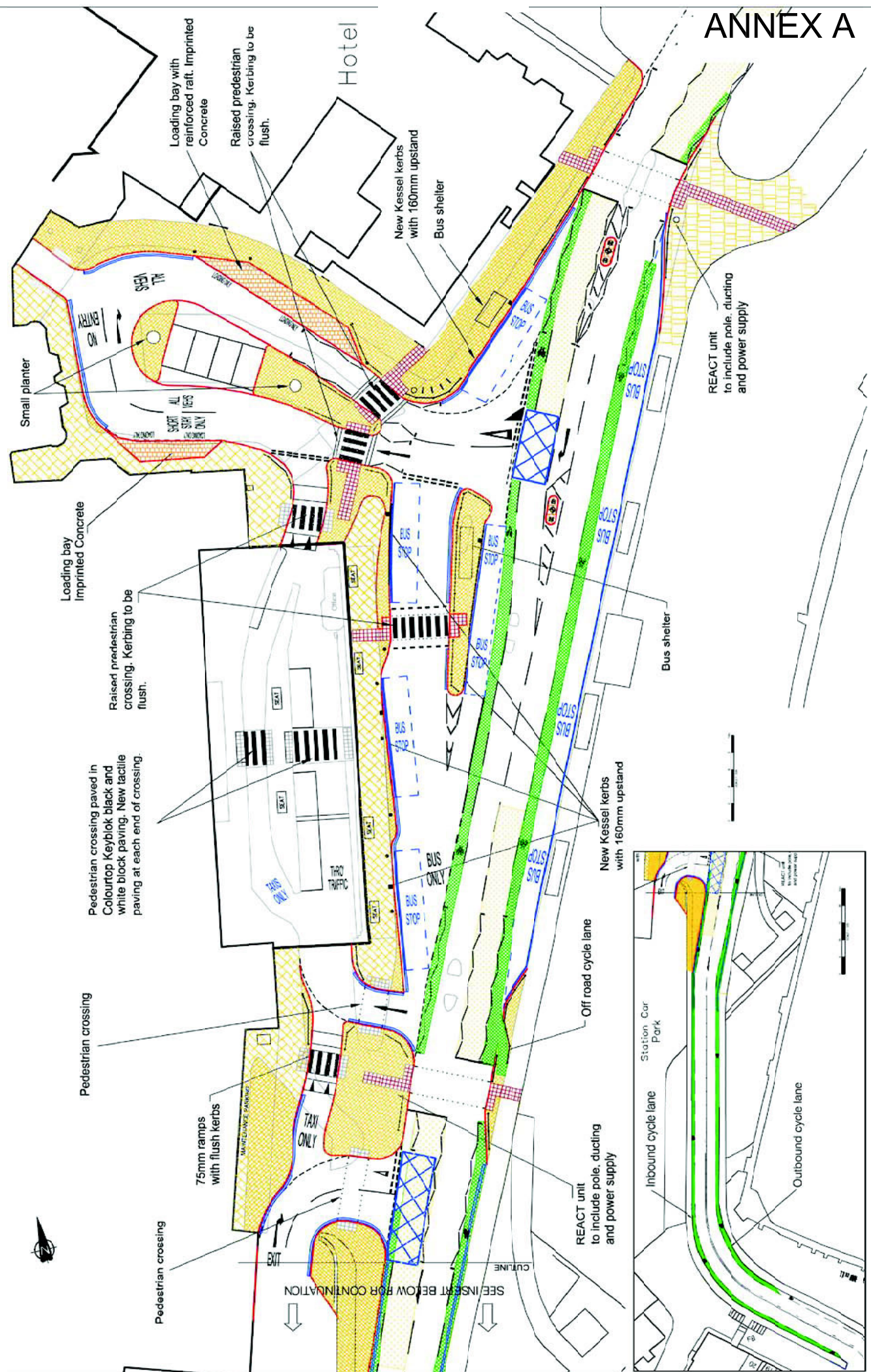
Annex B - Plan showing Land ownership in the area of York Railway Station.

Annex C – Improvements to the cycle lane adjacent to Ftr Stop at Railway Station.

Annex D – Proposal for Tea Room Square as submitted by representatives of the taxi organisations.

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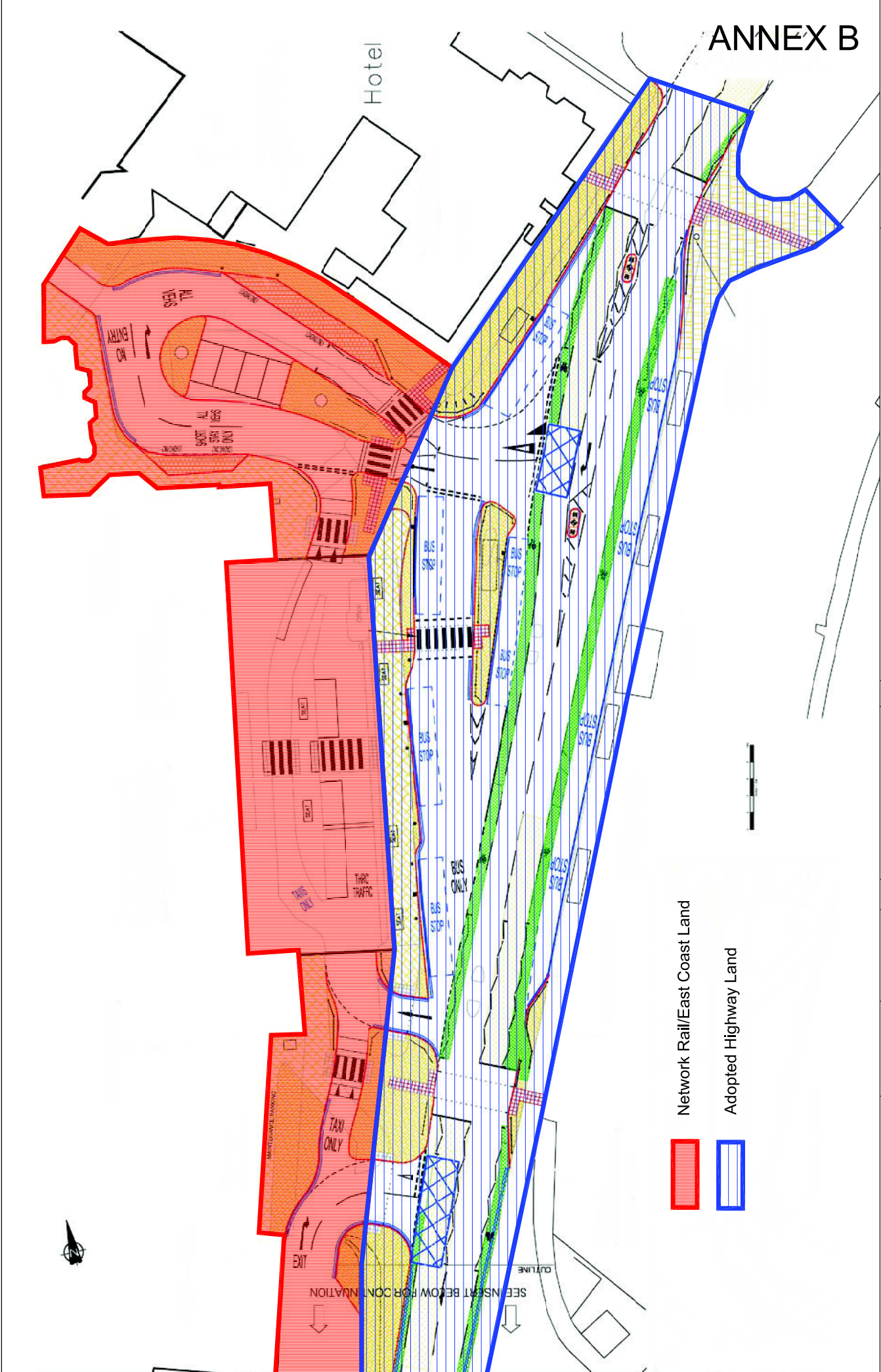
ANNEX A



		YORK STATION ENVIRONMENTAL IMPROVEMENTS GENERAL ARRANGEMENT - OPTION 1		OPTION 1
DRAWN BY AGS	CHECKED BY AGS	DATE 1/2004	SCALE 1:200	DATE September 2004
AMENDMENTS 1. KERBLINE IN TEA ROOM SQUARE AND LONG STRAY CARPARK TRAFFIC SIGNALS AND JUNCTIONS 2. CENTRAL ISLAND KERBLINE AMENDED		DATE 21/09/04 24/10/04		

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ANNEX B

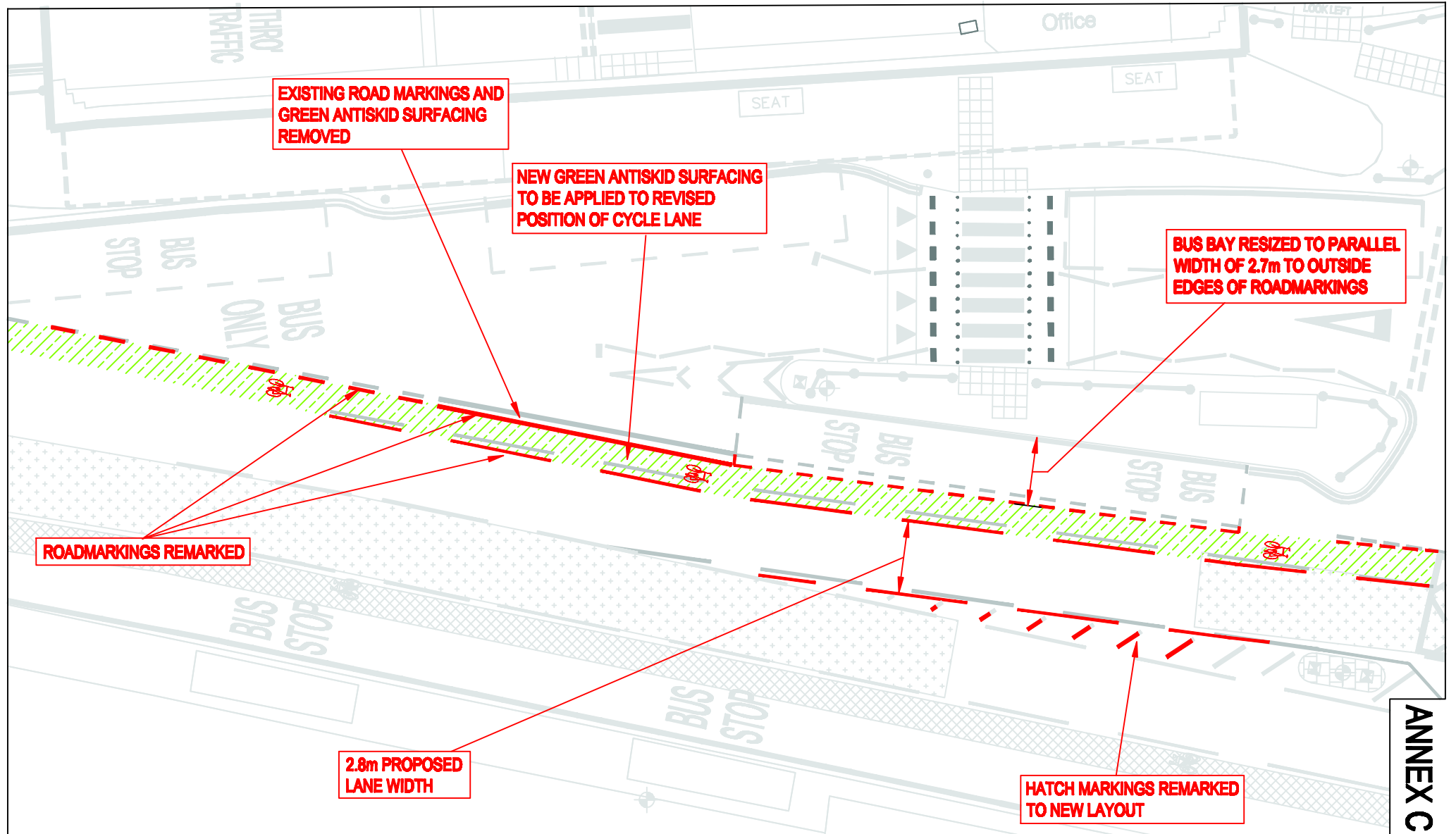


- Network Rail/East Coast Land
- Adopted Highway Land

					
DRAWN BY	DR	REV	DATE	Land ownership in area of York Railway Station	
CHECKED BY	RC	AMENDMENTS			
SCALE	NTS				
DATE	17th March 2010			Annex B	

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ANNEX C



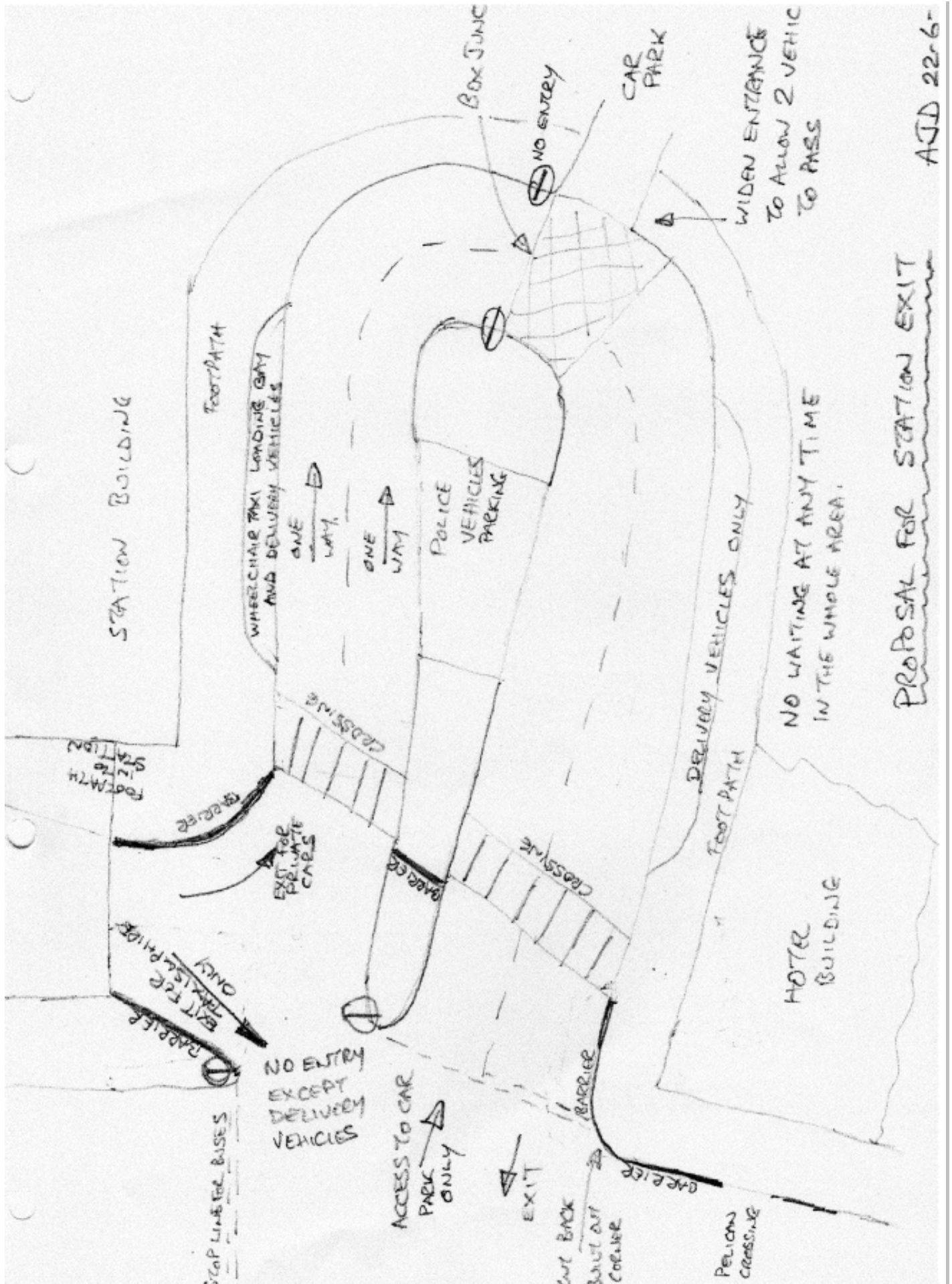
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DATE	01/02/2011			

IMPROVEMENTS TO CYCLE LANE ADJACENT TO FTR STOP AT RAILWAY STATION FRONTAGE

APPROVED FOR THE COUNCIL BY RESOLUTION 1708/10 ON 15/11/10. THE COUNCIL HAS AGREED TO FUND THE WORKS AND TO AUTHORISE THE COUNCIL TO ENTER INTO A CONTRACT WITH YORK CONSULTANCY FOR THE DESIGN AND SUPERVISION OF THE WORKS. THE COUNCIL HAS ALSO AGREED TO FUND THE COST OF THE WORKS AND TO AUTHORISE THE COUNCIL TO ENTER INTO A CONTRACT WITH YORK CONSULTANCY FOR THE DESIGN AND SUPERVISION OF THE WORKS.

ANNEX_C

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PROPOSAL FOR STATION EXIT

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Decision Session
- Executive Member for City Strategy

1 March 2011

Report of the Director of City Strategy

Local Sustainable Transport Fund

Summary

1. This report sets out a proposed approach for the submission of an application for the Department for Transport's (DfT) Local Sustainable Transport Fund (LSTF). It seeks approval of the approach and delegated authority to complete and submit this bid to the DfT by the Director of City Strategy.

Recommendations

2. The Executive Member is asked:
 - a. To agree to York pursuing the tranche 1 bid option for up to £5M
 - b. To agree the integrated transport and area based approach as outlined in this report
 - c. To agree the investment themes as outlined in this report
 - d. To delegate the final approval of York's LSTF bid to the Director of City Strategy and to pursue any subsequent partnership bids.

Reason: To enable an early bid to be made for LSTF funding to take York further forward in developing a more sustainable city.

Background

3. Following the Under Secretary of State for Transport's announcing of the LSTF, which is valued at a total of £560M over the next four years (2011 – 2015) for English Local Highway Authorities, the DfT have identified two key criteria that all LSTF bids must meet. These are to reduce carbon emissions and create economic growth, tied in with related themes such as road safety, health and reduction in congestion.
4. The White Paper has only recently been published (at the time of writing this report), which has laid out the process, suggestions and options to bid for this fund.

5. As the name suggests the LSTF is about promoting all forms of sustainable transport but leaves how the bid will be structured and what should be in it to the Local Highway Authority as to what is needed within its boundary, subject to feedback and support given to it by partners and different sectors, including private and voluntary.
6. The guidance outlines three bidding options or tranches, which are outlined in Annexes A and B. However given that a Local Highway Authority may only bid for one of these options and that the earlier a bid can be put in, the better its chances (which York is in a very good position to do), it is recommended that York submits a tranche 1 bid. This approach would build on and further develop York's successful Cycling City programme.
7. Additionally the guidance states that there is also the possibility to partner up with other Local Highway Authorities, but those that have already submitted a bid may not lead on this. Discussions are ongoing with North Yorkshire County Council and the East Riding of Yorkshire Council about tranche 2 bids, which could include public transport measures such as smart ticketing and real-time information systems from a sub-regional level. North Yorkshire County Council have indicated that they propose to submit a tranche 2 bid.
8. Officers have also been working with transport counterparts in Münster, Germany to share and learn lessons from each other. For example Münster has achieved a 47% cycling rate in their city. Officers are also looking into possible CIVITAS Plus II EU funding in partnership with Münster and Denmark, which if successful could see further significant investment channelled into York for sustainable transport measures, which the LSTF will go along way to contributing towards and give York an even better chance of submitting a more attractive bid to DfT.
9. Both the partnership working with Münster and the possible CIVITAS funding should help to provide an additional dimension to York's LSFT bid focused on developing best practice and proactively learning from European experience.

Consultation

10. The LSTF is based on the public and internal consultations done through the Local Transport Plan 3 (LTP3) that set out what projects/schemes could be delivered with the LSTF bid above what the LTP3 may be able to do. This satisfies the guidance to show that the LSTF will deliver additionality and not seek to simply take on measures identified to be taken forward in the LTP3 or the Access York Phase 1 major scheme bid.
11. Consultations with all key Council Officers, partners and a public meeting with interest groups will have taken place, are ongoing to help further develop the bid. Comments have also been invited for in the citywide Cycling City York survey and cross-party approval will have been sought prior to this Decision Session.

12. Finally, the Press and some private sector, voluntary, charity and public sector/ organisations have been approached to seek their support for York's LSTF bid, which has led to a positive article in the Press's monthly business section showing businesses support for this bid.

Analysis

13. The three options/ tranches in the LSTF guidance have been examined. For example the 'Large Projects' bid, the likelihood is that large Local Highway Authorities may potentially be bidding for this and York, were it to go down the same route, will meet very stiff competition given the differences in population size and that £5M will go little way to implementing anything meaningful for these larger population densities. For York £5M would go a significant way as has been proven in the Cycling City York programme, which would suggest that York is better placed for tranche 1 or 2 funding options.
14. A key consideration (as suggested by Cycling England and DfT) is that the quicker Local Highway Authorities can get their bid submitted in the better chance it has and as mentioned in paragraph 5, York is in a better position than most to put in a qualitative bid for tranche 1 building on recent work.
15. Given the short period of time however to get this bid in and to maximise preparation time up to the bid deadline, the Executive Member is asked to delegate authority to the Director for City Strategy to finalise York's bid to the DfT including any possible partnership bids in line with the approach outlined below.

Bid Strategy

16. The proposed approach is to put forward a package of integrated transport measures. The 'integration' would be based on linking walking, cycling and public transport measures (using but moving beyond the current cycling city programme) and on 'hard' infrastructure and 'soft' behavioural change measures. This would serve to deliver the strategic themes identified in the emerging LTP3 as outlined below.
 - Provide Quality Alternatives (to the car)
 - Provide Strategic Links
 - Support and Implement Behavioural Change
 - Tackle Transport Emissions
 - Improve Public Streets and Spaces
17. The bid would also contribute to the emerging Low Emission Strategy by promoting less polluting modes of transport and encouraging a switch to alternative fuelled public and private vehicles.

18. It is also proposed that an 'area based' approach be taken in the bid. This will re-enforce the integrated transport approach by providing a geographic focus for targeting measures. Behavioural change measures, such as personalised travel planning, are resource intensive and it would not be realistic to put these types of measures forward for too large an area.
19. Government LSTF guidance stresses the importance of supporting economic growth and reducing carbon emissions. In developing the concept of an area based approach the following factors have been examined including through a mapping exercise. The analysis including the following categories: -
 - High areas of deprivation and car generation, i.e. household car ownership,
 - Air Quality Management Areas,
 - Corridors of high congestion,
 - Large scale employment areas, business and retail parks, and major trip attractors,
 - And following the Cycling City York programme, ongoing work with schools and major employers.
20. The proposed area based approach would have three elements to it:
 - City Wide – recognising that some measures/projects will need to be developed on a city wide basis
 - City Centre – given its focus for many journeys, the scope to address both economic and emission issues and the importance of the city centre as a transport hub
 - A Northern Quadrant of the City – fanning out from the City Centre (broadly covering the area between Malton Road and the River Ouse) and stretching to the villages.
21. The rationale behind the Northern Quadrant is that it includes major trip attractors and employment areas at Monks Cross, Clifton Moor, Nestle and York Hospital and key congested corridors into and out of York such as the A19 and Haxby and Wigginton Roads. A high proportion of trips to the Monks Cross and Clifton Moor areas are made by car compared to the city centre indicating that there is a greater opportunity for increasing sustainable transport modes. The proposed focus area also includes villages such as Haxby and Strensall that already have some good sustainable transport routes into the city centre but have high levels of car use particularly for trips to other areas of the city. The quadrant approach could then be rolled out across the rest of the City over time and subject to future LSTF funding.

Investment Themes

22. The list of schemes to be included in the bid will form a mix of revenue and capital programmes that can be delivered within the LSTF 4 year timescale that best meet the following criteria and are sustainable after the LSTF period, showing positive effects that lead to changes in travel behaviour, tied in with the developing LTP3 targets: -
- Carbon reduction contribution
 - Contribution towards better economic growth
 - Influence on travel behaviour
23. The identification of schemes will be based on the various consultations, feedback and evidence as mentioned above. Based on a review of this it is proposed that the following Investment Themes are reflected in the bid:
- **Public Transport Initiatives** – given the limited funding from this bid measures such as filling in the gaps in the real-time bus information system and access improvements and usage of bus timetables, as well as some capital works such as bus stop improvements and route reliability measures should help to pump-prime bus operators into investing more in York. Discussions are ongoing with operators to identify/develop LSTF projects that would help to kick-start further investment in low emission buses and promote technology change on bus fleets.
 - **Business Engagement** – this builds upon the existing work of the Council (including Sports and Active Leisure’s “Well at Work” health programme), Cycling City York and working in partnership with York Enterprise, all with the aim of delivering a travel planning service that demonstrates the benefits of modal shift, especially aimed at the larger employers to encourage their staff to travel and do business sustainably.
 - **Education and Campaigns** – Building upon the Cycling City York marketing and communications initiatives, this element would seek to market, communicate and promote the benefits (economic, health and environmental) of modal shift, why it should be done and promoting the various tools this bid would help deliver including the next bullet point,
 - **Health and Leisure** – development of maps, guided rides and walks, web-based tools including a walking journey planner and events to actively promote and encourage modal shift.
 - **School Engagement** – helping to take forward the school travel planning implementation works and cycling and walking initiatives that has been established over the last couple of years.

- **Capital Schemes** – While the majority of works will be revenue based as DfT have suggested, some key capital schemes will be promoted including: -
 - Public Transport improvements – Bus stop infrastructure (shelters, information etc.) and route reliability improvements (signal upgrades, junction improvements, provision of clearways)
 - City centre accessibility projects such as improvements to inner ring road junctions to assist pedestrian movement (e.g. St. Leonard’s Place and Rougier Street)
 - Key cycle schemes such as an outer orbital route between Monks Cross and Clifton Moor including a section of off road route along the A1237 between Haxby Road & Wigginton Road
 - Public rights of way schemes including a link with a public right of way between New Earswick and Huntington, better connecting both sides of the Northern quadrant.
 - Connection of Sustrans route 65 through Clifton Business Park providing an additional link to the riverside route
 - Continuation of the cycle audit works to improve the existing cycle infrastructure

24. Officers have already received a good amount of support from the various sectors that is demonstrable to DfT, further strengthening York’s bid and adding to the sustainability of what this bid will deliver post-LSTF, including elements of match-funding whether in kind, or financial.

Corporate Strategy

25. This bid contributes to a number of Corporate Priorities:

Sustainable City - There is considerable scope for encouraging a shift from single-occupancy car use when used for journeys within a 5-mile radius of the destination in York, to sustainable forms of transport. Further helping to meet the cities environmental and carbon polices

Inclusive City – While all sustainable modes combined can cater for all needs, abilities and disabilities, messages and promotion in influencing travel behaviour will be aimed at everyone as well as specific target groups including focusing on health, road safety and car trip generation points.

Healthy City - This funding will implement measures to encourage more people to choose sustainable transport both for commuting and leisure purposes given the added benefits of improved health especially when focusing on modes such as walking and cycling.

Thriving City - The benefits that transport bring are reflected in stimulating economic growth and the LSTF criteria has this as one of its two main criteria. This funding will help to develop and expand its services to businesses and organisations and develop better travel planning services; working with them to make their business more sustainable and profitable through sustainable transport measures and making York an even better place to live and do business in.

Safer City - This funding will also seek to continue and develop York's road safety work in partnership with 95Alive, the Police and Safer York Partnerships continuing their work in deterring cycle theft and promoting and enforcing greater respect on our roads from all road users. This will further support the cycle, scooter and pedestrian training York has, making it available to all.

Implications

26. **Financial** – Given the significant reduction in LTP funding the LSTF funds would represent a significant investment to take York further forward in developing a more sustainable city, which is critical for its continued success and growth, without which the momentum of previous works including LTP2 measures and Cycling City York may only just be maintained at best.
27. **Human Resources (HR)** – This funding will have a resource element to it and will be seeking within the bid to maintain the existing core Cycling City Team and expand this further to gain a small number of travel planning/ road safety officers including an Active Living Officer. These will deliver what agreed measures we would seek to take forward that best meet the solutions York needs, within the limitations of this funding.
28. **Equalities** – The measures will deliver a range of improvements and work to influencing everyone's travel behaviour, within the limitations of the funding and available resource and aid in providing residents and visitors to York with travel options to reach key areas around the city as a result of improved infrastructure improvements, information and signage. The EIA for both the LTP3 and Cycling City York has highlighted areas for consideration and will be noted and adhered to, taking account of all needs.
29. **Legal** – None at this time.
30. **Property** – None at this time.
31. **Crime and Disorder** – As mentioned, this funding will go further to supporting the work of the Police and Safer York Partnerships.

Risk Management

32. No risk at this time other than the potential of not being successful in York's LSTF bid and the subsequent reduction in the Council's capacity to deliver sustainable transport initiatives and measures.

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Assistant Director Strategic Planning and
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Report Approved

Date 17.02.11

Specialist Implications Officer(s)

Financial

Patrick Looker
Finance Manager, City Strategy
01904 551633

Wards Affected: all

All

For further information please contact the author of the report

Annexes included: -

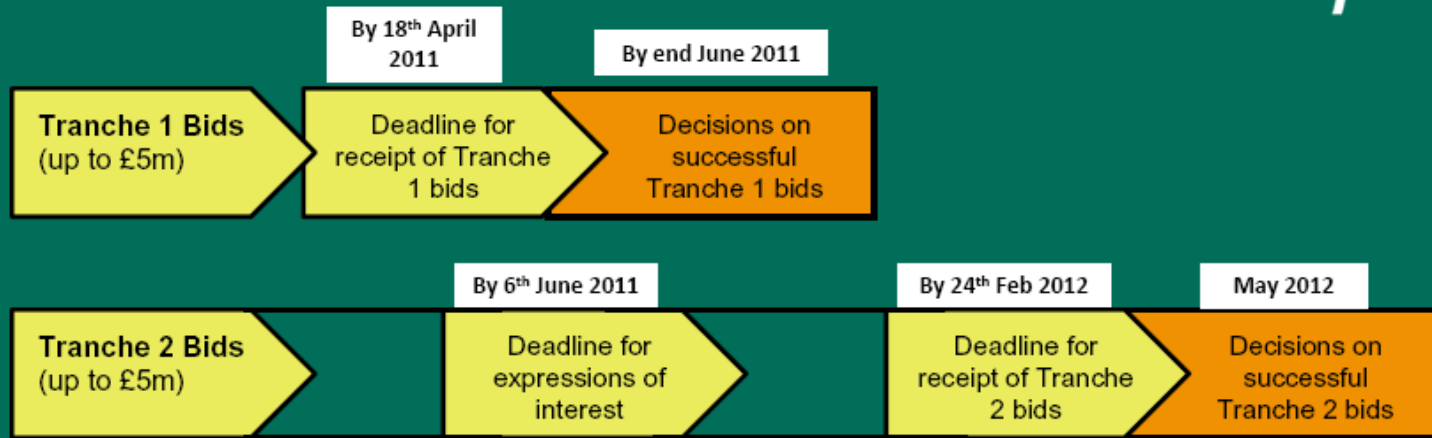
Annex A - Bidding options for transport authorities

**Annex B - Local Sustainable Transport Fund - Guidance on the Application Process
(published online only)**

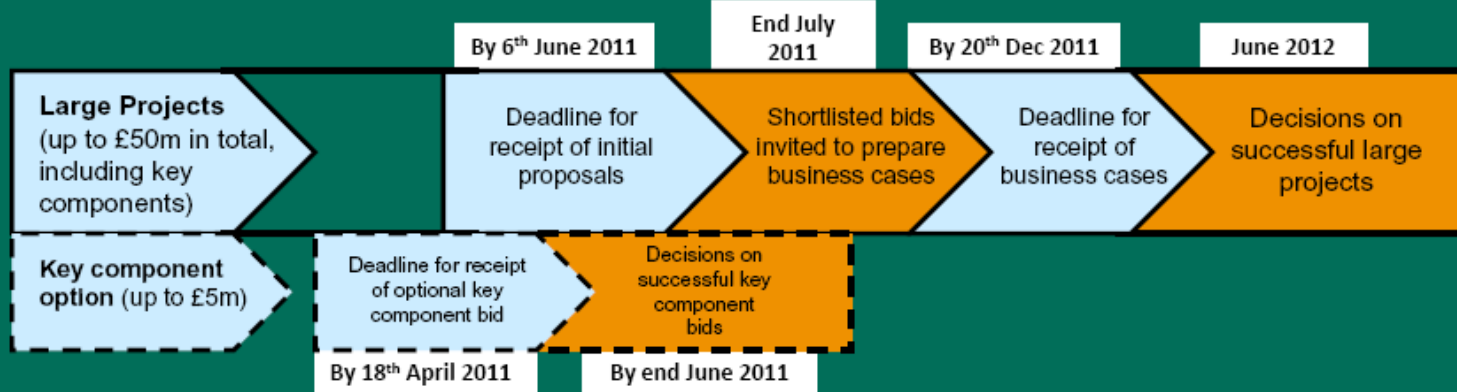
Bidding options for transport authorities

Department for
Transport

Small projects



Large projects



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Decision Session
– Executive Member for City Strategy

1 March 2011

Report of the Director of City Strategy

City Strategy Capital Programme – 2011/12 Budget Report

Report Summary

1. This report sets out the funding sources for the City Strategy Capital Programme and the proposed schemes to be delivered in 2011/12. The report covers the Integrated Transport allocation, the City Walls restoration allocation, and the Property Capital Programme. Other capital schemes in the City Strategy Directorate such as the Accommodation Review and the Community Stadium projects are presented in separate reports.

Recommendations

2. The Executive Member is requested to:
 - note the funding pressures on the Transport Capital Programme.
 - approve the scheme allocations indicated in Annex 1.

Reason: To implement the council's transport strategy identified in York's third Local Transport Plan (LTP) and deliver schemes identified in the council's Capital Programme.

Background

3. Subject to approval by Full Council on 24 February 2011, the City Strategy Capital Programme budget for 2011/12 is anticipated to be **£4,128k**, which is made up of two main sections: Planning & Transport (£1,999k), which includes Integrated Transport & City Walls schemes, and Property (£2,129k). The Planning & Transport budget includes £1,549k of Local Transport Plan (LTP) funding, and £300k funding from developer contributions.
4. Throughout the second Local Transport Plan period (2006/07 to 2010/11), the LTP Integrated Transport annual funding decreased from £4,478k in 2006/07 to £2,986k at the start of 2010/11, as part of a revised formula based approach.

5. Following the in-year budget cuts announced in June 2010, the LTP Integrated Transport allocation for 2010/11 was reduced further to £2,236k. The total Integrated Transport budget at the start of 2010/11 was £6,910k including Regional Funding Allocation (RFA) supplement, Cycling City Grant, Road Safety Grant and Developer Contributions. Following an initial review of budget allocations in June 2010, the government reduced the LTP and RFA elements and deleted the Road Safety Grant. The final Monitor 2 2010/11 Integrated Transport budget was therefore reduced to £5,804k.
6. The LTP Integrated Transport funding available for future years is significantly lower than previous allocations, as indicated in the following table. The Structural Maintenance LTP budgets are also provided for comparison.

LTP Budgets					
	2010/11	2011/12	2012/13	2013/14	2014/15
	£000s	£000s	£000s	£000s	£000s
Integrated Transport	2,986	1,549	1,652	1,652	2,323
Structural Maintenance	2,435	1,865	1,790	1,756	1,684

7. The full City Strategy Capital Programme also includes funding from council resources for maintenance of the City Walls, and the Property Capital Programme, which is also funded from council resources.
8. The funding allocated to the 2011/12 Integrated Transport Capital Programme and the comparable 2010/11 Integrated Transport Capital Programme at Monitor 2 (December 2010) is shown in the following table.

Integrated Transport Budget		
Funding	2010/11 (M2)	2011/12
	£000s	£000s
LTP Settlement	2,236	1,549
Regional Funding Allocation	1,680	-
Developer Contributions	650	300
Cycling City Grant	1,055	-
CYC Resources	60	60
Other Grant Funding	123	-
Total Budget	5,804	1,909

9. The lower funding levels means that the scope of improvements possible to deliver is significantly reduced unless alternative funding sources can be

identified. The government have reduced the number of funding streams available for transport schemes from 26 to 4:

- Block funding for highways maintenance (capital)
- Block funding for Integrated Transport schemes (capital).
- A local sustainable transport fund (capital and revenue)
- Major schemes (capital)

10. The block funding elements for maintenance and Integrated Transport schemes are distributed on a formula basis, whereas the Local Sustainable Transport Fund and Major Scheme funding are allocated on a bid basis.

11. The Access York Phase 1 Park & Ride scheme, which originally gained Programme Entry status in April 2010, is identified in the Development Pool of nationwide major schemes with a best and final funding bid to be submitted by September 2011, with a decision expected in December 2011. A bid is being prepared for the Local Sustainable Transport Fund for submission in April 2011.

Proposed Planning & Transport Programme

12. The proposed budgets have been split into a number of main blocks, which summarise the strategic aims of the third Local Transport Plan (LTP3) into related blocks of schemes. More details of the proposed allocations are included in the following paragraphs and in Annex 1. The allocations indicated in the table below include schemes committed in previous years and an allowance for overprogramming.

13. Overprogramming has been used over the last ten years to ensure that the funding allocation is fully spent within the year. This mechanism allows additional schemes to be developed and delivered if other schemes are delayed due to unforeseen circumstances.

14. The level of overprogramming has been kept to a much lower proportion (approx. 20%) than in the earlier years of the LTP2 period, due to the reduced budget allocation anticipated over the next four years. Overprogramming was set at £1,167k at the start of 2010/11, representing 40% of the LTP budget and 16% of the overall allocation.

Proposed Planning & Transport 2011/12 Programme	£000s
Access York Phase 1	80
Access York Phase 2	100
Multi-Modal Schemes	700
Air Quality & Traffic Management	175
Park & Ride	50
Public Transport Improvements	185
Walking	240
Cycling	410
Safety and Accessibility Schemes	150
School Schemes	175
Previous Years Costs	50
City Walls	90
Total Planning & Transport Programme	2,405
Over Programming	406
Total Planning & Transport Budget	1,999

15. The proposed programme for 2011/12 has been developed to support the five strategic aims of LTP3 and the Corporate Strategy. Due to the reduced level of funding available, schemes have been prioritised in order to make the best use of the available funding. The programme takes account of the anticipated progress delivering schemes in 2010/11, including those schemes that may carryover into 2011/12, and includes schemes that were developed in 2010/11 for implementation in future years. Owing to the sudden change in the available funding, 2011/12 is considered to be a transition year with a higher proportion of carryover schemes.
16. The Access York Phase 1 allocation (£80k) has been included to complete the design work on the Askham Bar site and prepare the final bid for submission to the DfT by September 2011. If the final bid is successful, additional resources will need to be added to the budget to progress the scheme, such as developer contributions, the value of the proposed site and sale of the existing Askham Bar site.
17. The Access York Phase 2 allocation includes the completion of the upgrade of the York Traffic Model, which has continued from 2010/11, and the cost of any completion works and payment of retentions for the A19/A1237 Roundabout Improvements scheme.

18. There are three schemes in the Multi-Modal Schemes block to be delivered in the year:

- Blossom Street Phase 2: £300k allocated for improvements between the Queen Street/ Blossom Street junction and The Mount bus gate close to Holgate Road. This scheme will include the upgrade of all of the traffic signals in the area to enable them to be linked to increase efficiency and capacity. A continuous inbound cycle feeder lane through to Queen Street will also be provided.
- Fishergate (Pedestrian Route to Barbican): £200k allocated for the provision of signalised pedestrian crossings to the central Fishergate island and through to the Barbican. This will improve accessibility and safety for pedestrians travelling to the Fishergate island and to the Barbican.
- Fishergate Gyratory Multi-Modal Scheme: £200k allocated for alterations to the road layout to improve safety for all users. This will involve narrowing traffic lanes and allocations and possibly widening of footways. It is anticipated that a trial operation of the proposed layout will be required before implementation.

19. The Air Quality and Traffic Management includes an allocation for further upgrades of the Urban Traffic Management & Control (UTMC) system across the city to maximise the capacity of the road network by linking the operation of traffic signals. An allocation has also been included for the further development of Phase 2 of the James Street Link Road (Heworth Green to Layerthorpe). The provision of the road is dependent on the progression of the development which the road passes through. It is anticipated that a planning application for the development and link road will be submitted in 2010/11. Depending on the duration of decontamination works, further resources may need to be allocated to the scheme in 2011/12.

20. An allocation has been provided for the upgrade of the Park & Ride bus stops and facilities at the sites and in the city centre.

21. In the Public Transport block, it is proposed to carry out a review of bus stop provision and bus routes in the city centre and develop options for improvement. Funding has also been included for work to roll out the installation of the Bus Location and Information Sub-System (BLISS) onto the remainder of the bus fleet (primarily subsidised services) and to improve rail/ bus interchange signage at York Station. A review of bus route reliability, particularly in relation to parked vehicles and junctions, will be carried out and low cost improvement measures undertaken where possible.

22. The Walking block includes funding for the completion of improvements to the Museum Street/ Library Square area, which started on site in late 2010/11, and an allocation for the implementation of schemes identified in the

Footstreets Review carried out in 2010/11. The implementation of a new shared-use path across Rawcliffe Recreation Ground, improving connections to the pedestrian network and linking to the new Rawcliffe primary school, will start in April 2011 following deferral last year. An allocation for the implementation of minor upgrades to pedestrian facilities, including dropped kerbs at junctions, has also been included in this block.

23. The main scheme in the Cycling block is the allocation for Links to the University Cycle Routes, which includes the second/third phase of the cycle route along Heslington Lane, and the design of an off-road cycle route along University Road to link to the University expansion scheme at Innovation Way. A grant funding bid will be submitted to Sustrans for 30% of the cost of the Heslington Lane route. A plan showing the existing cycle facilities in this area and the proposed new route is included in Annex 2 of this report.
24. Funding has also been included for the completion of Cycling City schemes from 2010/11, including links to the Orbital Cycle Route; a review of the cycle lane at the Clifton Green junction; and an allocation for minor improvements to cycle facilities and the development of schemes for future years.
25. The Village Access Schemes allocation has been included for schemes to improve access to public transport, walking, and cycling routes to and around villages, including the completion of a review of the Common Lane/ A1079 Dunnington junction and the proposed footway improvements over Howden Dike Bridge in Naburn, subject to the availability of a contribution from the Parish/Ward Council.
26. An allocation has also been included for the implementation of safety improvement schemes across the city, including schemes developed to reduce the number of accidents at identified cluster sites, address danger reduction issues raised by the public, manage speed along routes, and carry out a review of speed limits. Measures such as the provision of Vehicle Activated Signs will be considered at locations where a speeding issue meets the intervention criteria.
27. The School Schemes block includes an allocation for the continuation of the Safe Routes to School programme, which will include the development of a programme of work by working with schools, implementation of schemes identified in feasibility studies in 2010/11, and an allocation for a review of cycle parking at schools. Subject to a detailed review of costs, schemes will be progressed at Fulford, Joseph Rowntree, Danesgate, Robert Wilkinson and Wheldrake. If a suitable site is available, cycle parking will be provided at Elvington primary school – the last school in York without any cycle parking.
28. As in previous years, an allocation of £50k has been included to fund retentions, final completion works and items identified during the safety audit of the previous year's schemes.

29. The City Walls allocation will be used to continue the rolling programme of restoration of the monument. Subject to the acceptance of a bid for additional council resources on 24 February, the funds will be used to undertake repair work to the rear extension to Walmgate Bar, which is currently supported by scaffolding.

Property Capital Programme

30. There are three property schemes in the base Capital Programme for 2011/12, however additional bids have been submitted for consideration for funding from council resources. The final budgets will be confirmed at Full Council on 24 February.

Proposed Property 2011/12 Programme	£000s
River Bank Repairs	655
Acomb Office	1,394
Property Compliance (Asbestos & Fire Regulations)	80
Total Property Programme	2,129

31. River Bank Repairs – £717k was allocated to repairing the river banks and island between the sluice gate and locks in the Foss Basin area in 2010/11. Following delays due to high river levels, £655k of the funding was slipped into 2011/12 at Monitor 3. The scheme will now be progressed in 2011/12.
32. Acomb Office – £1,394k has been allocated to provide a community building on land acquired at the rear of Acomb Explore. The scheme is currently at the planning stage to determine the size and use of the building to enable a detailed cost to be established.
33. Property Compliance (Asbestos & Fire Regulations) – £80k has been allocated for works on council properties to ensure compliance with Asbestos and Fire Regulations.

Consultation

34. The capital programme was developed under the Capital Resource Allocation model (CRAM) framework and is subject to approval at Full Council on 24 February 2011. Whilst consultation is not undertaken for the Integrated Transport capital programme on an annual basis, the programme follows the principles of the Local Transport Plan and consultation is undertaken on individual schemes as they are progressed.
35. The council's third Local Transport Plan (LTP3) has been developed over the past eighteen months with the draft summary accepted by the Executive

Member on 1 February, with a full version due to be submitted to the 15 March Executive before being submitted to Full Council in April for formal adoption. The preparation of LTP3 included two phases of consultation with residents in autumn/winter 2009 and autumn 2010.

Corporate Priorities

36. The City Strategy Capital Programme supports the Sustainable City, Thriving City and Safer City elements of the new Corporate Strategy.
37. **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.
38. **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.
39. **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

40. The report has the following implications:
- **Financial** – See below
 - **Human Resources (HR)** – The lower funding levels (approx. 70% reduction) means that a reduced design/delivery team is required in 2010/11 and future years unless alternative funding sources can be found. The anticipated staff changes have been incorporated into the current City Strategy organisational review.
 - **Equalities** – There are no equalities implications. Schemes will be delivered in accordance with the Council's Equalities Systems and Standards
 - **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

41. The LTP allocation for 2011/12 was confirmed by the Department for Transport on 13 December 2010. Subject to approval at Full Council on 24 February 2011, the full City Strategy Capital Programme budget for 2010/11 is anticipated to be **£4,128k**. The programme will be amended to include carryovers from the 2010/11 Capital Programme in the City Strategy Capital Programme Consolidated Report to the July Decision Session meeting.
42. The programme is funded as follows.

Funding	2011/12
	£000s
LTP funding	1,549
Developer Contributions	300
CYC Resources (Library Square)	60
CYC Resources (City Walls)	90
CYC Resources (Property)	2,129
Total Budget	4,128

43. If the allocations proposed in this report are accepted, the total value of the City Strategy Planning & Transport Capital Programme for 2011/12 would be **£2,405k** including overprogramming. The overprogramming level of £406k is considered appropriate for the level of funding available in 2011/12 and the anticipated lower funding allocations in future years.

Risk Management

44. The Capital Programme has been prepared to assist in the delivery of the objectives of the Local Transport Plan. Owing to the lower availability of funding there is a risk that the targets identified within the plan will not be achievable. Alternative funding sources such as the Local Sustainable Transport Fund and Major Scheme process are being targeted to meet the shortfall.

Contact Details

Author:

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

Chief Officer Responsible for the report:

Richard Wood
Assistant Director Strategic Planning and
Transport.

Report Approved Date 16.02.11

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: 2010/11 Monitor 2 Report – 7 December 2010

Annexes

Annex 1: Proposed 2011/12 City Strategy Capital Programme.

Annex 2: Existing & Proposed Cycle Routes Around the University

Scheme Ref	11/12 City Strategy Capital Programme	11/12 Programme (Total) £1000s	Scheme Type	Comments
Access York Phase 1				
AY01/09	Access York Phase 1	80.00	Study	Completion of Askham Bar design, and submission of Final Bid to DfT by September 2011
Access York Phase 1 Programme Total		80.00		
Access York Phase 2				
AY01/10	Transport Model Upgrade - Completion	50.00	Study	Completion of upgrade and final validation of new model
OR01/09	A19 Roundabout Improvements	50.00	10/11 Costs	Allocation for minor completion works and retention payment for scheme completed in 2010/11
Access York Phase 2 Programme Total		100.00		
Multi-Modal Schemes				
MM01/11	Blossom Street Phase 2	300.00	Works	Improvements from The Mount bus gate to Holgate Road
MM02/11	Fishergate (Pedestrian Route to Barbican)	200.00	Works	Pedestrian crossing upgrades and improvements to route to Barbican Centre
MM01/08	Fishergate Gyratory Multi-Modal Scheme	200.00	Works	Alterations to road layout to improve safety for all road users - trial required before scheme can be implemented
Multi-Modal Schemes Programme Total		700.00		
Air Quality & Traffic Management				
AQ01/11	Urban Traffic Management & Control (UTMC) Projects	75.00	Works	Upgrades to Urban Traffic Management & Control system across the city
AQ02/11	Air Quality Diffusion Tubes	20.00	Works	Support for purchase of air quality monitoring equipment
JS01/09	James Street Link Road Phase 2	50.00	Study	Development of scheme; additional funding will be required if scheme progresses in 2011/12
AQ03/11	Electric Vehicle Charging Points	30.00	Study/Works	Investigation and initial installation
Air Quality & Traffic Management Programme Total		175.00		
Park & Ride				
PR01/11	Park & Ride Site Upgrades	50.00	Works	Continuation of upgrade programme
PR02/11	P&R City Centre Bus Stop Upgrades			
Park & Ride Programme Total		50.00		
Public Transport Improvements				
PT01/11	City Centre Bus Stop Improvements	50.00	Works	Review of bus stop provision & development of options for improvement
PT02/11	Bus Location & Information Sub-System (BLISS)	75.00	Works	Continuation of fleet installation
PT03/11	City Centre Accessibility (Public Transport)	20.00	Study	Review of city centre bus routes
PT04/11	Rail/ Bus Interchange Signage Improvements	20.00	Works	Improved signage at station
PT05/11	Route Reliability Review	20.00	Study/Works	Review of bus routes to identify locations that affect reliability eg: parking, junction layouts, and implementation of low cost measures
Public Transport Improvements Programme Total		185.00		
Walking				
PE01/11	Minor Walking Schemes	30.00	Works	Minor upgrades across the city, including dropped crossings
PE04/10	City Centre Accessibility (Museum Street/ Library Square)	70.00	Works	Completion of 2010/11 scheme
PE02/11	City Centre Accessibility (Footstreets)	50.00	Works	Implementation of schemes from Footstreets Review and City Centre Accessibility Framework
PE07/10	Rawcliffe Recreation Ground Shared-Use Path	90.00	Works	Construction of scheme slipped from 2010/11
Walking Programme Total		240.00		

Scheme Ref	11/12 City Strategy Capital Programme	11/12 Programme (Total)	Scheme Type	Comments
		£1000s		

Cycling				
CY01/11	Minor Cycle Schemes/ Cycle Scheme Development	50.00	Study/ Works	Minor improvement measures across the city; and development work for future years including access to city centre
CY02/11	Links to University Cycle Routes	200.00	Works	Implementation of Heslington Lane Cycle Route Phase 2/3; design of University Road cycle route to link with University expansion
Various	Completion of Cycling City Schemes	150.00	Works	Carryover schemes; links to Orbital Cycle Route; removing gaps in network
CY04/10	Clifton Green Cycle Lane Review	10.00	Study	Review of Clifton Green junction

Cycling Programme Total	410.00
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Safety and Accessibility Schemes				
Various	Village Access Schemes	50.00	Works	Schemes to improve access to public transport, walking, and cycling routes to and around villages
Various	Safety/ Danger Reduction Schemes	80.00	Works	Local Safety Schemes developed from review of accident records; Schemes to address danger reduction issues raised by the public
Various	Speed Management Schemes	20.00	Works	Schemes to address speeding concerns e.g. Vehicle Activated Signs; Speed limit reviews

Safety and Accessibility Schemes Programme Total	150.00
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School Schemes				
Various	Safe Routes to School	175.00	Works	Continuation of Safe Routes to School programme; implementation of schemes identified in 2010/11 feasibility studies
Various	School Cycle Parking Review		Study/ Works	Cycle parking review and installation

School Schemes Programme Total	175.00
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Previous Years Costs				
-	Carryover Commitments from Previous Years	50.00	-	Minor costs from schemes completed in previous years

Previous Years Costs Total	50.00
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Total Integrated Transport Programme	2,315.00
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City Strategy Maintenance Budgets

City Walls				
CW01/11	City Walls Restoration	90.00	Works	Repair works to Walmgate Bar

Total City Walls	90.00
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Total City Strategy Maintenance Programme	90.00
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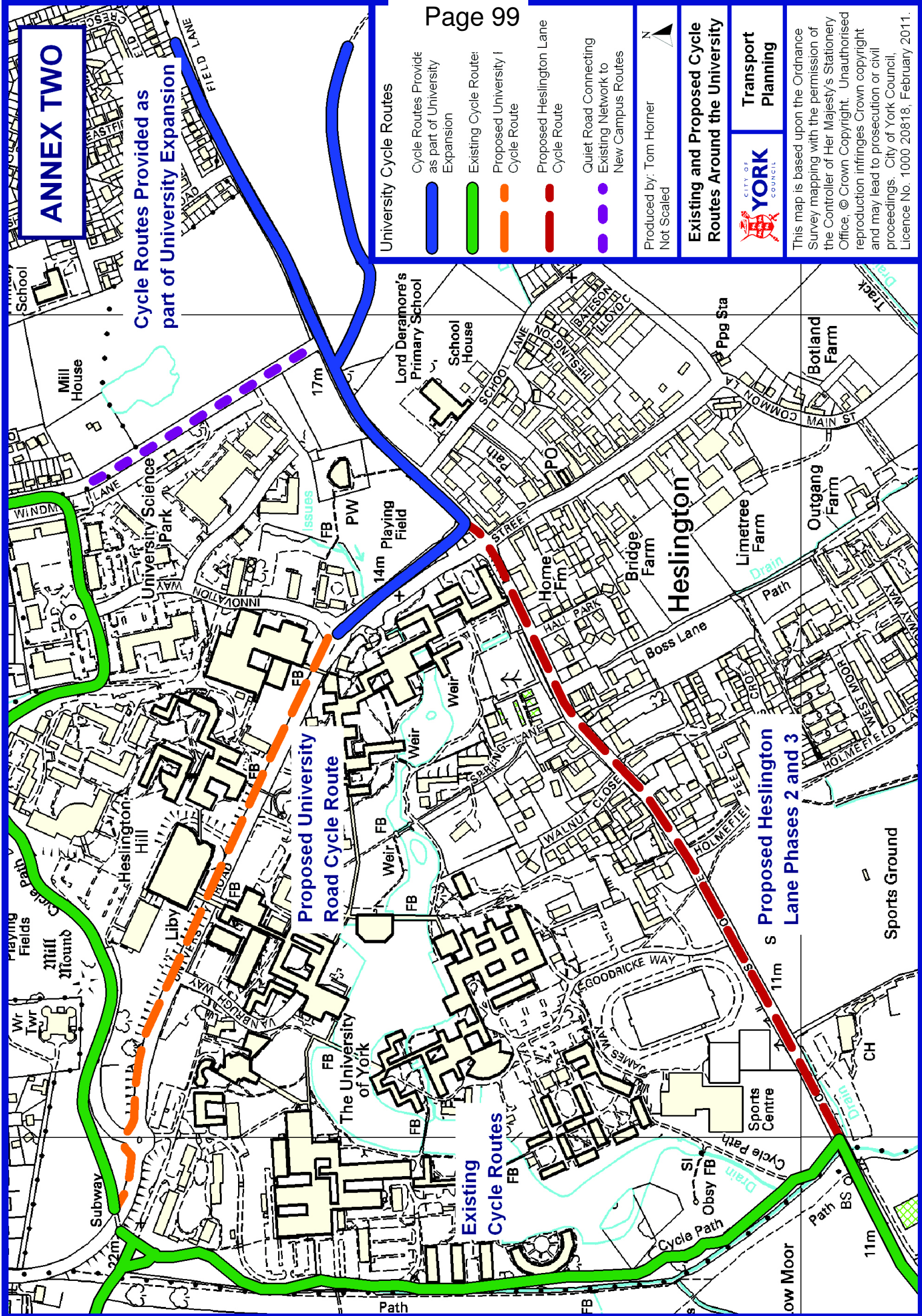
Total City Strategy Programme	2,405.00
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Total Overprogramming	406.00
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Total City Strategy Budget	1,999.00
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ANNEX TWO

Cycle Routes Provided as part of University Expansion



University Cycle Routes

- Cycle Routes Provide as part of University Expansion
- Existing Cycle Route:
- Proposed University 1 Cycle Route
- Proposed Heslington Lane Cycle Route
- Quiet Road Connecting Existing Network to New Campus Routes

Produced by: Tom Horner
Not Scaled

Existing and Proposed Cycle Routes Around the University



Transport Planning

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Decision Session
– Executive Member for City Strategy

1st March 2011

Report of the Director of City Strategy

Sunday Bus Services to Fulford and Naburn

Summary

1. This urgent report is written in response to information recently received from Arriva Buses Ltd regarding changes to bus routes 415 (Selby – York via Escrick) which is a commercial operation, and route 42 (Selby – York via Stillingfleet), which is currently wholly subsidised by North Yorkshire County Council, with a contribution from City of York Council.
2. On Sundays, and at times during the early morning and evenings on weekdays, route 415 operates via Heslington Lane and Fulford Broadway. Arriva have now indicated that they intend to amend the route with effect from April 18th 2011 so that all journeys will operate direct along Fulford Road. This will then leave the Fulford Broadway area devoid of buses at these times.
3. We are further advised that funding for evening and Sunday journeys on route 42 will be withdrawn with effect from April 18th 2011, leaving Naburn without any public transport provision at these times.
4. This report offers options for consideration by the Executive Member as to how the areas affected by these changes may be provided with some continued level of public transport provision despite the budgetary pressures faced by the Council.

Recommendations

5. The Executive Member is asked to note the contents of this report and to:
 - 1) Agree for Officers to seek an emergency short-term tender to provide a replacement bus service to Fulford Broadway and Naburn.
 - 2) Agree to a new, Sundays only, bus route linking Naburn Village with York City Centre via Fulford Broadway being incorporated in the package of routes about to be offered for tender, for inception from August 28th 2011.
 - 3) Agree to the withdrawal of funding to support the Sunday evening service on route 10 to offset the additional costs to the Council in obtaining a replacement for routes 42 and 415.
 - 4) Agree that while the loss of the early morning and evening weekday journeys to Fulford Broadway and Naburn are regrettable, the low level of usage

demonstrated makes it uneconomic for the Council to seek replacement facilities.

6. Reason: The Council has obtained from Arriva detailed loadings and revenue figures in respect of the affected journeys and undertaken its own surveys since being informed of the changes. The data suggests that whilst the usage does not justify the provision of individual bus services to each area, a single route serving both would meet the Council's criteria for revenue support.

Background

7. The 1985 Transport Act provides for bus companies to register, amend or withdraw commercially operated bus services at will, provided they give fifty-six days notice to the Traffic Commissioner.
8. Arriva have registered an amendment to route 415 re-routeing those journeys that currently serve Heslington Lane and Fulford Broadway to operate direct via Fulford Road, also with effect from April 18th 2011. This will then leave the Fulford Broadway area devoid of buses at these times.
9. As route 415 is a commercial operation, the Council have no legal powers to request Arriva to reconsider their decision to withdraw the route from Heslington Lane and Fulford Broadway.
10. On Mondays to Saturdays, the Council procure a regular bus service to Fulford Broadway. However, the Council have not needed to procure a Sunday service due to the facility offered by route 415.
11. The Council has obtained from Arriva detailed loadings and revenue figures in respect of the affected journeys and has undertaken its own surveys since being informed of the changes. The data obtained shows that there is significant demand for a continued service to Fulford Broadway.
12. North Yorkshire County Council have recently announced a total withdrawal of revenue support for non-commercial bus services that operate in the evenings and on Sundays.
13. Arriva have decided that it is not possible for them to continue operating route 42 at these times without any financial support and thus cancelled the registration with effect from April 18th 2011.
14. In the absence of any commercial registration being lodged by another operator for a replacement service, residents of Naburn Village will be denied access to public transport at these times.
15. Whilst the Council would not seek to replace withdrawn facilities outside of the borough boundary, the result of the decisions by both Arriva and North Yorkshire County Council will leave the Fulford Broadway and Naburn areas with poorer public transport provision than other areas of York.

16. Loadings figures obtained by the Council show that there is enough demand to support a continued Sunday service to Naburn. The data obtained is appended to this report in Annexe A.
17. All local authorities throughout England have had to review the level of service they can affordably fund following the comprehensive spending review. The current financial pressures faced by the Council and the change of circumstances with reference to routes 42 and 415 is believed to warrant a reconsideration of local bus expenditure priorities.
18. It is both practical and cost effective to satisfy the demand from both areas by providing a single service to both areas.
19. The estimated cost of procuring a Sunday daytime service to Fulford Broadway and Naburn Village is between £8000 and £10000 per annum.
20. The Council wishes to ensure all areas of the city are provided with an equal level of public transport but can only do so within the budgetary limitations set.
21. The Council currently provides support for operation of three round trips on route 10 during the late evening on Sundays. At all other times route 10 is operated commercially, with two operators providing competing services during the week.
22. Whilst the usage of these evening journeys meets the minimum criteria required for the Council to provide financial support, the numbers are lower than those shown to be using the existing services to Fulford Broadway and Naburn.
23. Under the Council's proposals for revisions to the supported bus network agreed by the Executive Member in December 2010, all areas currently served on Sundays would retain a bus service during the day on Sundays but route 10 alone would continue to receive support for late evening journeys on this day.
24. This would appear to unreasonably favour those areas served by route 10 and the Council feels it cannot justify continuing this support to the total exclusion of two other areas of the City.
25. The cost of providing the late evening service on route 10 is currently £6075.50 per annum, a figure expected to increase under re-tender.
26. The Council believes it is justified in transferring support from route 10 on Sunday evenings to a replacement facility to serve those areas that would otherwise be left without any such provision at any time on Sundays.
27. If this were accepted, it is estimated that the cost of obtaining replacement facilities to Fulford Broadway and Naburn on Sundays would require only a small increase in the Council's expenditure on procurement of non-commercial bus services, equivalent to approximately 0.3% of the total.
28. Within this, a limited daytime Sunday service can also be provided via weekday route 24 to Westfield, thus meeting the Council's aim of providing a similar level of Sunday bus provision to all areas.

29. Following a successful trial of providing a bank holiday service on routes 24/26, the Council proposes to offer a longer route through the full procurement process, (as outlined in the proposed timetables at paragraph 29), extending the service to Acomb and Westfield.
30. This extended service can be provided at little additional cost as the Council proposes only to replace routes 415 and 42 at a two-hourly frequency. A round trip from York to Naburn and back takes just under an hour, so it is proposed to use the time available between these journeys to provide the service to Westfield.
31. As this does not require any increase in resource, the only additional cost to the council over and above that quoted in paragraph 15 will be for the additional mileage operated.
32. Proposed time tables for
 - a) a short-term replacement service between York and Naburn to operate from April 18th until August 21st 2011 and
 - b) the service between Naburn and Westfield proposed to be incorporated in the tender process for operation from August 28th 2011

are attached to this report as Annexe B.

Consultation

33. The outcome of the Councils' review of the procured local bus network was presented to the Executive Member in December 2010.
34. At this decision session, the Executive Member indicated his support for the Council's proposed alterations to services to cater for the reduction in available funding.
35. Details of these proposals have been available for public consultation since December 2010. As yet no adverse comment has been received.

Options

36. The following options are presented for the Executive Member's consideration:
 - a. Agree to the Council seeking an emergency tender for a short-term replacement service between York and Naburn whilst adding the proposed Westfield – Naburn route to the upcoming procurement process and withdrawing funding for the Sunday evening operation on route 10.
 - b. Take no further action beyond the approval given in December 2010, accepting the withdrawal of evening and Sunday bus services to Fulford Broadway and Naburn.

Corporate Objectives

37. The recommendation meets the Council's objectives of providing an equitable level of public transport provision to all areas of the city not served by commercial bus services in the most cost effective manner.

Implications

- **Financial** – The proposal would require a small increase in the Council's expenditure on procurement of non-commercial bus services, equivalent to approximately 0.3% of the total.
- **Human Resources (HR)** - none
- **Equalities** – Total withdrawal of evening and Sunday service to the Fulford Broadway and Naburn areas would cause hardship to those unable to access other means of transport and could be seen as treating residents of the areas, particularly the young and disabled, unequally compared to others.
- **Legal** - none
- **Crime and Disorder** - none
- **Information Technology (IT)** - none
- **Property** - none

Risk Management

38. There is a risk that leaving the areas of Fulford and Naburn devoid of public transport on Sundays could impact unfairly on residents who have need to access facilities in York.

Contact Details

Author:

Nigel Purssell
Public Transport Planner
Transport Planning
Tel No. 1403

Chief Officer Responsible for the report:

Richard Wood
Assistant Director (City Development &
Transport)
City Strategy

Report Approved



Date

25 February 2011

Specialist Implications Officer(s) *List information for all*

Implication: Financial
Name: Patrick Looker
Title: Finance Manager
Tel No: 1633

Wards Affected: *Fishergate, Fulford, Guildhall, Wheldrake*

All

For further information please contact the author of the report

Background Papers

None

Annexes

Annex A – Loadings and revenue figures for routes 10, 42 and 415

Annex B – Proposed timetables for replacement Sunday bus service to Fulford Broadway and Naburn.

ANNEXE A – Loadings data**Service 415: Selby to York via Riccall****Sunday**

0905 to 1705 Ex Selby inclusive (17 journeys)

	Broadway Stage	Notes
Sun 10 Oct 2010	13	
Sun 17 Oct 2010	32	The Broadway fare stage towards York covers all stops
Sun 24 Oct 2010	22	along Broadway to Fulford Road/Derwent Road
Sun 31 Oct 2010	32	inclusive.
Sun 7 Nov 2010	25	
WEEKLY TOTAL	124	

Service 415: York to Selby via Riccall**Sunday**

0955 to 1755 Ex York inclusive (17 journeys)

	Broadway Stage	Notes
Sun 10 Oct 2010	10	
Sun 17 Oct 2010	6	The Broadway fare stage towards Selby covers all
Sun 24 Oct 2010	3	stops along Heslington Lane to Fulford Main
Sun 31 Oct 2010	7	Street/Germany Lane inclusive
Sun 7 Nov 2010	7	
WEEKLY TOTAL	33	

Service: 42

Depots: Selby
 includes all passengers boarding between York and Naburn on Selby bound journeys

04-Jul		11-Jul		18-Jul		25-Jul		01-Aug	
All Journeys		All Journeys		All Journeys		All Journeys		All Journeys	
Pass	Value	Pass	Value	Pass	Value	Pass	Value	Pass	Value
74	£49.80	59	£56.15	56	£41.00	58	£64.85	44	£31.20

08-Aug		15-Aug		22-Aug		29-Aug	
All Journeys		All Journeys		All Journeys		All Journeys	
Pass	Value	Pass	Value	Pass	Value	Pass	Value
53	£54.90	51	£36.35	48	£31.20	49	£46.30

05-Sep	
All Journeys	
Pass	Value
56	£33.45

12-Sep	
All Journeys	
Pass	Value
43	£29.20

ANNEXE B – Short and Long Term alternative bus services to Fulford and Naburn

1. Short term emergency tender, to operate until August 21st 2011

Bus 124 **York, Rougier Street - Fulford - Naburn Village**

Sundays and Bank Holiday Mondays only

YORK Rougier Street	10:10	12:10	14:10	16:10	18:10
York Piccadilly	10:15	12:15	14:15	16:15	18:15
Fulford Fulford Arms	10:20	12:20	14:20	16:20	18:20
Fulford Broadway Shops	10:23	12:23	14:23	16:23	18:23
Naburn Lane no.60	10:30	12:30	14:30	16:30	18:30
Naburn Howden Dike	10:34	12:34	14:34	16:34	18:34
NABURN VILLAGE Ferry Farm Close	10:36	12:36	14:36	16:36	18:36
NABURN VILLAGE Ferry Farm Close	10:40	12:40	14:40	16:40	18:40
Naburn Lane no.60	10:44	12:44	14:44	16:44	18:44
Fulford Broadway Shops	10:51	12:51	14:51	16:51	18:51
Fulford Fulford Arms	10:54	12:54	14:54	16:54	18:54
York Piccadilly	11:01	13:01	15:01	17:01	19:01
YORK Rougier Street	11:06	13:06	15:06	17:06	19:06

B. Long-term replacement

Bus 124**Westfield, Askham Lane - Naburn Village via City Centre, Fulford***Sundays and Bank Holiday Mondays only*

NABURN VILLAGE Ferry Farm Close	10:40	12:40	14:40	16:10	18:10
Naburn Lane <i>no.60</i>	10:44	12:44	14:44	16:14	18:14
Fulford Broadway <i>Shops</i>	10:51	12:51	14:51	16:21	18:21
Fulford <i>Fulford Arms</i>	10:54	12:54	14:54	16:24	18:24
York <i>Piccadilly</i>	11:01	13:01		16:31	18:31
York, <i>Merchantgate Stand</i>			15:01		
YORK Rougier Street	11:06	13:06		16:36	18:36
Livingstone Street	11:10	13:10		16:40	
Grantham Drive	11:15	13:15		16:45	
Lindsey Avenue	11:17	13:17		16:47	
Carr Lane <i>The Ainsty</i>	11:19	13:19		16:49	
Acomb <i>Front Street</i>	11:24	13:24		16:54	
WESTFIELD Askham Lane	11:27	13:27		16:57	

CODE:

TK - Starts from Cornlands Road, The Knoll, one minute earlier

WESTFIELD Askham Lane	TK	11:45	13:45	17:15
Cornlands Road <i>Shops</i>	09:47	11:47	13:47	17:17
Acomb <i>Tudor Road</i>	09:49	11:49	13:49	17:19
Acomb <i>Green Lane</i>	09:51	11:51	13:51	17:21
Acomb <i>Front Street</i>	09:53	11:53	13:53	17:23
Ridgeway St. <i>Aidan's Church</i>	09:55	11:55	13:55	17:25
Beckfield Lane <i>Boroughbridge Road</i>	09:59	11:59	13:59	17:29
Clifton <i>Kingsland Terrace</i>	10:05	12:05	14:05	17:35
YORK Rougier Street	10:10	12:10	14:10	17:40
York <i>Piccadilly</i>	10:15	12:15	14:15	17:45
York, <i>Merchantgate Stand</i>				15:44
Fulford <i>Fulford Arms</i>	10:20	12:20	14:20	15:50 17:50
Fulford Broadway <i>Shops</i>	10:23	12:23	14:23	15:53 17:53
Naburn Lane <i>no.60</i>	10:30	12:30	14:30	16:00 18:00
Naburn <i>Howden Dike</i>	10:34	12:34	14:34	16:04 18:04
NABURN VILLAGE Ferry Farm Close	10:36	12:36	14:36	16:06 18:06

DECISION SESSION – EXECUTIVE MEMBER FOR CITY STRATEGY

TUESDAY 1 MARCH 2011

Annex of additional comments received from Members, Parish Councils and residents since the agenda was published.

Agenda Item	Report	Received from	Comments
4	Low Poppleton Lane Road Closure Petition Pages 11 – 16	James Mackman Clerk to Nether Poppleton Parish Council	The Councillors were unanimous in agreeing that the rising bollard should be maintained so that the bus service can continue.
5	Evening and Sunday Bus Services to Rawcliffe and Skelton Pages 17 – 30	Bill Lumley Chairman Skelton Parish Council	Unfortunately Skelton P.C. will not meet in time for any of the deadlines set. However I feel sure the Council have would wished on behalf of Skelton residents to protest at the reduction in evening services in particular due to the severe lack of entertainment facilities in the village.
		Dee Boyle Howard Link, Rawcliffe, York	<p>As a resident of Rawcliffe I continue to be concerned about our current lack of an adequate evening bus service and the threat of what we do have being withdrawn on 1 April. To date, despite several letters, a recent petition from local residents and emails to you I have received nothing in writing informing me about what the situation is or letting me know when there will be any relevant council meetings that we could attend. I now gather from my neighbour that proposals for new bus routes will be drawn up this week and so I urge you to pass this letter on to whoever is undertaking this task so that they can include the concerns of actual ‘bus users’ in any discussions that take place.</p> <p>We understand that the ‘Keep York free of cars’ group have been petitioning to have additional Park & Ride buses put on to enable people to stay in York for the evening, going to theatres, restaurants etc and still be able to catch a bus back to their cars afterwards, thus keeping cars out of the city. York City Council appears to consider visitors to York in their future plans, even though at times it may seem that they get preference to York residents, and so we too would endorse this idea as with an extension to the Park & Ride bus service it would also be of benefit to us too. There are several hotels and guest houses along the route to Rawcliffe & Skelton but imagine how embarrassing it is for owners when people staying ask about buses between the City Centre and where they are being told “sorry you’ll have to take your car into York if you want to stay in</p>

		<p>Dee Boyle</p> <p>Howard Link, Rawcliffe, York (continued)</p>	<p>for the evening as there are no buses back to this area”. Not really an ideal ‘Welcome to York’ is it? Is this the type of welcome that York City Council wants to create as, if it is, visitors are not likely to make a return visit in the future. There are other cities where the Park & Ride buses stay running a half hourly service through until much later at night. Why can’t York Park & Ride routes operate later into the evenings? Surely if it works in one city it will work here as we have more visitors rather other cities in the north of England?</p> <p>I also understand that First York is also considering putting a 50p charge into people with bus passes using their buses on the Park & Ride route. Is this true? In any other circumstances I would agree with this charge and would have no hesitation in paying a small charge if this was to help provide or maintain local buses. However, I cannot agree with a bus company (First York) who already make a profit out of a bus route, namely the Park and Ride routes No 2, and who withdrew from providing the local bus service because it did not make a profit, now starting to charge pensioners to make even more profit. Surely York City Council cannot condone this action. I would not mind paying a 50p charge with my bus pass to use the local buses, especially if it meant we had a service running every hour into the evening, but not to keep a route running that mostly serves visitor to York and not local residents.</p> <p>Please consider resuming our evening bus service so that people can once again go into York at night to go to the theatres, evening classes, concerts, talks, special events or even just to meet up with their friends and family for a sociable meal out occasionally. Several of us have had to decline going onto various committees because we are unable to attend evening meetings. I had to also cease being a School Governor because I could no longer get home from the evening meetings and taxis were not an affordable option for me.</p> <p>The lack of buses in this area has meant that in effect a large chunk of York is left without buses in the evening. Please restore some sort of service to this area in your proposed new plans for bus routes. Please consult bus users when you draw up these plans and do not just rely on car drivers and none bus users who think they know best about how to plan routes as it has not worked in the past and no doubt will not work in the future. I, and several of my friends, who rely totally on buses would be more than happy to sit on a ‘bus users panel’ of some sort to assist in decision making at times like this so please consult us, don’t ignore us, as we would welcome being able to work together with the City of York Council to create truly effective and well used bus service for the future.</p>
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	Evening and Sunday Bus Services to Rawcliffe and Skelton (cont) Pages 17 – 30	Diana Robinson Manor Park Road, York Mr R Healey Howard Drive, York	Scanned representations attached. Scanned representations attached.
6	A19 Fulford Road Corridor Improvements – Request for 20mph Speed Limit fronting Fishergate and St George’s Schools Pages 31 – 56	Cllr Ian Gillies Conservative Group Leader	The 20mph should be contained as per the plan, which serves the two schools. Appreciate the comments regards the roads off Fulford Road regarding the 20mph. Leaving them within the 20mph area negates the needs for other signs, although in evidential terms they do not meet the criteria for 20mph areas.
		Officer comments	The public objection period ended on 18 February 2011 and no further objections were received.

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AGENDA ITEM 5 - re evening and Sunday bus services to Rawcliffe and Skelton

Summary

2: whilst effort is being made by the Council to retain a level of socially necessary (i.e. not commercially viable) bus services to all suburbs of the City, such provision of discretionary expenditure must be balanced against the general pressures on Council finances.

Could the council not look at the balance of needs in different areas? Some parts of York will need funding for services other than transport; in Rawcliffe transport is a quality of life issue.

3. The services referred to by the petitioners are currently subsidised entirely by North Yorkshire County Council and do not form part of the Councils' procured network. Thus any adoption of responsibility for funding continuation of these journeys would require allocation of funds from our existing budget.

As the report makes clear the NYCC-subsidised 29A and 31X evening buses will soon cease to operate. These Hodgson-operated buses arrive into York at 18.05, 20.09 and 21.12 and return at 20.15, 21.15 and 23.05 (the latter only on Friday and Saturday) so do not fit easily around any organised activity like evening classes, theatre performance times or society meetings; but from April no North Road bus will run outside evening commuter times.

The Park & Ride service is not subsidised by any council, as outlined on p18, point 9, but it

- finishes too early in the evening, running only until 19.45 from Rawcliffe and returning at 20.05 from York and
- is inaccessible for the less mobile who do not own a car as it is a long way from the majority of residents' homes. It should be noted that neither of the two intermediate stops referred to on p20, point 28, actually falls in Rawcliffe parish, serving only Clifton Park and Water End.

The focus of local concern is the No 22 bus which is expected to become the 19A/C in September, incorporating the No 14 route, but whose timetable will not extend into the evening beyond the current times of 18.45 from Skelton with the return at 19.15 from York.

The proposed new Sunday/ Public Holiday service, the No 112 from Bishopthorpe to Monks Cross, will provide a very limited day out as the first bus for the residents of Rawcliffe is not scheduled to depart until 11.24 and the last bus will return from the city centre at 16.50.

Quite apart from what looks like an oversight of the council policy to discourage car usage in this era of concern for sustainability, there is the important issue of social exclusion when many are, and will continue to be, denied educational and leisure chances that others enjoy. How is this justified when National Indicators 175 (ii) & (iii) are outlined for inclusion in LTP3?

Recommendation

5.2 Take no further action beyond the approval given in December 2010, accepting that the proposed network of subsidised services is the best that can be provided within the existing budgetary restrictions.

What are the budgetary restrictions now that central government funding to local authorities does not ring-fence particular sums of money for particular purposes like transport?

Following from that, what assurances can be given that any monies provided by the new 50p concessionary P&R fare will actually fund transport? If such revenue from the Rawcliffe Bar P&R service could help fund other transport provision in the area the measure might meet with more acceptance but it seems that nothing is ring-fenced now. As it stands, the P&R service contributes to the council's income (p20, pt27) Why should older, car-free residents of Rawcliffe who see little benefit from council transport spending (and whose lives are thus severely constrained) have to pay 50p on the occasions when obliged to use the P&R service while those in Clifton Without and Clifton are exempt?

6 Howard Drive, YORK, YO30 5XB

25 February 2011

To: Cllr. Steve Galloway, Executive Member

City Strategy:

Decision Session, 1 March – Agenda Item 5:

Dear Cllr.,

In respect of the above item, I am concerned about what has transpired in respect of services on A19 and Eastholme Drive serving Rawcliffe and Skelton, but will be unable to attend the Decision Session.

As a mostly daily user, I have appreciated the constancy and reliability of the 22 service currently available by York Pullman. The only problem encountered seems to be near evening peak in the Rawcliffe Lane, Water Lane area, largely caused by motorists using Brompton Road as a "rat run" to avoid other pinch points, but the extensive street parking on Brompton Road needs to be looked at. These hold-ups have prompted the operator to retime the last two journeys out of York to avoid significant late running.

My current concern is the proposals for new services are unduly complex in nature, which may prove to be of disadvantage to users, as it is well known that a regular simple timetable will be most attractive to passengers. I suggest that in the past operators have failed to adequately publicise their services, which accounts for low ridership, though there will be other factors. The Council should also be more promotionally minded, this also applying to Ward Committee and parish councils. The latter seem particularly dismissive toward bus use.

I note that your report is responding to a petition from a resident near to me, but I was not aware of it until the report was published. I have been to the most recent ward committee and spoke about revisions being considered, but was assured by a councillor that no cuts would take place.

I saw the proposals reported at your December session, but did not find the information easy to understand. The March report talks about consultation, (para 32) but I am not aware that any information has been put in the public domain – was it just the local councillors? I suggested to Rawcliffe Parish Council in January that they should do more to publicise/promote the local services in light of new rural services running along Shipton Road from early December – now 50 daily and provided largely on a commercial basis. Their response is awaited.

Reference to the Hodgson & Sons services to Easingwold, that I also use regularly, appears to dismiss any acknowledgement that they have any value for York residents or its economy. I hope you will agree there might be value in your officers talking with the operator, thinking about cutting costs and sharing support with North Yorkshire to continue the service at a more economic level. The report appears to suggest that there is no service from York at 20.15, which is not correct.

The provision of information at bus stops in the locality is far from satisfactory, and I hope your officers will be asked to improve the presentation especially thinking about reading timetables after dark and with failing eyesight.

I trust you will be able to consider the foregoing,

R Healey

