Notice of meeting of
Decision Session - Cabinet Member for City Strategy

To: Councillor Merrett (Cabinet Member)

Date: Monday, 21 May 2012

Time: 4.30 pm

Venue: The Guildhall, York

A G E N D A

Notice to Members – Calling In

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

10.00 am on Friday 18th May 2012 if an item is called in before a decision is taken, or

4.00pm on Thursday 24th May 2012 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 no later than 12.00pm on Monday 21 May 2012.

1. **Declarations of Interest**
   At this point in the meeting the Cabinet Member is asked to declare any personal or prejudicial interests that he might have in the business on this agenda.

2. **Minutes** (Pages 3 - 8)
   To approve and sign the minutes of the meeting held on **12 April 2012.**

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. On this occasion, the deadline for registering has been extended to **12:00pm on Monday 21 May 2012**. For details on how to register to speak, please see Democracy Officer contact details below.

   Members of the public may speak on:

   - An item on the agenda,
   - an issue within the Cabinet Member's remit,
   - an item that has been published on the Information Log for the current 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. **20mph Speed Limit Policy Approach.** (Pages 9 - 42)
   In May 2011 the new Council Administration was elected with a commitment to implement 20mph speed limits on residential roads across the city. In order to deliver this commitment a new policy approach is required. The proposed policy is attached as an annex to this report for the Cabinet Member's consideration.

5. **Strategic Cycle Route Prioritisation.** (Pages 43 - 64)
This report presents a draft revised strategic cycling network and prioritised list of strategic cycle schemes for consideration, and if approved, adoption by the council. Once adopted the list would be used to inform the future years' cycling infrastructure component of the transport capital programmes.

6. **How to Better Promote Sustainable Development in York.** (Pages 65 - 94)
The purpose of this paper is to consider York's current position / perspective and highlight where action can be taken to better promote sustainable development through the planning system across the City.

7. **Urgent Business**
Any other business which the Chair considers urgent under the Local Government Act 1972.

Democracy Officer:

Name: Laura Bootland
Contact Details:
- Telephone – (01904) 552062
- Email – laura.bootland@york.gov.uk

For members of the public wishing to register to speak at the meeting, please either contact the Democracy Officer by telephone during office hours or by email outside of office hours before the deadline below.

The deadline for registering to speak is **12pm** on **Monday 21 May 2012.**

For more information about any of the following please contact the Democracy Officer responsible for servicing this meeting:
- Registering to speak
- Written Representations
- Business of the meeting
- Any special arrangements

- Copies of reports

Contact details are set out above

Agenda Annex

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Would you like to speak at this meeting?
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** 12.00 pm on the day of 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.**

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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.

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Holding the Cabinet to Account

The majority of councillors are not appointed to the Cabinet (39 out of 47). Any 3 non-Cabinet councillors can 'call-in' an item of business from a published Cabinet (or Cabinet Member Decision Session) agenda. The Cabinet 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 Cabinet 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;
- Public libraries get copies of **all** public agenda/reports.

City of York Council	Committee Minutes
MEETING	DECISION SESSION - CABINET MEMBER FOR CITY STRATEGY
DATE	12 APRIL 2012
PRESENT	COUNCILLORS MERRETT (CABINET MEMBER)

47. DECLARATIONS OF INTEREST

At this point in the meeting the Cabinet Member is asked to declare any personal or prejudicial interests he may have in the business on the agenda. None were declared.

48. MINUTES

RESOLVED: That the minutes of the last meeting held on 8 March 2012 be approved and signed by the Cabinet Member as a correct record.

49. PUBLIC PARTICIPATION - DECISION SESSION

It was reported that there had been 2 registrations to speak under the Council's Public Participation Scheme.

Stephen Patten had registered to speak on agenda item 4 on behalf of residents of Cinder Lane. He advised that residents had concerns regarding safety issues as a result of the changes being proposed under the Access York Highway Works. He asked that a new independent stage 1 safety audit be carried out to consider all areas around the roundabout at the A59. He stated that the Manual for Streets 2010 guidelines were now being used and that in his opinion were less detailed and don't sufficiently cover the situation of 60mph traffic coming off the bypass to a 40mph road. He advised that the 2008 audit had recommended slowing down traffic exiting the roundabout, but he hadn't seen this being suggested. He asked that a new road safety audit be carried out in light of the amended scheme layouts.

David Gale who is a retired surveyor who had been involved in developments that involve road safety schemes spoke to advise that he is concerned about road safety issues. He pointed out that the introduction of a 3rd lane will increase traffic flow significantly in an easterly direction towards Cinder Lane and suggested that the stopping distance should be 90m. He reminded officers that Cinder Lane is a category A road. He also requested that a 30mph speed limit be considered. He stated that some interested parties had not been consulted and in respect of the safety issues he felt that the council was placing itself at risk if independently reviewed.

50. ACCESS YORK HIGHWAY WORKS CONSULTATION RESULTS AND DETAILED DESIGN.

The Cabinet Member for City Strategy considered a report which provided the results of the consultation and proposed responses to the planned improvements to the highway network for the Poppleton Bar and Askham Bar Park and Ride sites. It also provided an update in he changes that have been made to address issues identified during the outline design period. The report recommended that the amended scheme layouts should be approved to enable the scheme to be tendered in the summer/autumn of 2012.

The consultation leaflets and layout drawings were attached at annexes 1 and 2 of the report.

The Cabinet Member invited Officers to respond to the safety concerns and points raised by the registered speakers. They made the following comments:

- The stage 1 safety audit in 2008 was carried out with the same diameter roundabout as exists today. The Halcrow team which carried out the audit were from another Office that had not been involved with the scheme. Officers were satisfied the audit had been carried out legitimately.
- The stage 2 audit will be on the amended design and will include Cinder Lane.
- Manual for Streets are later guidelines based upon up to date research.

- The site is constrained due to the availability of land which restricts how far the roundabout diameter can be extended.
- More approach lanes are required to increase capacity and to enable traffic to cross the roundabout in line with the aims of Access York.
- Stopping distances are currently affected by vegetation. The intention is to meet 70 metres and increase to 100 metres.
- In response to the request for a 30mph limit, this wouldn't be in line with national guidelines and the Police do not support it either.

The Director for City Strategy assured those present that the stage 2 safety audit is an onerous process that will thoroughly check safety at the design stage.

In response to queries from the Cabinet Member, Officers confirmed that an environment will be created that will encourage speed reduction.

The Cabinet Member acknowledged the concerns of residents and requested that a report is brought back to him outlining the outcome of the stage 2 safety audit and that Officers should ensure that it is made available to residents.

RESOLVED:

That the Cabinet Member for City Strategy:

i. Noted the comments raised by the public, Councillors and interested organisations.

ii. Noted the Officer's response to the comments and the proposed amendments to the designs.

iii. Approved the further design development of the schemes in line with the amended layouts included in Annex 4 of the report to enable the project to be tendered in Summer/Autumn 2012 and be constructed in 2012/14.

iv. Approved the further review of speed limits on the A59 and authorised the advertising of Traffic Regulation Orders if required.

v. Approved the further investigation of traffic issues in Poppleton associated with the construction of the highway works and completed scheme to enable measures to be ready for introduction at the start of construction or as required during the works. Proposals to be presented in a further report to the Cabinet Member prior to the start of construction.

vi. Noted the comments made by the registered speakers in attendance at the decision session.

vii. Requested that a report detailing the outcome of the Stage 2 Safety Audit be brought to the Cabinet Member to a in consultation with Officers session for consideration and to ensure that it is available for residents.

REASON: To implement the Access York Phase 1: Park and Ride sites which will bring road congestion, sustainable travel and environmental benefits across the city.

51. AIR QUALITY ON SALISBURY TERRACE.

The Cabinet Member considered a report which updated on the results of a public consultation exercise undertaken in relation to the declaration of a new Air Quality Management Area (AQMA) in the Leeman Road area. A new AQMA is required due to exceedences of the health based annual average nitrogen dioxide objective along Salisbury Terrace.

City of York Council's Air Quality Progress Reports, submitted to the DepartmentEFRA in April 2010 and April 2011, identified a number of air quality monitoring sites outside the existing Air Quality Management Area (AQMA) where elevated concentrations of nitrogen dioxide had been monitored in recent years. One of these sites, Salisbury Terrace, had exhibited consistently elevated concentrations of nitrogen dioxide, and thus a 'Detailed Assessment' of nitrogen dioxide concentrations in this area was required by DEFRA.

A Detailed Assessment has now been carried out for the area of Leeman Road near Salisbury Terrace. Diffusion tube monitoring work has indicated that concentrations of nitrogen dioxide are above health based air quality objective values along a short stretch of Salisbury Terrace. Based on this Detailed Assessment, the declaration of a further AQMA is proposed in the Leeman Road area.

The Cabinet Member commented that the declaration of the further AQMA was a sensible approach and was happy to approve the recommendations.

RESOLVED:

That the Cabinet Member for City Strategy:

Approved option (a) and declared a new Air Quality Management Area, for the Leeman Road area based on the results of the public consultation exercise (Option 3, shown in an Appendix 1).

REASON:

The declaration on an AQMA, and preparation of a Further Assessment and Air Quality Action Plan will ensure that the council carries out its legal duties under the Environment Act 1995. LAQM is a statutory undertaking that contributes towards the corporate priorities on protecting the environment and protecting vulnerable people.

CLLR D MERRETT, Chair
[The meeting started at 4.30 pm and finished at 4.55 pm].

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Decision Session - Cabinet Member for City Strategy **21st May 2012**

Report of the Director for City & Environmental Services

20mph speed limit policy approach

Summary

1. In May 2011 the new Council Administration was elected with a commitment to implement 20mph speed limits on residential roads across the city. In order to deliver this commitment a new policy approach is required and is attached as an annex to this report.

2. After the above commitment was made it was agreed that two pilot sites would be developed to trial 20mph speed limits a) on a road where the average speed is greater than 24mph - an area covering South Bank and Clementhorpe and including Bishopthorpe Road and b) in Murton village where speed issues are slightly different. The report sets out the progress made to date at those pilot sites.

3. The Council has also received a number of petitions requesting 20mph speed limits on residential roads, namely, Grayshon Drive, Melwood Grove, Sherwood Grove, Alma Terrace and surrounding streets and an extension to the speed restrictions on Fishergate. This report contains a provisional city-wide roll out programme which addresses the petition requests.

Recommendations

4. The Cabinet Member is asked to consider:

   1) Agreeing the policy approach to delivering 20mph speed limits across the city

      Reason: To provide a consistent and transparent approach to implementation

2) Agree the provisional programme for roll out and therefore the response to the petitions in relation to implementation

   Reason: so that residents can be made aware of the order of delivery and enable the petitions to be considered as part of a wider area rather than new or extensions to an existing scheme.

3) Agree to larger villages being included in the roll out but delay implementation in the smaller villages until later in the process.

   Reason: to enable evidence to determine whether a signed only limit or another traffic management approach is most appropriate in the small villages.

4) Note the progress made on the South Bank scheme and agree to the trial in Murton village being put on hold until additional funding can be identified

   Reason: to enable the programme to trial affordable additional speed reduction measures that would be replicable across the city and that also work to reduce average speeds close to 20mph.

Background

Policy Approach

5. 20mph speed limit schemes are not the same as 20mph zones. A 20mph speed limit scheme is based on signing and relies on low existing speeds plus repeater signs to reduce speeds further, although it is possible to include minor traffic calming works as part of the scheme. A 20mph zone is signed only at the entry to the zone (so does not contain repeater signage) but includes traffic calming measures to physically slow traffic.

6. Evidence from schemes implemented elsewhere in the country suggests that 20mph zones are more effective in reducing speeds but are significantly more expensive. 20mph speed limits can reduce average speeds by 1-2 miles per hour where the average speed before introduction is 24mph or below. Where average speeds are higher than 24mph the reductions can be greater (6-7mph) but may still not reduce average speeds to 20-24mph.

7. Many 20mph schemes have been introduced primarily to reduce accidents, as speed is a major contributor to accidents occurring

and a key factor in survivability. There are however, many other advantages to 20mph speed limits, although more difficult to quantify they can include:

- Increased numbers of pedestrians and cyclists
- Improved air quality
- Improved health
- Greater interaction within the community
- Quieter neighbourhoods

8. Prior to May 2011 the Council had adopted a prioritisation approach to respond to requests and petitions for 20mph speed limits. This enabled the limited funding available to be used where it would have greatest impact in helping to reduce accidents and reduce speeds but also meant that delivery across the city was piecemeal.

9. In May 2011 the Council gave a commitment to rolling out a programme of 20mph speed limits on residential roads across the City. A new policy approach for implementation is required and is attached as annex A to this report.

10. The policy sets out a number of key issues and how they will be addressed. It focuses on:

- Roads that are automatically presumed to be included and those that are not
- Exemptions to the policy and how they will be considered and dealt with
- Additional measures required (subject to the results of the trial sites)
- Existing 20mph zones
- Signing of schemes
- Existing signs
- Consultation
- Marketing strategy

- Monitoring and evaluation

11. Main points relating to policy are set out in the following paragraphs. Using the hierarchy of roads descriptions contained in the Ordnance Survey 'Integrated Transport Network' layer, local streets which form the majority of the residential road network will be included in the roll out. All other classifications, A, B and minor roads, which form the more strategic or through routes will generally be excluded.

12. A, B and minor roads can be included by exception. The case for exception being where these roads, or sections of them, are of a character or nature where they would form clear natural extensions to adjacent residential areas which will become (or are already) 20mph. An exception report will be required and the decision will be made by Council officers in consultation with the Cabinet Member and North Yorkshire Police.

13. It is necessary that any road considered for inclusion has average speeds that are already low if a signed only scheme is to be successful. If average speeds are significantly higher than 24mph then additional low cost speed reduction measures will be required. The outcomes from the Bishopthorpe Road trial will inform what additional measures may be required.

14. All areas will be signed in accordance with the 'Traffic Signs Regulations and General Directions'. There is some flexibility to meet the requirement of 'regular' and a pragmatic approach will be taken to ensure that the scheme is signed legibly and sensibly but is not over signed.

15. Existing traffic calmed streets will keep their physical traffic calming measures.

Pilot schemes

16. Two pilot schemes were identified to test what additional measures may be required when the average speed on the road is above 24mph. Additional measures are required for two main reasons, firstly, if average speeds are significantly above the posted speed limit it brings the speed limit into disrepute and secondly the 20mph speed limit gives vulnerable road users the impression that the environment is safer than the reality if average speeds remain significantly higher than 20mph.

17. The first pilot is part of a scheme already agreed for implementation. The South Bank area to the west of Bishopthorpe Road was agreed as a 20mph speed limit area under the prioritisation process referred in para 8, in December 2009. Subsequent to the speed surveys and consultation being conducted there was a request to consider an extension to the scheme to include Clementhorpe, Scarcroft Road and Bishopthorpe road. See plan at Annex B.

18. The speed surveys revealed that average speeds on Bishopthorpe Road are 28mph and 29mph southbound near Norfolk Street and Rectory Gardens respectively. 26mph is the average northbound speed at both locations. There was concern from officers and North Yorkshire Police that implementing a 20mph limit on the road at these points would a) bring the speed limit into disrepute, b) give the impression that the environment is safer than it actually is and c) would generate further complaints about speed as it is unlikely that vehicles will travel at or near 20mph if average speeds are already above the posted speed limit.

19. It has been proposed that additional low cost measures, signing and lining and pedestrian crossing points would be included on Bishopthorpe Road to reduce speeds closer to 20mph. This element forms the 'trial' part of the scheme. If the measures are successful it may be possible to replicate comparable measures on other similar roads in the city that would otherwise be excluded.

20. The consultation with local residents regarding the extension to the South Bank scheme will have been sent out in mid April and will last for 3 weeks. Assuming there is support a Traffic Regulation Order will be drafted and advertised in mid May. If there are no objections the scheme will move forward for implementation as quickly as possible during June. If objections are received they will be considered through an Officer in Consultation (OIC) report.

21. A petition was received in October 2010 from Murton village, signed by 94 out of 100 households, requesting a 20mph speed limit in the village. As it is the intention to include the villages in the roll-out of 20mph speed limits it was decided that a village trial would be appropriate. As a result of the strong support shown in the petition, Murton was chosen as the second pilot site.

22. Speeds in the village have been the subject of complaint and Murton Way, Murton Lane and Moor Lane have all been through

the council's Speed Review process. Average speeds on each of the roads are set out in the table below. The outcome of the speed review process is that Police enforcement is provided on Murton Way (east of the A64) to deter speeding traffic and along with Murton Way has been forwarded to the Transport Projects team to consider whether there are appropriate engineering measures available to reduce traffic speed.

Location	**direction**	**Mean speed**	**85th percentile**
Murton Way (east of A64)	To village	34	42
	From village	36	42
Moor Lane	To village	27	30
	From village	27	32
Murton Lane	To village	31	36
	From village	32	38

23. As average speeds are significantly above 24mph additional measures will be required to reduce speeds closer to 20mph. There are various low cost, potentially replicable options available and these include:

    - Provision of gateways at entry points into the village
    - Use of lining to narrow the road at entry points to the village
    - Additional roundels marked on the road

24. It is officer opinion and that of the North Yorkshire Police, that speeds in Murton village will not be appreciably affected without significant traffic calming measures over and above those referred to in paragraph 23. It might be expected that the measures contained in paragraph 23 may reduce average speeds by 1-2mph. It cannot be expected that large reductions in speed would occur as the surrounding environment has not altered and remains relatively open and rural in nature. If a signed only or ineffective low cost scheme were to be implemented (without Police support) then it is

likely that the village would lose the current Police enforcement available to them.

25. A meeting with the Ward Councillor and Parish Council members took place on Friday 2nd December to discuss options that could be implemented. Both the Ward Member and the Parish Councillors are keen to see speeds reduced in the village and considered that it did not make sense to implement a scheme based on limited measures (so as to be replicable in other villages) that would not reduce speeds nearer to 20mph, when more significant traffic calming measures were more likely to have the desired effect.

26. Further internal discussion concerning funding has taken place and no additional funding has been found that would support more extensive and expensive speed reduction measures. Further discussions will commence with the Parish Council as to whether they are able to access other funding sources that would enable a more extensive scheme to be introduced. To implement a more extensive scheme as part of a pilot and stay within budget would mean more funding being allocated to Murton and fewer residential streets elsewhere would be provided with a 20mph speed limit.

27. It is proposed that larger villages e.g. Poppleton, Copmanthorpe etc are included as part of the phased citywide roll-out as they more closely resemble the urban area in road layout i.e. they have separate residential areas and through routes. It is further proposed that the smaller villages, such as Murton and Wheldrake etc, where the roads in the village are primarily through routes, should be left until the third stage of the roll-out. This will enable evidence already collected to assist in determining whether a signed only limit (with minimal traffic calming measures) would be appropriate or whether a different traffic management approach should be considered. If a different approach is required it is likely to be more expensive and additional funding will be required.

Marketing and Communication

28. A fundamental part of delivering the 20mph speed limits across the city is to focus on winning ‘hearts and minds’, encouraging compliance, and promoting understanding of how the policy contributes towards improving the quality of the places where we live. A communications strategy is being finalised that will help achieve these outcomes.

29. In communication terms it is important to focus on clear positive messages with supporting practical information provided to back up main messages. The aim will be to convey a sense of community, that the roads are ‘not just for cars’. The communications will need to communicate the benefits of the scheme - providing better places to live and vibrant communities.

30. To promote awareness of why 20mph limits are a positive step information to promote understanding will be provided around the following:

- The introduction of 20mph limits in our residential areas will help promote more considerate driving and increase our confidence about the safety where we live.
- This increased confidence will encourage more of us to make greater use of our streets for walking, cycling, playing or just ‘hanging out’ on.
- With fewer cars, places where we live will become safer, quieter and cleaner.
- With more people ‘out and about’ our streets will become even friendlier places to be.

31. A brand visual identity will be developed to communicate these messages to the public. Three different approaches will be developed and pre-tested with the target audience. Approaches will be testing including a direct ‘20mph’ brand identity as well as a more empowering ‘Our Streets’ brand identity approach.

32. To encourage compliance, underpinning the campaign will be the need to encourage drivers to adopt the slower driving speed; whilst the campaign is not primarily focused on accident reduction, this message does provide a strong emotional basis for compliance with the speed limit.

33. Supporting messages that focus on the practical aspects of the campaign will also be used along the lines of ‘Want to know more about 20mph in your area?’, whereby people are directed to the programme website, where they can get information such as where to go to find out more about the benefits of 20mph speed limits, how to find out more about your area and 20mph limits and how to find out about the City Council’s plans for implementing 20mph limits in residential areas across York.

34. A number of media channels will be used alongside the press, leaflets and posters. These will include a website developed to be the main focus of the campaign, with a call to action in all promotional activity to visit the website to find out more about the programme. The website will contain an overview of the programme, explaining to the public why this is a positive step forwards for York; this will be communicated positively but will be very factual and unbiased. It will be an information source with details of the programme, areas affected, schedule, timescales, consultation documents, and a FAQ page.

35. A Facebook page will also be set up to act as the focal online 'community' for the project. This will contain basic information on the project and will link through to the programme website where more details can be obtained. General updates will be posted when consultations open in each area and when the programme launches in new areas to maintain useful content for subscribers. This will be a cost effective way of empowering the residents in York to share it with friends to enable it to be virally distributed.

36. In addition existing channels of communication will also be used and the key messages will be reinforced through neighbourhood working with colleagues and partners.

Petitions

37. A number of petitions have been received requesting 20mph speed limits. Grayshon Drive, Melwood Grove and Sherwood Grove as well as Murton Village, Bishopthorpe Road, Alma Terrace and surrounding streets and Fishergate (an extension of the existing 20mph zone to the Lighthorseman pub. Murton village and Bishopthorpe Road have both been addressed in this report as trial sites. Grayshon Drive, Melwood Grove and Sherwood Grove will all be included in phase 1 of the roll-out of the 20mph programme. Alma Terrace and surrounding streets already have average speeds of between 15mph and 18mph. There is no evidence to suggest priority should be given to these streets ahead of others in the citywide roll out. The indicative programme set out in paragraph 40 contains more detail.

38. The existing 20mph scheme on Fishergate has had mixed results since its introduction. It should be noted that the 20mph speed limit on the A19 at Fishergate was only a part of other speed reduction measures in the area. Speeds reduced within the 20mph area by 2-

4mph; however none of the locations currently has an average speed of 20mph. Compliance with the speed limit has shifted dramatically. Prior to the introduction of the 20mph speed limit 7.9% of vehicles exceeded the speed limit southbound outside Fishergate Primary School. This figure now stands at 66.7%.

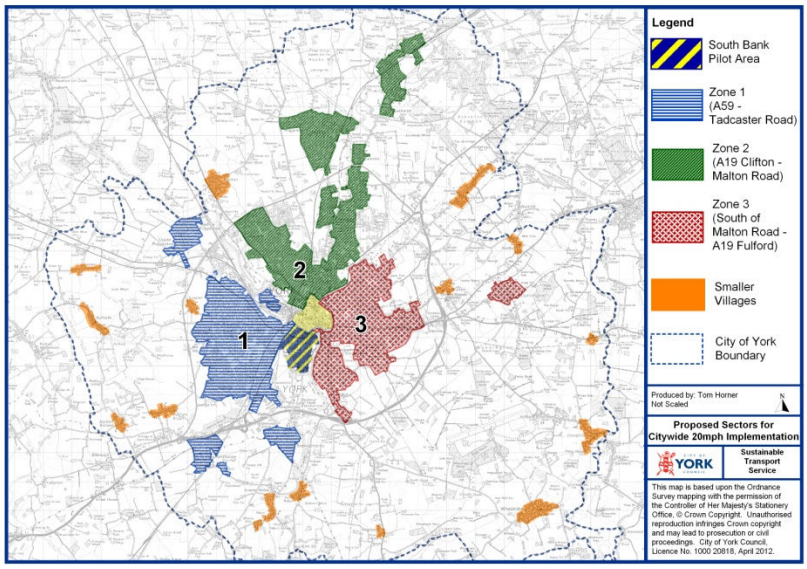
39. The North Yorkshire Police view on the existing Fishergate scheme is that they expressed their concerns before implementation of the 20mph limit. Failure of drivers to observe the limit could be to do with the fact that the site does not comply with Department for Transport (DfT) guidelines, the speeds were high prior to installation, it has been installed on a main arterial road and therefore has a lack of traffic engineering. The Police have suggested that consideration should be given to either engineering the limit in or removal all together and that serious consideration should be given to not extending the limit along Fishergate as this could in effect increase non-compliance still further.

40. Speeds on the stretch of Fishergate subject to the petition for the extension reduced by 1mph in both directions at the Grange Street junction and by 5mph southbound and 3mph northbound at the Grange Garth junction. Given average speeds on this section of road are generally higher than desirable for introducing 20mph speed limits officers have concerns over even lower levels of compliance than there currently is outside Fishergate Primary School. This section of route will be considered through the policy process when the citywide rollout reaches the Fishergate area.

Programme roll-out

41. The proposed programme contained in Annex A is indicative based upon funding availability. A commitment has been given to roll the programme out to all residential roads (within the policy). Initially

the city will be divided into three sectors (see the planbelow)



42. A phased implementation will take place over the next three. Full details of the programme of works e.g. dates for consultation, results, Traffic Regulation Orders, proposed implementation dates etc will be available in advance of each phase of delivery. Subject to consultation results it is proposed that sector 1 will be delivered in 2012/13, sector 2 in 2013/14 and sector 3 in 2014.

43. The more residential streets in the city centre area require further consideration as there is potential for a number of signs to be required adjacent to the city bars and walls. It is the intention that the city centre area would be rolled out as part of phases 2 and 3.

44. Existing 20mph areas will be revisited at the earliest opportunity to ensure they fit with the new policy and that there are no inconsistencies.

Consultation

45. Councillor Warters and Murton Parish Council were consulted on 2nd December and their response is included in paragraph 25. Further consultation will take place with the Parish Council regarding additional funding.

46. The leaders from the other political parties responded as follows:

    Cllr Gillies replied that he does ‘not support 20mph areas where there is no evidence of law breaking or accidents, in addition until the Police are in a position to enforce the restrictions they are of limited use’.

Officer response: The Police have indicated that in the locations where additional speed measures are required they would be willing to work with the council on the 'hearts and minds' and enforcement approach.

Cllr D'Agorne responded that 'if the intention is to achieve a consistent approach that especially benefits cycling and walking there should a different approach to the one you propose. Experience on the A19 with the Fishergate limit shows that there is a general 'acceleration away from' the end of a 20mph limit, even where the 20mph limit has been exceeded. This means that the point at which the limit ends must be carefully considered and only positioned beyond natural crossing points and side turnings into local roads. Furthermore, where a 'main' road is not wide enough to cater for on road cycle lanes 1.5m wide (CYC design guide minimum width) on both sides of the road, the limit should be 20mph within the urban area. This should be trialled initially as part of the sustainable travel work in the Northern Quadrant where walking and cycling are going to be promoted'.

Officer response: Where roads are to be included by exception then the extent and end point of the limit will be carefully considered as part of the process. 20mph should be implemented in locations where we can be reasonably confident that it will be self enforcing or only require limited speed reduction measures to achieve average speeds closer to 20mph which will then benefit walkers and cyclists.

The response from the Liberal Democrat party is attached as Annex C.

Officer response: Norman Baker MP advised at a recent 20mph conference that area wide 20mph speed limits provide a cost effective way of reducing speed. The programme being implemented in York is primarily aimed at improving the local environment for residents; promote more considerate driving and increasing confidence about safety on York's streets rather than accident reduction.

47. In relation to the petitions the ward members responded as follows:

Cllr Simpson-Laing replied that she 'welcomed the process is at last moving forward after years of inaction. 20mph has been shown to

make streets safer and better places to live and this is to be welcomed'.

Cllr D'Agorne responded in support of the Fishergate petition that, 'this is the only section of Fulford Rd now without cycle lanes or 20mph limit, and the crossing patrol man at St Georges School has complained to his superior that some traffic is still approaching from the south at too fast a speed to safely stop when he is working on the crossing. Extending the limit would help to ensure a slower speed more appropriate to the road and the pedestrian movements across it near the Light Horseman pub'.

48. North Yorkshire Police responded to specific items as highlighted in paragraphs 24 and 38. In relation to the policy and roll out of 20mph speed limits the current position of the North Yorkshire Police is that 'It is the expectation of the North Yorkshire Police for the City of York Council as the highway authority to discharge its legal responsibilities for the management of the highway. Therefore, we would expect the City of York Council as that authority to impose any 20mph speed limits with due regard to the Department for Transport Guidance and ensure that any imposition of such a limit results in vehicles travelling at an appropriate speed along that road. That said, the North Yorkshire Police broadly welcome this challenging initiative and look forward to supporting and working with the Council to implement a successful scheme.'

Options

49. A number of issues require decisions and these relate to the Policy, the petitions and the pilots in the South Bank area and Murton village.

50. Option 1 - Agree the policy as set out in Annex A which clearly sets out the roads that are presumed to be included in the first instance and those that are not, and how any exceptions to the policy are derived and implemented.

51. Option 1a – Agree in principal the proposed programme roll-out (subject to further budget discussions) and therefore the timetable for addressing the petitions relating to Grayshon Drive, Melwood Grove, Sherwood Grove, Alma Terrace and Fishergate

52. Option 1b - Agree that the larger villages should be included as part of the citywide rollout of 20mph speed limits but that the smaller

villages where there are predominantly only through roads, usually with higher average speeds, should be delayed until later in the process.

53. Option 2 – Do not agree the policy.

54. Option 3 – Note the progress on the South Bank scheme extension and agree to the Murton village pilot being put on hold until additional funding for more extensive measures can be agreed.

Analysis

55. Option 1 **–** Provides a clear and transparent process for identifying the roads across York that are automatically included as part of the process and those that are excluded or would need to be treated as an exception. It provides a mechanism whereby exceptions are regularly monitored.

56. Option 1a - The proposed order of the roll-out across the city delivers the area containing three of the petitions as the next phase for delivery. The Acomb area already has a large proportion of 20mph zones and would enable a large area of the city to be covered by 20mph speed limits relatively quickly. The programme divides the city into manageable sectors to consult and deliver and would enable delivery over the next three years. Alma Terrace already has average speeds below 20mph. As Fishergate is one of the main arterial roads into the city with higher average speeds than a ‘local street’ this petition request needs to be considered in line with the ‘exception’ element of policy set out in this report. The area would be considered as part of the citywide roll out of 20mph speed limits when the surrounding areas are considered rather than as a single extension to an existing scheme

57. Option 1b - The evidence from the smaller villages is that average speeds are significantly above 20mph. A signed only limit is unlikely to reduce speeds as the surrounding environment does not suggest to drivers that they need to slow down. Limited, low cost traffic calming measures are similarly unlikely to significantly slow traffic and a more extensive and expensive traffic management approach will be required to reduce speeds closer to 20mph. If the smaller villages are moved to the final stage of the process it will enable evidence from the other areas to be used to establish the best way forward and provide time for additional funding for more extensive measures, that may be necessary, to be sought.

58. Option 2 – The Council would still have an ad hoc approach to delivering 20mph speed limits on roads with higher average speeds. This would be open to interpretation and inconsistency in delivery.

59. Option 3 – The South Bank scheme is progressing and subject to consultation should be in the implementation phase in June. In Murton additional low cost measures are unlikely to be supported by the Parish Council or the Police as they will not significantly reduce speeds. If additional funding sources are not available the village can be revisited at a later point in the process once data from other areas of the city is available.

Council Plan

60. Establishing 20mph speed limits in residential areas is specifically set out as a priority action in the Council Plan as part of Get York Moving in order to improve quality of life, make areas safer and encourage more walking and cycling.

Implications

61. **Financial** – Capital resources have been allocated for the delivery of this project. A revised cost estimate of £500,000 (revised down from £750,000 due to reduced signing requirements and economies of scale) is anticipated to be sufficient for delivering the scheme. This will need to be reviewed as the scheme is delivered. A capital allocation of up to £100,000 has been made for 2012/13 to cover the cost of additional speed reduction measures.

    Human Resources (HR) – A 20mph project officer will need to be recruited and can be resourced from the project allocation.

    Equalities - None

    Legal – A Traffic Regulation Order will need to be made for each of the sectors of the city. Any objections will need to be addressed through the established formal process.

    Crime and Disorder – A marketing and awareness programme is being established to encourage compliance with the new speed

limits. The Police are not expected to provide additional enforcement as part of this process. Where compliance cannot be established any speed complaints will have to be processed through the existing speed review procedure.

Information Technology (IT) - *None*

Property - *None*

Other - *None*

Risk Management

61. The risks are considered to be low. The main risks are to reputation in the form of overall delays to the roll out of the programme, and cost overrun if a significant amount of additional speed reduction measures are required.

Contact Details

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Strategic Planning & Transport **01904 551372**	**Report Approved** √ **Date** 11.05.12
Simon Parrett ***Transport Policy & Modelling Manager*** ***Strategic Planning & Transport*** ***01904 551631***	

Specialist Implications Officer(s) *List information for all*
Financial
Patrick Looker
Finance Manager
Tel No. 01904 551633

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

For further information please contact the author of the report

Background Papers:

DfT Call for comment on Speed Limit Circular December 2009
http://webarchive.nationalarchives.gov.uk/+/http://www.dft.gov.uk/pgr/roadsafety/speed-limits/pdf/guidance.pdf

DfT "Setting Local Speed Limits" August 2008
http://www.dft.gov.uk/topics/road-safety/speed-management

DfT "Traffic Signs Manual Chapter 3 – Regulatory Signs

Annexes
Annex A – 20mph speed limit policy
Annex B – Plan of the South Bank 20mph area.
Annex C – Response from Liberal Democrat party

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Annex A

20mph speed limit policy

Summary

1. Local highway authorities are "*encouraged 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.*" (Speed limit circular DfT 2009)

2. The same circular also states that the DfT *"wants to make it clearer that highway authorities have flexibility in the use of 20 mph zones and limits, and should apply the option best suited to the local circumstances and that brings most benefits in terms of casualty reductions and wider community benefits."*

3. This policy defines the set of guiding principles that will be used in York to influence decisions about the setting of 20 miles per hour 'signed only' speed limits on roads over which the City of York Council acts as the Highway Authority.

4. The policy covers four main areas:

   - Coverage - where the policy is to be applied.
   - Inclusion and exclusions - which roads are included and which excluded
   - Signing policy - the principles of the implementation of the policy
   - Delivery - how the policy will be delivered

Policy Approach

5. The policy defines a high level procedural approach to the setting of new 20mph limits. The key steps in this procedure are

   - Split the city into sectors
   - Subdivide each sector into the main residential areas

- Apply inclusions by road type
- Apply exclusions by road type
- Raise exceptions to inclusion and exclusion using existing evidence base
- Collect new speed data for exceptions and general scheme monitoring
- Review exceptions
- Redefine area boundaries where necessary
- Draft the signing plans according to signing policy
- Produce the draft area plans for consultation
- Review
- Apply marketing and communication strategy
- Consultation and revision
- Advertise traffic order
- Implement signing scheme
- Undertake monitoring and evaluation

Coverage

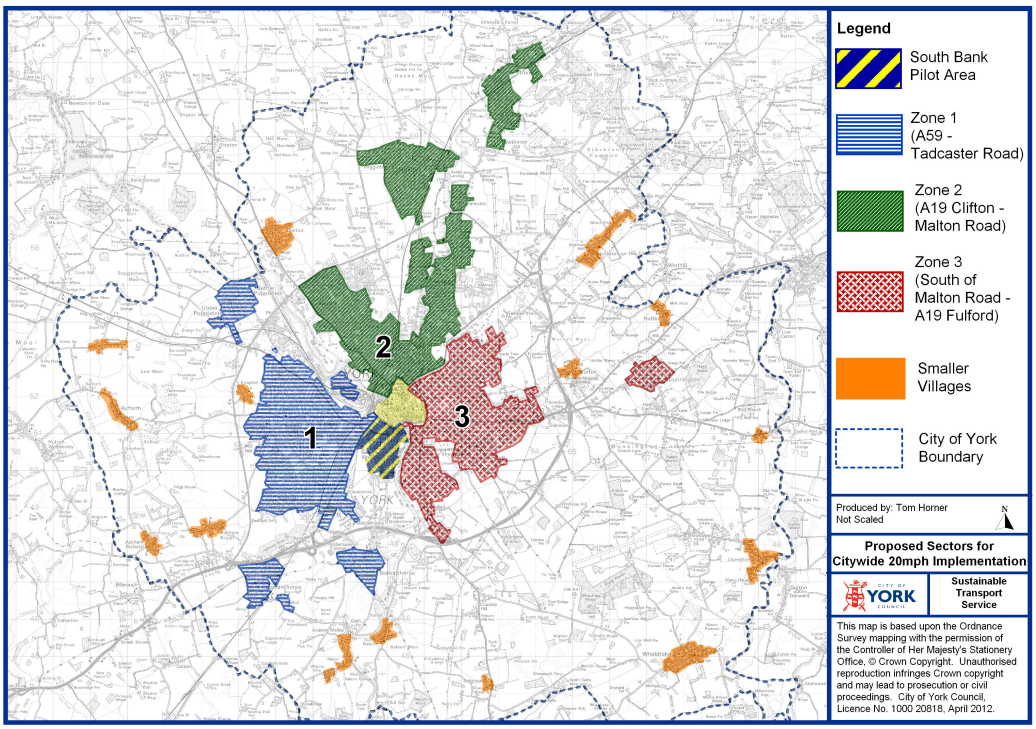
6. DfT Circular 01/2006 'Setting of Local speed Limits' states that *"Traffic authorities have the flexibility to set local speed limits that are right for the individual road, reflecting local needs and taking account of all local considerations…" and that "Speed limits should be evidence-led, self-explaining and seek to reinforce people's assessment of what is a safe speed to travel. Speed limits should encourage self-compliance ..."*
7. The setting of appropriate speed limits, including signed only 20 mph limits, is at the discretion of the local traffic authority. However when setting these limits the advice from government is that the process should be evidence led in order that the set limits encourage self-compliance.
8. There are two main considerations that need to be taken into account when deciding which roads are appropriate for setting of a 20 mph speed limit:

    - 'the roads physical characteristics' - its nature
    - 'how the road relates to its area' - its context

    Between them, these help the policy implementers understand how people will respond to the new lower limit both as residents, and users. This local understanding of individual road character needs to be used to make the decision about whether the new limit is

appropriate. If the nature and context of the road is such that it does not encourage slower driving speeds it is unlikely that a signed only limit will succeed in achieving the desired reductions in speeds. Setting of inappropriate speed limits increases the level of non-compliance, risks bringing the law into disrepute and will inevitably lead to additional demands for enforcement and pressure on policing resource and should therefore be avoided.

9. Initially the city will be split into three sectors; West of the River Ouse, Northern Sector and South-Eastern sector (plan 1). A phased implementation within each sector will take place over the next three to four years. Villages will be treated as separate areas, given that signed only speed limits may not be an appropriate method of reducing speed in these locations. The larger settlements will be covered by this policy, these being, Haxby, Wigginton, Strensall, Upper and Nether Poppleton, Bishopthorpe, Copmanthorpe and Dunnington. The remaining, smaller, villages will be treated on a bespoke basis after the urban area and larger villages have been completed.



Plan 1: Sectors: (all maps reproduced under licence from the Ordnance Survey: CYC Licence number 1000 20818)

10. Each sector will be subdivided into sub-areas defining the main grouping of primarily residential settlement. A combination of GIS digital mapping, aerial photography combined with local knowledge

will be used to help identify and define the boundaries of the extents of these areas see figs 1,2,3 and 4.

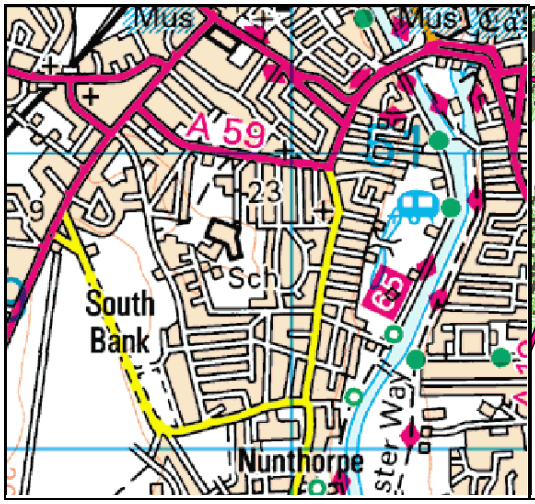


Figure 1 OS Mapping

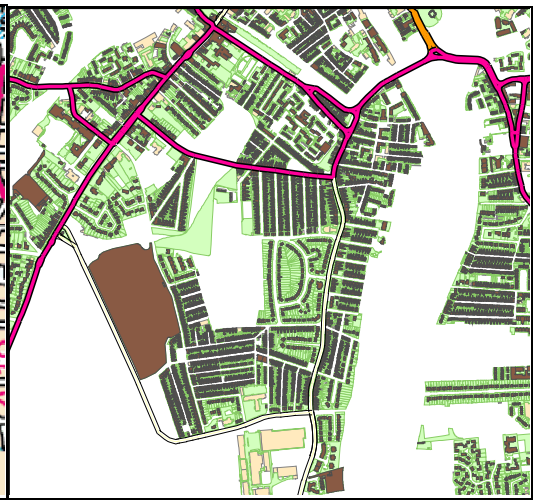


Figure 2 OS Master Map

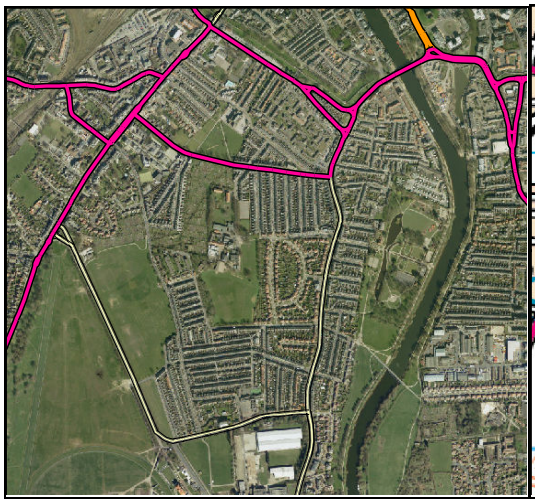


Figure 3 Aerial Photography

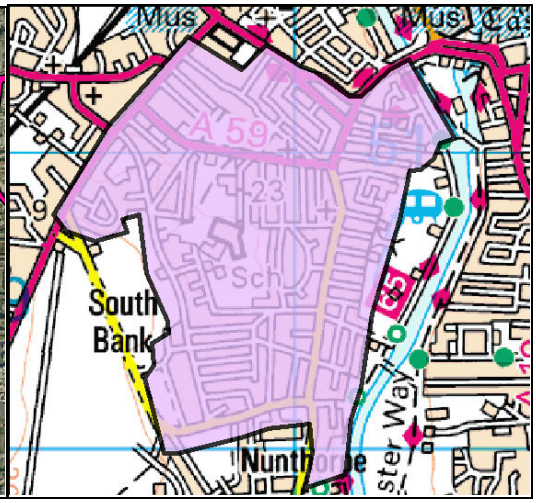


Figure 4 Area extent defined

Inclusion and exclusions

11. The Ordnance Survey defines in the 'Integrated Transport Network™ Layer' (ITN) a hierarchy of road definitions. These definitions include; A Roads, B Roads and 'Minor Roads' along with 'Local Streets' (Figure 5). The A, B and Minor classifications of road form the more strategic road network and the more major through routes. The ITN definitions do not fully take into account local factors, such as bus and emergency routes. The ITN definitions will be used as a consistent starting point for deciding on the initial inclusion or exclusion of roads under the policy.

12. Local Streets, as defined in the ITN layer, forming the majority of residential road network in the defined areas will in general be included in the 20 mph limit, whereas roads with other classifications forming the strategic network will initially be excluded.

Figure 5 ITN Road Hierarchy

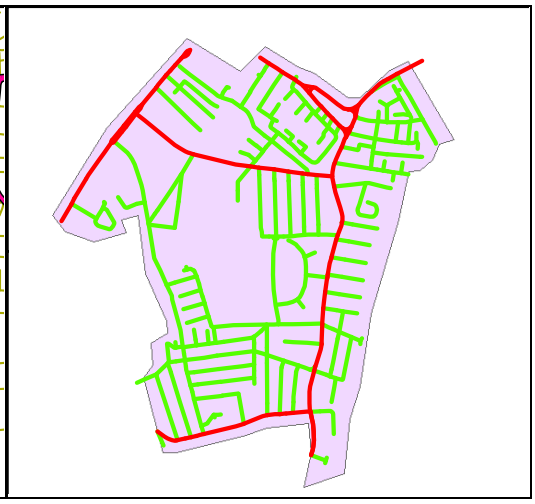


Figure 6 A, B, and Minor Roads excluded (red) 'Local Streets' included (green)

Exceptions

13. A, B and minor roads can be included in the 20 mph limit, but only 'by exception'. The case for exception is where these roads are of a nature and character where they would form clear 'natural extensions' to adjacent residential areas which will become (or already are) subject to a 20 mph limit under the policy. A natural extension is defined by having an adjacency, or through its use, such as high pedestrian or cyclist activity. The decision to make an exception will be taken by council officers in consultation with the police based primarily on empirical evidence, although it will take into account results of public consultation and cabinet member view via 'officer in joint consultation'.

14. It is necessary that any road considered for inclusion has average speeds that are already low. Current guidance suggests that average speeds need to be 24mph or less for the successful introduction of a signed only speed limit. If significantly higher speeds are indicated then it will be necessary to implement additional speed reduction measures. These speed reduction measures might include additional signing, gateway features, road narrowing and traffic islands. Where additional measures are

deemed necessary and the road is to be included in the 20mph speed limit policy the measures will be monitored post implementation to ensure their efficacy. This applies to both the local streets included by default and to the exceptions. In cases where higher speeds are indicated on local streets they will also require an exception report. It should be noted that implementation will be on a signage only basis. The citywide roll out of 20mph streets will therefore, initially, be progressed on the understanding that no additional speed reduction measures will be part of a scheme for residential roads not included under the exception procedure. Therefore, for a road with higher than recommended speeds to be included three criteria must be met. These being; the road must be residential in nature or a clear natural extension to adjacent residential areas, funding must be available for additional speed reduction measures and council officers and the police must agree that any proposed speed reduction measures and 20mph speed limit could achieve speeds of, or at least very close to 20mph.

15. Evidence from speed detection radar logging devices, GPS average speed tracking, police monitoring and the accident record will be used to influence the decision to include or exclude roads from the limit.

16. If speeds on included roads fail to reduce to an acceptable level post implementation of limit they will remain on the exception list and their inclusion reviewed according to criteria and timescales set out in the ‘exception report’.

Exception Reporting

17. In cases of exception an ‘exception report’ will detail:

- The reason(s) for inclusion (or exclusion)
- Evidence of speed and accidents
- Any measures taken to reduce speeds
- Any targets for speed reduction
- Future monitoring regime
- Future action to be taken should speeds not reach targets
- Timetable for the above

The decision to make an exception will be made in consultation with the police and will take into account the views of local residents and other people affected.

Sign Policy

18. All new signage will be in accordance with the 'Traffic Signs Regulations and General Directions' and follow the advice provided in Chapter 3 of the 'Traffic Signs Manual'.

19. It is a requirement in the TSM to sign the change of speed limit with 'terminal signs' and to have repeater signs placed at regular intervals within the bounds of the limit. The size of the terminal signs is 600mm in diameter positioned on both sides of the highway, within 50m of the start of the limit. The repeater signs need to be 300mm in diameter and placed at regular intervals and usually positioned on alternate sides of the highway. There is some flexibility within TSM on the required spacing of the repeater signs to meet the requirement of 'regular' repeater signage.

20. The policy to be adopted is that 20 mph repeater signs will be placed in line with or more frequently than the recommended maximum spacing on the longer sections of road (greater than 300m). Signs will usually be placed on alternate sides of the road.

21. Roads shorter than 300 meters in length will have the following policy applied:

    - Roads that are no-through routes to general traffic that spur off roads that are subject to a speed limit higher than 20mph will normally be excluded from the policy although they may be included by exception.

    - No-through routes that spur off existing or proposed roads subject to a 20 mph limit. The decision to place repeater signs will be made at the discretion of the highway authority, taking into account local road conditions and residents opinions. Shorter and 'access only' roads for example may not always require repeater signs.

22. Where repeater signs are deemed appropriate for shorter roads the first sign will be placed towards the end of the road that most traffic uses (usually the more major road).

23. Existing 20mph zones and limits will be incorporated into the new limits. The signing on entry to zones will remain as is but the sign indicating end of the zone will require changing to 20mph as per chapter 3 of the DfT Traffic Signs Manual.

24. Existing 'traffic calmed' streets (including home zones) will keep their physical traffic calming measures.

Policy on 'Sign Clutter'

25. Every effort will be made to minimise the number of signs required. Additional signs may be required should the signage not achieve the desired reduction in speeds following review.

26. Where practicable signs will be placed on existing street furniture mainly on street lighting columns. Installation of any new signs on poles will follow the current signing policy.

27. Changes in sign regulations mean that some of the existing signs on the highway in the city are now no longer required. A review of the existing signs in each area will be made and these redundant signs identified for removal. Towards the city centre the density of regulations and existing signs means that the schemes can achieve 'signing neutrality', with as many signs identified for removal as are put up. In the suburbs and towns this may not be possible.

28. A sign installation specification will be developed for the new signage. This 'good practice guide' will include;

- Use of security fixings to reduce the possibility of theft and twisted signs.
- Consistent mounting heights for the signs, so that signs are at a regular height.
- Detail the pole colour and size (in line with emerging 'Reinvigorate York' design guidance).
- Detail the sign mounting detail so that for example poles do not protrude above the top of the sign.

Attention to detail and care in installation is important so that signs have minimum detraction from the street environment.

Delivery

29. Providing funding is available a phased delivery will take place over the next three years:

- Sector 1, West of the river Ouse, 2012/13
- Sector 2, A19 North to Malton Road 2013
- Sector 3, Malton Road to Fulford Road 2014

Consultation

Within each sector a phased delivery will take place. It is proposed that full details of the programme of works and consultation will be published online in advance of each phase of the delivery.

Marketing and Communication

30. In parallel with the physical delivery of the scheme a marketing and communication strategy will be implemented to support the consultation and delivery of each phase of the policy.

31. The focus of the strategy is on winning 'hearts and minds', encouraging compliance with the new limit by drivers and promoting understanding of how the policy contributes towards improving the quality of the places where we live. It will do this by delivering information about the scheme its aims and through the application of social media.

References:

DfT Call for comment on Speed Limit Circular December 2009
http://webarchive.nationalarchives.gov.uk/+/http://www.dft.gov.uk/pgr/roadsafety/speed-limits/pdf/guidance.pdf

Dft "Setting Local Speed Limits" August 2008
http://www.dft.gov.uk/topics/road-safety/speed-management

DfT "Traffic Signs Manual Chapter 3 – Regulatory Signs

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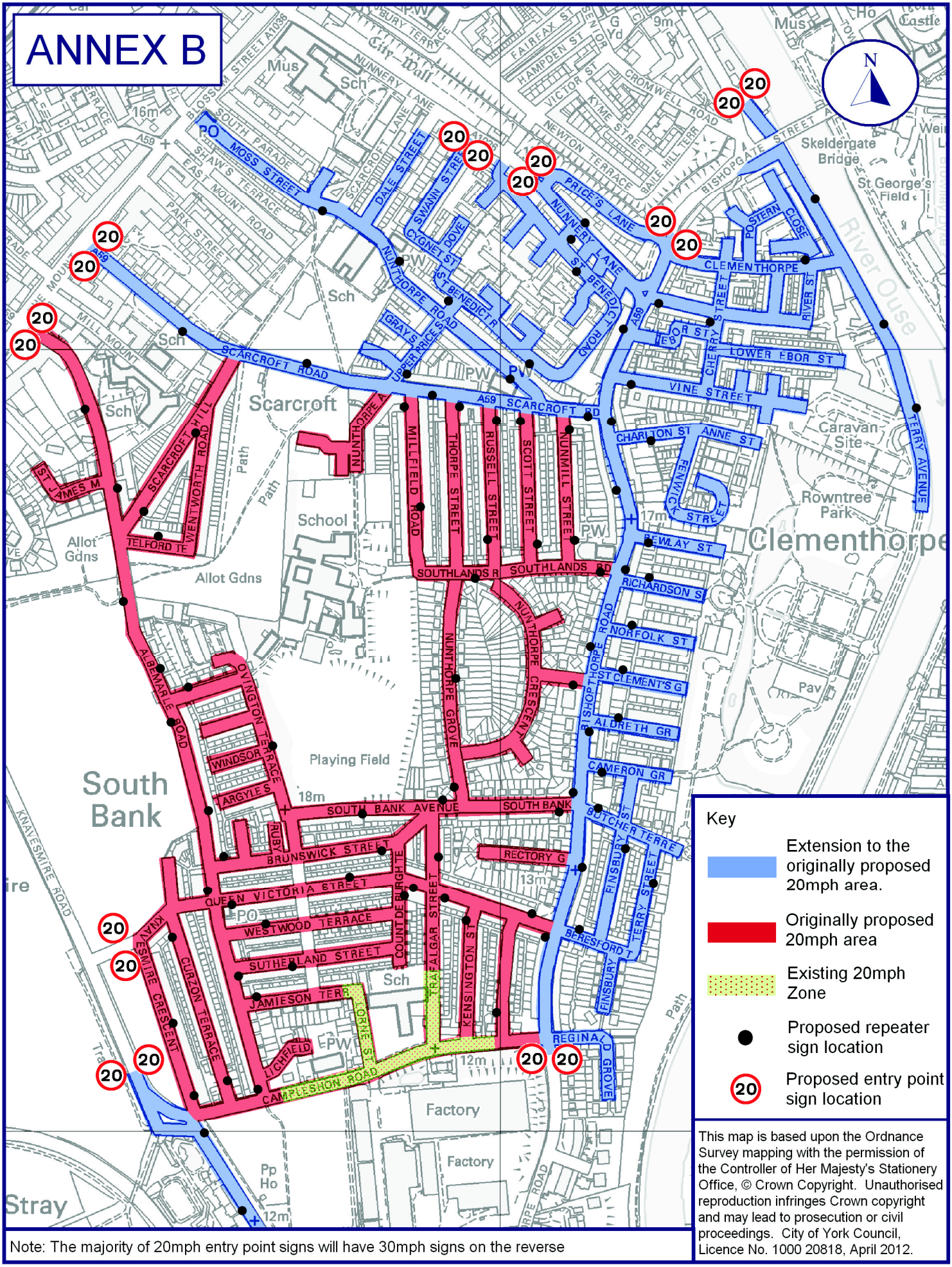
ANNEX B



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Annex C

Liberal Democrat Group response to City Strategy Decision Session re 20mphs on 3rd May.

The Liberal Democrat Group recognises that 20mph schemes have an important role in traffic management in York; however, we do not believe that a 'blanket' approach is the best way forward. Put simply, we support targeted 20mph limits where they are really needed, not a blanket implementation across the whole City.

At present the Council follows this principle and implements what it considers to be the most appropriate speed limit on a case-by-case basis. Potential accident risks are taken into account and most schools and shopping areas now have 20 mph limits. In addition, traffic calming measures have been introduced in areas like Foxwood and Gale Lane where accident levels were high. The policy has contributed to a gradual reduction in the numbers killed or seriously injured on roads in York, with a fall from 119 KSI (killed or seriously injured) in 2001 to 62 in 2010. Plainly, this targeted approach appears to be working.

The evidence used to support a blanket 20mph approach from elsewhere in the country is mixed. On the issue of accident numbers, an analysis of the UK's first city-wide scheme in Portsmouth shows that the number of people killed or seriously injured on affected roads actually went up, not down, after the limit was lowered in 2007. While the number of people involved in less serious accidents did fall, this was during a period of national decline in road injuries and the DFT (Department for Transport) commissioned report concluded "casualty benefits greater than the national trend have not been demonstrated". The report also stated that there appears to have been no demonstrable impact on school pupil casualty numbers or trends following the introduction of the 20mph blanket speed limit scheme.

It should be remembered that overall 5 per cent of all accidents are caused by speeding and statistically there are very few killed or seriously injured in residential areas (in York or nationwide) and those that do occur, usually do so on a relatively random basis and cannot be attributed to specific speeding issues. The configuration of many of our roads means that average speeds don't exceed 20 mph anyway. So the introduction of a formal limit – apart from the cost – would make little practical difference on speeds. Indeed, the Portsmouth scheme saw an average reduction in mean speeds on all roads affected of just 1.3 mph.

The Portsmouth report demonstrated that a blanket 20mph zone does not necessarily cause a modal shift away from car use or significantly increase cycling and walking. The report states that "levels of car travel stayed similar" and "the introduction of the 20mph Speed Limit scheme

made little difference to the majority of respondents in the amount they travelled by their chosen mode". Furthermore, existing pedestrian and cyclist respondents in Portsmouth stated the lowest levels of satisfaction with the scheme and its impact on their travel experience. Overall in Portsmouth, over half of those surveyed (54%) considered the scheme to have made no difference to speeds in their areas, with many highlighting the lack of proper enforcement of the zone.

On this issue of enforcement, Police have consistently said that they simply don't have the resources to routinely enforce such a limit. Instead they correctly intend to concentrate their resources on accident black spots. It was revealed earlier this year that Police in Oxfordshire have not issued a single ticket for breaking the 20mph limit in Oxford since the County Council spent almost £250,000 imposing the scheme in September 2009. This has led many in the City to claim that the scheme is useless if the Police don't prioritise enforcement. Given that there is an overwhelming need to concentrate limited enforcement resources on known accident black spots and the roll-out of speed limits at locations which are a potential source of accidents (e.g. outside schools); surely it is wrong to ask the Police to divert resources away from these areas and request them to enforce unnecessary speed limits.

A blanket 20mph approach would also be costly to implement with some estimates putting the figure at around £1 million. Cambridge, a significantly smaller city that York, has recently earmarked an initial £460,000 fund for their scheme. In these days of reduced resources it is becoming ever more necessary to speed money where it has the most result, rather than on a blanket approach. The cost of the blanket approach will include signage, which can be intrusive and have a detrimental impact on the look of our streets. Labour have publicly stated that they wish to reduce street clutter and street furniture; however a blanket 20mph will inevitably lead to more. Indeed, a number of reports, including in Portsmouth, have indicated that sign clutter at junctions has been a recurring problem and complaint where blanket zones have been introduced.

On emissions and fuel consumption, a DFT report states that while "there appears to be limited agreement over the effects of traffic calming on vehicle emissions.... area-wide studies (in a number of countries) show a reasonably consistent increase in fuel consumption and HC emissions due to traffic calming". Furthermore, a 2009 study in the *Journal of Transportation Research* concluded that "(traffic calming) measures can result in significantly higher fuel consumption and

emission rates when drivers accelerate aggressively. (We) also found that newly installed speed lumps could be responsible for extra fuel consumption." DFT statistics show a significant increase in fuel consumption for motorists at 20mph compared to 30mph and the AA estimate that cutting the speed limit from 30 mph to 20 mph on the wrong roads can increase CO2 emissions by more than 10%.
On average, petrol car fuel consumption in 20mph zones can worsen by 5.8 miles per gallon (1.3 miles/litre) meaning residents will see their fuel costs rise under a blanket 20mph system. Again, we would stress that in some areas it is crucial for drivers to abide by 20mph speed limits whatever the negative consequences, but in other areas it is simply unnecessary and means drivers spend more on fuel, emissions increase and there is a corresponding fall in air quality for no corresponding increase in road safety.

In conclusion, in the long-term the Liberal Democrat Group are opposed to a blanket approach to 20mph speed limits that sees any 'local streets' included by default. In the short-term, we would like a detailed breakdown of all affected roads and all costs.

References:
http://www.theaa.com/public_affairs/news/20mph-roads-emissions.html
http://www.highways.gov.uk/knowledge/1801.aspx
http://www.dft.gov.uk/publications/speed-limits-portsmouth/
http://www.sciencedirect.com/science/article/pii/S1361920909000169
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Decision Session – Cabinet Member for City Strategy **21st May 2012**

Report of the Director for City & Environmental Services

Review of Strategic Cycle Network & Strategic Cycle Scheme Prioritisation

Summary

1. This report presents a draft revised strategic cycling network and prioritised list of strategic cycle schemes for consideration, and if approved, adoption by the council. Once adopted the list would be used to inform the future years' cycling infrastructure component of the transport capital programmes.

2. Although not a completely exhaustive list it is a living document that aims to address the majority of the key missing links in the network and address major safety concerns of users.

Recommendations

3. The Cabinet Member is asked to consider:

   1) Putting out to consultation the revised strategic cycling network map, the cycling scheme prioritisation methodology and prioritised list of schemes and to then feed the resulting post-consultation proposals into the Local Development Framework Allocations Document.

      Reason: to help to achieve an effective future cycling network, to ensure future developments take it into account and contribute towards it, and to shape future Transport Capital Programmes

Background

4. In the late 1980s a proposed network of cycle routes was adopted by the former York City Council as part of its first Cycling Strategy. This network sought to link up as many journey origins and

destinations as possible to make travel by cycle a viable alternative to other modes for all journeys within the city boundary and between the city and its surrounding suburbs and villages.

5. In 1996, following Local Government Reorganisation, the proposed network was further expanded into the surrounding parish areas which formerly came under the jurisdiction of Harrogate, Ryedale, East Riding of Yorkshire and Selby councils. This was then adopted by the City of York Council as a blueprint for future network development and included in the Local Plan Deposit Draft.

6. This proposed network has since greatly influenced transport capital programmes and has also enabled development management to secure, through the planning process, other sections of route or connections from developers.

7. The proposed network is now over 15 years old and a great deal has changed in the intervening period both in terms of new developments and also through land use changes, for these reasons a decision was taken to update the proposed network to better reflect current land use patterns and planned developments.

8. A group of officers was put together to identify those routes which should be included on the revised network. This group's main remit was to design a network to connect the various sections of existing cycle route and to link journey origins such as residential areas to key destinations such as employment sites, schools, shops and leisure facilities.

9. This revised network, shown in Annex A, fills the gaps in the current network and provides continuous routes across and around the city for all types of journey purpose whether it be commuting, attending school, shopping or for leisure purposes. The network also reflects work which has been done in preparing the LDF and major site supplementary planning documents. Examples of the latter include:

    - Cycle / footbridge between the former British Sugar site and York Business Park

    - Cycle / footbridge parallel with the inadequate Scarborough Bridge to link the York Central site to the city centre

    - Cycle facilities on the proposed Chancery Rise and Water End accesses into the York Central site

- Routes parallel with the A1237 Outer Ring Road to link Haxby and Wigginton to Clifton Moor and to Strensall Road

- Cycle / footbridge across the River Foss at the Castle Piccadilly site

- Cycle links to Monks Cross to serve the existing and proposed businesses and leisure facilities

10. In order that officers and the cabinet member can make the most informed decision on which schemes proposed as part of the revised network should be delivered in any financial year within the available budgets, a new prioritisation methodology has also been developed which takes into account the following factors:

    - Added Value – this covers a range of factors as listed below which mainly relate to the reasons for providing the scheme

        i. Safety - whether the scheme addresses safety concerns, both in terms of cycle users and also those of other vulnerable users especially disabled and older or much younger pedestrians who may be affected by a new scheme or route;

        ii. Pinch-points - whether the scheme addresses specific points on a longer route where no facilities are currently available and which act as a deterrent to its use. These are often junctions where cycle lanes are discontinuous, busy sections of road or narrow roads where there is insufficient space to provide formal facilities;

        iii. Barriers - whether the scheme overcomes specific barriers to cycling such as the inner and outer ring roads, river crossings, railway crossings and large tracts of open land (Strays);

        iv. Alternative route - whether the scheme provides an alternative to a major road either through provision of a parallel off-road path or using quieter residential streets;

v. Fills gap in the proposed network - whether the scheme fills a gap in a strategic route, many routes into the city centre are disjointed and have missing sections, other routes may have sections built by developers which don't link up to the remainder of the network.

vi. Link to new development – additional priority will be given to schemes linked to new developments to ensure cycling connections are available on day one of their opening.

- Usage – how many potential users the facility could attract or encourage to start cycling as an alternative to another mode along the intended route

- Cost – how affordable the scheme will be for the council and whether there are opportunities to attract external funding to offset the cost to the council

- Build-ability – how difficult the scheme will be to implement taking into consideration such factors as construction constraints, whether the land is publicly or privately owned and how significant a scheme might be in affecting other road user groups

11. Taking all the above into consideration each scheme has been given an overall score calculated as below

    Overall Score = (Added Value + Usage) – (Cost + Build-ability)

    Once scored, the list was then sorted into a priority order and this prioritised list is presented as Annex B.

12. Although the prioritised list has been prepared primarily to help shape future capital programmes it is not proposed to use it prescriptively and schemes which are lower down the list may have their delivery accelerated if other external factors influence their priority. Examples of this include:

    - A development site comes forward of which the scheme forms part, links to, or helps mitigate against the traffic impact,

- The scheme is an integral part of a longer, higher priority route already being delivered, to ensure the longer route doesn't end up with a "missing" section.

Consultation

13. Several cycle-related groups have been consulted on the prioritised list including the York Cycle Campaign, Cyclists' Touring Club, Sustrans and local independent cycle retailers. Some additional schemes were suggested by the consultees and these have been added to the draft network and scheme list where appropriate and the list reprioritised.

14. The list has also been forwarded to the Highway Maintenance team to assess whether there is any synergy with their prioritised list of maintenance schemes. It has also been forwarded to the LDF and Major Projects teams to enable it to be taken into account for current and future developments.

15. It's proposed to circulate the proposed network to ward members for comments then to the wider public, businesses etc. The scheme prioritisation approach and list will be made available for public consultation at the same time. The post-consultation proposals will then go to the LDF Working Group to be fed into the Allocations Document.

Options

16. There are two options available to the Cabinet Member:

- Option A - Keep the current, out of date proposed cycling network and mostly reactive scheme prioritisation system
- Option B - Adopt a more up to date and evidence-based network and scheme prioritisation method with future schemes better prioritised against set criteria

Analysis

17. Option A – the main advantage of this option is that new schemes are able to be parachuted into the programme more easily and aren't necessarily assessed against other schemes. The disadvantages are that it doesn't take into account all the factors which will influence the decision as to whether a scheme should be delivered or not.

18. Option B – the advantages of this option are that the updated network will better reflect current land use patterns and once adopted into the LDF documentation will shape, more appropriately, future cycle route provision both by the council and developers. The new prioritisation methodology will enable schemes to be compared more easily and improve scheme filtering to identify those which don't meet the criteria. The option also enables a longer term delivery plan to be prepared and a bigger picture to be seen of where the gaps are. The disadvantage of this option is that the prioritised list will need to be updated as and when new schemes are highlighted or circumstances change. It may also be difficult to deliver the schemes in the prioritised order with limited budgets so the smaller, more affordable ones may still be delivered first even though they may not necessarily be top of the list.

Council Plan

19. The outcome of this report will contribute to the following aspects of the Council Plan:

    - Create jobs and grow the economy – provision of some of the links to employment sites will make it easier for staff to access their workplace safely by cycle. It may also influence employers' decisions as to whether they set up in York. By encouraging more people to cycle to work this should reduce congestion in the city which then makes the movement of other vehicles more efficient thus saving businesses money in lost time.
    - Get York moving – making cycling a more attractive and efficient mode of travel should reduce residents' reliance on motorised transport thus reducing congestion and helping to get the remaining traffic moving better
    - Build strong communities – provision of better cycle links between parts of York should help communities by reducing severance caused by major roads, rivers and railways
    - Protect vulnerable people – cyclist are one of the most vulnerable types of road user and provision of cycle route infrastructure will help raise awareness of cyclists by other road users and should improve road safety
    - Protect the environment – cycling is one of the most sustainable forms of transport so the more people who can

be encouraged to cycle the better it will be for the local environment both in terms of air quality and the visual impact of parked vehicles

Implications

20. The outcome of this report will have the following implications:

- **Financial** – the prioritised list will be used to inform future CoYC Transport Capital Programmes. Any resultant schemes will also add to the council's list of Transport Assets and maintenance burden. The approximate cost to deliver the full prioritised list will run into tens of millions of pounds and at current levels of funding provision will take several decades to complete.
- **Human Resources (HR)** – there are no HR implications
- **Equalities** – there are equalities implications and they have been dealt with in the bullet points following Paragraph 10 above.
- **Legal** – there are no legal implications
- **Crime and Disorder** – there are no Crime & Disorder implications
- **Information Technology (IT)** – there are no IT implications
- **Property** – Where any proposed cycle path would be located on land owned by the Council then the Head of Asset and Property Management should be consulted to check on the current and potential future use of this land to avoid any conflict in requirements.
- **Highways –** as the majority of the suggested schemes are on-highway or use land which is designated as adopted highway there will, in several cases, be an impact on the current highway network as a result of reallocating road space or through the implementation of measures to reduce traffic speeds.

Risk Management

21. The recommendations of the report seek to reduce any risk to the council's reputation by clearly demonstrating the justification for future cycle scheme implementation. If the cabinet member were not to accept the recommendations it may leave the council open to

criticism about selection of future schemes if there isn't sufficient evidence to support this.

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Report Approved √ **Date** 11.05.12

Wards Affected: **All** ✓

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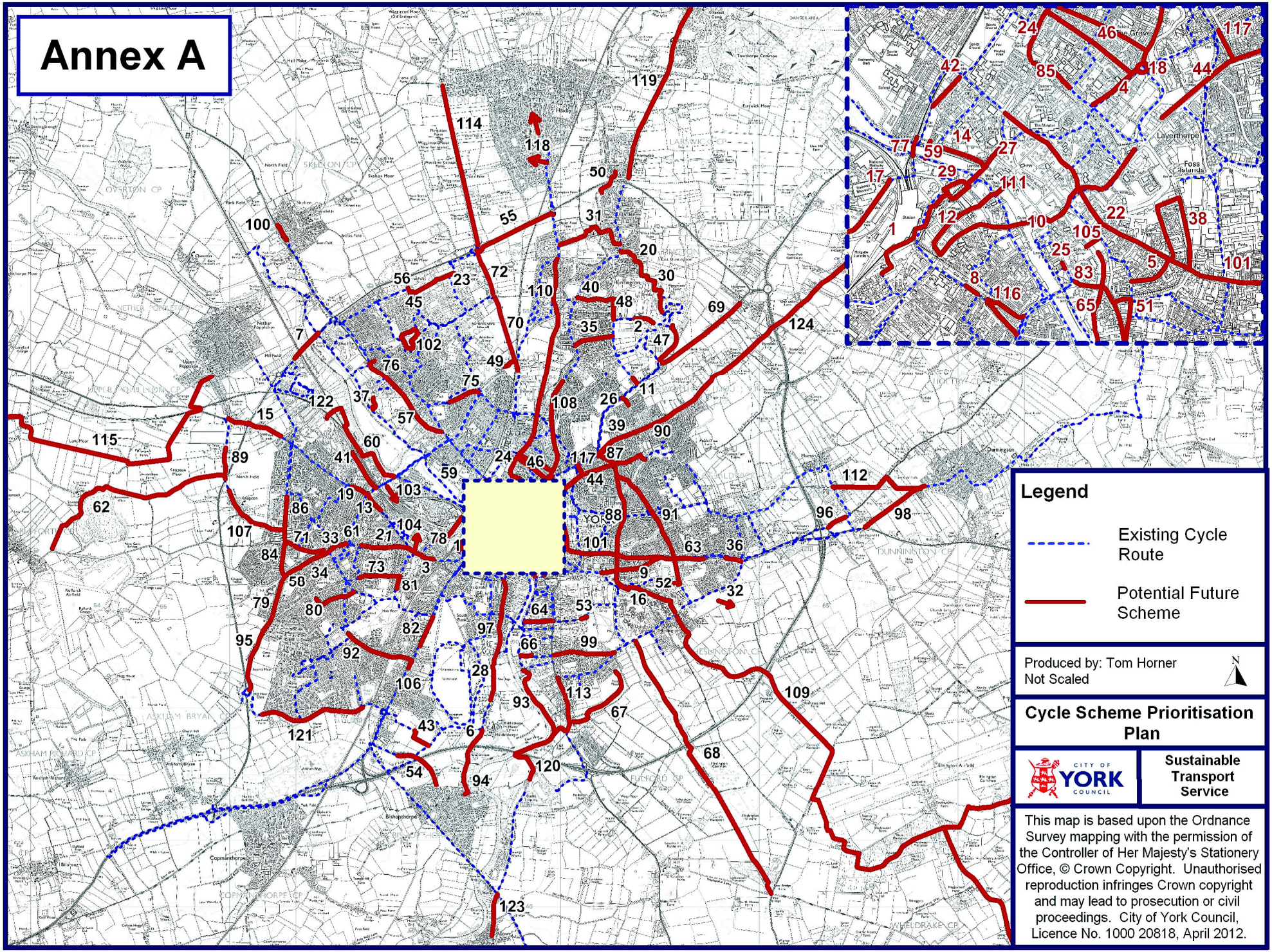
Background Papers: None

Annexes

Annex A – Proposed Strategic Cycle Route Network Map
Annex B – Prioritised List of Strategic Cycle Schemes


Annex A
Legend
Existing Cycle Route
Potential Future Scheme
Produced by: Tom Horner
Not Scaled
N
Cycle Scheme Prioritisation Plan
CITY OF YORK COUNCIL
Sustainable Transport Service
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						Linking		Destination Types							Added Value *	Potential Usage		Cost		Build-ability		
Scheme Ref. No.	Link Name	Description	Reason for Prioritisation	Contribution to other CYC initiatives?	Part of longer strategic route(s)?	Origin(s)	Destination(s)	City Centre (5)	Maj Centre: Acomb/CM/MX (4)	Major Employers (2)	Station (York / Poppleton) (2)	Shops (1)	Schools / Educ sites (2)	Leisure destination (2)	Destination Factor (Total / 4)	Mean Added Value Score **	High (>500) / Medium (100-500) / Low (<100)	Usage Score	V High (£500K +) / High (£250K - £500K) / Medium (£50K - £250K) / Low (<£50K)	Cost Score	Easy / Difficult / Extremely Difficult	Buildability Score	Overall Score +
1	Link from top of Station Road to Queen Street along side of new HQ and on to station access ramp at Lowther Terrace	Improved off-road link along former railway line alignment to enable cyclists to avoid area in front of station, Queen Street bridge and Blossom Street	Improved links to/from key trip attractor	CYC HQ Relocation	1. Links to CYC HQ	Holgate, Acomb, Clifton	York Station, new CYC HQ, Acomb		4	2	2				2.00	11.20	Medium / High	4	Low	1	Easy as long as other landowners and businesses are happy with route provided	1	15.20
2	Jockey Lane	Missing section of off-road path nr Portakabin / The Range	Missing Link	LSTF	1. New Earswick to Monks Cross	Huntington, New Earswick, Bell Farm	Monks Cross (shops, Portakabin, Aviva) Huntington Stadium, Huntington Schools		4	2		1	2	2	2.75	10.40	Medium	3	Medium	3	Relatively easy if adjacent land can be gained from owners (partly agreed already with Portakabin)	1	12.15
3	Holgate Road – link from Iron Bridge to Acomb Road junction	On-road provision where possible for inbound and outbound cyclists along Holgate Road with easy transitions onto existing off-road paths along the corridor where appropriate	Missing link on major radial route	SRTS (St Pauls)	1. Foxwood / Chapelfields / Acomb to city centre, 2. A59 corridor to city centre	Holgate, Acomb, Foxwood, Woodthorpe, Bishophill, South Bank	City Centre, Acomb, York Station, All Saints School, Millthorpe School, Mount School, Poppleton Park	5	4	2	2	1	2		4.00	9.00	High	5	Medium	3	Difficult due to width restrictions and parking	3	12.00
4	Monkgate	Provision of in bound and outbound cycle lanes on busy radial link	Missing link on busy radial route	SRTS (St Wilfreds)	1. Strensall / Huntington to city centre, 2. Heworth to city centre	Huntington, Heworth	City Centre, St Wilfrid's school, York Station	5			2	1	2		2.50	6.20	High	5	Low	1	Fairly easy	1	11.70
5	Navigation Road to Fishergate Bar	Improvements for cyclists along Navigation Road, across Walmgate and along Hope Street to avoid the Inner Ring Road and link to the new Hungate Bridge	Missing link between two busy radials and key link to new shared use bridge		1. University to city centre via Hungate	Fulford, Fishergate, South Bank, The Groves	City Centre, York St John University, University of York	5					2		1.75	8.80	Medium	3	Low	1	Easy	1	11.55
6	Bishopthorpe Road – link from Green Lane south to slightly beyond the Crematorium	Provision of off-road path along the western verge as far as the top of the A64 bridge then crossed over onto a widened shared use path for the remaining section to rejoin carriageway just south of the Crematorium junction	Missing link on radial route		1. Bishopthorpe to city centre	South Bank, Bishophill, Bishopthorpe, Acaster Malbis	Crematorium, City Centre, York Racecourse, University of York, Law College, York Station	5			2	1	2	2	3.00	9.00	Medium	3	Medium	3	Fairly easy funds permitting and if sufficient width available	1	11.00
7	A1237 – widened and improved facilities across the River Ouse and East Coast Main Line bridges	Improvements to the off-road shared use path across the two bridges on the A1237 between Rawcliffe Bar and York Business Park. Narrowed traffic lanes and built-out pavement to enable cyclists to pass each other or pedestrians safely whilst slowing down traffic on a short section of ring road where 60mph isn't really a suitable speed limit anyway	Safety scheme providing a valuable realistic link between Acomb / Poppleton and Clifton Moor	LSTF	1. Acomb to Clifton Moor to Monks Cross	Acomb, Poppleton, Woodthorpe, Foxwood, Rawcliffe, Clifton Without	Clifton Moor, York Business Park, Manor School		4	2		1	2	2	2.75	11.20	Medium / High	4	Medium / High	4	Difficult due to nature of A1237 (traffic speeds and flows) and restricted width available	3	10.95
8	Link from Nunnery Lane end of Scarcroft Lane to Victoria Bar	Provision of link either on or off-road (through front of car park?) to join the existing route along Scarcroft Lane with the signed route from Victoria Bar into the city centre	Missing link in Blossom Street "alternative" route	SRTS (Scarcroft Primary)	1. South Bank to city centre - alternative route to Blossom Street	Holgate, South Bank, Acomb, Foxwood, Dringhouses, Woodthorpe, Bishophill	City Centre, All Saints School, Millthorpe School, Scarcroft School, Acomb	5	4				2		2.75	8.20	Low / Medium	2	Low	1	Fairly easy as long as part of car park can be released and hotel can be passed	1	10.95
9	Hull Road / Thief Lane route	Provision of off-road path across the frontage of the David Lloyd Centre as far as Thief Lane plus minor improvements along Thief Lane to make it more attractive to cyclists especially at the point closure	Alternative radial route into the city centre avoiding the busy A1079	SRTS (St Lawrences)	1. A1079 corridor alternative route	Osbaldwick, Murton, Dunnington, Badger Hill, Heslington East	City Centre, University of York, Archbishop Holgate's School, Science Park	5		2			2		2.25	6.60	Medium / High	4	Low	1	Easy	1	10.85
10	Micklegate / Bridge Street / Nessgate / Coppergate / Pavement / Stonebow / Peasholme Green	Key east-west link across the city centre proposed as part of the City Centre Movement and Accessibility Framework. Whether there is sufficient width to provide any on-road facilities or not needs to be investigated otherwise the enforcement of the access restrictions need to be tightened up to make the route more traffic-free	Missing link to enable cyclists to make cross-city movements without having to use sections of the inner ring road	CCMAF scheme	1. City Centre East - West route	South Bank, Holgate, Acomb, Dringhouses, Foxwood, Woodthorpe, Heworth, Tang Hall, Hungate	City Centre, Acomb, York College, All Saints School, Millthorpe School, Foss Islands Retail Park, Foss Bank shops, York Station	5	4		2	1	2		3.50	10.20	High	5	High	5	Difficult due to conflicts with other modes along this corridor and restricted widths available	3	10.70
11	New Lane - Malton Road to start of current on road mandatory lane	Infill of gap between the New Lane / Malton Road junction and the start of the on-road lane	Missing link	LSTF	1. Malton Road to Huntington	Tang Hall, Heworth	Monks Cross (shops, Portakabin, Aviva) Huntington Stadium	5	4	2		1		2	3.50	7.20	Low / Medium	2	Low	1	Should be fairly easy provided enough width can be secured	1	10.70

						Linking		Destination Types							Added Value *	Potential Usage		Cost		Build-ability		
Scheme Ref. No.	Link Name	Description	Reason for Prioritisation	Contribution to other CYC initiatives?	Part of longer strategic route(s)?	Origin(s)	Destination(s)	City Centre (5)	Maj Centre: Acomb/CM/MX (4)	Major Employers (2)	Station (York / Poppleton) (2)	Shops (1)	Schools / Educ sites (2)	Leisure destination (2)	Destination Factor (Total / 4)	Mean Added Value Score **	High (>500) / Medium (100-500) / Low (<100)	Usage Score	V High (£500K +) / High (£250K - £500K) / Medium (£50K - £250K) / Low (<£50K)	Cost Score	Easy / Difficult / Extremely Difficult	Buildability Score	Overall Score +
12	Bar Lane / Toft Green / Tanner Row	Improved links to the new Council HQ from the Micklegate and North Street directions – possible contraflow facility along the section of Tanner Row (Only is junction signalised)between Rougier Street and North Street	Improved links to/from key trip attractor	CYC HQ Relocation	1. Links to CYC HQ	South Bank, Holgate, Acomb, Dringhouses, Foxwood, Woodthorpe	New CYC HQ, City Centre (N), York College, All Saints School, Millthorpe School, Scarcroft School, Acomb	5	4	2			2		3.25	6.40	Medium	3	Low	1	Easy	1	10.65
13	Poppleton Road – link between the start of the shared use path just south of Ash Street and Boroughbridge Road cycle lanes	On-road provision or traffic calming or signing to slow traffic down on busy missing section of key commuter route	Missing link on major radial route and to schools	SRTS (Poppleton Rd Primary)	1. A59 corridor to city centre	Acomb, Holgate, Poppleton	City Centre, York Station, Poppleton Park, Poppleton Road School	5		2	2		2		2.75	8.80	High	5	Medium	3	Difficult due to width restrictions, parking and various crossing points along stretch	3	10.55
14	Dame Judy Dench Walk	Either conversion of path to shared use or provision of parallel cycle facility to link up the riverside path with the city centre which enables cyclists to avoid using Marygate / Bootham to get there	Missing off-road link		1. Skelton / Rawcliffe to city centre riverside route	Clifton, Rawcliffe, Skelton, Clifton Without	City Centre, York Station	5			2	1			2.00	8.40	Medium / High	4	Low	1	May be difficult due to strong feelings amongst pedestrians that cyclists shouldn't be allowed on this section as per current situation	3	10.40
15	A59 – link between the end of the on-road cycle lanes (just west of Trenchard Road) and Station Road (Poppleton)	Provision of cycle facilities alongside the A59 from the end of the current lanes onto a widened shared use path along the northern verge, crossing the A1237 either using a subway or a signalised crossing then along a widened footway (where possible) along the northern side of the A59 converted to shared use as far as the Station Road junction or linking into crossings put in as part of the proposed Park & Ride scheme	Missing link to outlying village (part of a potential Park & Cycle scheme) safe crossing of the A1237 near Poppleton	Access York Phase 1 scheme	1. A59 corridor to city centre	Acomb, Clifton, Holgate, Poppleton	Poppleton Bar P&R (when built), Poppleton Station, City Centre, Acomb Centre, Northminster Business Park	5	4	2		1			3.00	11.40	Low / Medium	2	Medium	3	Difficult due to restricted width available next to carriageway, however should be provided as part fo the Access York work	3	10.40
16	University Road / Field Lane	Off-road facility linking the current facilities alongside Field Lane (HesI) with the routes emanating from the NW corner of the University towards the city centre. Some of the southern sections due to be provided as part of the planning gain from the construction of the Heslington East Campus	Missing link on busy route to/from university	SRTS (University of York)	1. Hull Road to Fulford Road east - west route, 2. University to city centre	Osbaldwick, Murton, Dunnington, Badger Hill, Heslington East, Tang Hall, Heslington, Fulford	University of York, Schools (Archbishop Holgate's, Badger Hill, Lord Deramores, Fulford, St Oswalds), Science Park, City Centre	5		2			2		2.25	9.80	Medium / High	4	Medium	3	Fairly difficult due to conservation area status of area and width constraints	3	10.05
17	Wilton Rise to Leeman Road - widened path	Widened shared use path along Cinder Lane between bridge and NRM with improved exit at Leeman Road	Improved route to city centre		1. Acomb to city centre 2. Acomb to York station	Acomb, Holgate	City centre, York Station	5	4	2	2	1	2		4.00	9.00	Medium	3	Medium	3	Would need to purchase lamd either side of current path and amend fenceline	3	10.00
18	Monkgate Rdbt	Provision of improved cycle facilities around and on the approaches to the roundabout bearing in mind the shelving of the Sainsburys Foss Bank expansion plans	Missing link on busy radial route and busy junction on inner ring road	SRTS (St Wilfreds, Park Grove)	1. Strensall / Huntington to city centre, 2. Heworth to city centre	Huntington, Heworth	City Centre, St Wilfrid's school, Foss Bank shops, Foss Islands Retail Park, York Station	5			2	1	2		2.50	8.40	High	5	Medium	3	Difficult	3	9.90
19	Boroughbridge Road – outbound link between Water End junction and commencement of cycle lane beyond the Malvern Avenue junction	On or off-road provision to link up the two junctions	Missing link on radial route - Scrutiny Board scheme	Access York Phase 1 scheme	1. A59 corridor to city centre	Clifton, Rawcliffe, City Centre	Acomb Centre, Manor School		4			1	2		1.75	8.80	High	5	Medium	3	Difficult due to height differences and utility services under the footway and in the adjacent verge	3	9.55
20	Signed route between Woodland Way (Huntn) and North Moor Road (Huntn)	Provision of a signed route to take cyclists from the main road through Huntington to the link to Monks Cross mentioned above	Missing link between the above off-road link and the main road using quiet residential streets	LSTF scheme?	1. Acomb to Clifton Moor to Monks Cross	Huntington, Earswick, (Strensall?)	Monks Cross (shops, Portakabin, Aviva) Huntington Stadium		4	2		1		2	2.25	6.20	Medium	3	Low	1	Easy	1	9.45
21	Acomb Road – link from Holgate Road / Poppleton Road junction to Hobgate junction	On-road provision where possible for inbound and outbound cyclists along Acomb Road as far as the start of the OCR section	Missing link on radial route	SRTS (Acomb Primary)	1. Foxwood / Chapelfields / Acomb to city centre	Holgate, Acomb, Foxwood, Woodthorpe, Bishophill, South Bank	City Centre, York Station, All Saints School, Millthorpe School, Mount School, Acomb Centre, Poppleton Park	5	4	2	2	1	2		4.00	6.40	High	5	Medium	3	Difficult due to width restrictions, parking and various crossing points along stretch	3	9.40

						Linking		Destination Types							Added Value *	Potential Usage		Cost		Build-ability		
Scheme Ref. No.	Link Name	Description	Reason for Prioritisation	Contribution to other CYC initiatives?	Part of longer strategic route(s)?	Origin(s)	Destination(s)	City Centre (5)	Maj Centre: Acomb/CM/MX (4)	Major Employers (2)	Station (York / Poppleton) (2)	Shops (1)	Schools / Educ sites (2)	Leisure destination (2)	Destination Factor (Total / 4)	Mean Added Value Score **	High (>500) / Medium (100-500) / Low (<100)	Usage Score	V High (£500K +) / High (£250K - £500K) / Medium (£50K - £250K) / Low (<£50K)	Cost Score	Easy / Difficult / Extremely Difficult	Buildability Score	Overall Score +
22	High Petergate / Low Petergate / Colliergate / Fossgate / Walmgate (or Lendal / Blake Street, Davygate, Parliament Street)	Key north-south link through the Footstreets area proposed as part of the Footstreets Review and the Cycling City project – would need contra-flow facilities as most of it is one-way in a south-easterly direction	Missing link through pedestrianised area to enable cyclists to make cross-city movements without having to use sections of the inner ring road	CCMAF scheme	1. City Centre North - South route	Clifton, Rawcliffe, Hull Road, Tang Hall	City Centre, University of York, York St John University	5				1	2		2.00	9.40	High	5	Medium / High	4	Difficult due to current status of route as part of the pedestrianised area and the one way streets involved	3	9.40
23	Stirling Road (Clifton Moor) – link from Clifton Moorgate to start of current facilities at eastern end	Provision of off-road path along the whole length of Stirling Road either on a widened footway converted to shared use or completely segregated on land acquired from adjacent land-owners	Missing Link on employment / leisure site	LSTF scheme	1. Acomb to Clifton Moor to Monks Cross	Rawcliffe, Clifton Without	Clifton Moor		4			1		2	1.75	8.60	High	5	Medium	3	Difficult due to restricted width available and may need to encroach onto other landowners' property	3	9.35
24	Clarence Street	Provision of some form of cycle facility (either on or off-road) along the whole length of Clarence Street to link up existing facilities on Wigginton Road and Gillygate	Missing link on busy radial route	LSTF	1. Haxby to city centre	New Earswick, Haxby, Wigginton, Huntington	City Centre, York St John's University, York Hospital, Nestle, York Station	5		2	2		2		2.75	7.60	High	5	Medium	3	Difficult due to lack of available width so is dependent on land either side of highway	3	9.35
25	Tower Gardens access gates	Alterations to Tower Gardens access gates to make them more cycle friendly whilst still preventing unauthorised access for motorised vehicles	Network improvement scheme on busy off-road radial route		1. Fulford to city centre	Fulford, Heslington, Fishergate, city centre (outbound)	City Centre, Fishergate, Fulford	5				1			1.50	4.80	High	5	Low	1	Easy	1	9.30
26	Link between Woodlands Grove and Malton Road	Short-cut avoiding the Straylands Grove / Malton Road junction for cyclists travelling between Heworth / Tang Hall and Monks Cross area. Path to be formalised and proper gated access onto Malton Road provided	Traffic-free short cut	LSTF scheme	1. Heworth / Tang Hall / Osbaldwick to Monks Cross	Heworth Without, Heworth, Tang Hall (Osbaldwick?)	Huntington, Monks Cross (shops, Portakabin, Aviva) Huntington Stadium		4	2		1		2	2.25	7.00	Low / Medium	2	Low	1	Easy provided relevant permissions can be gained	1	9.25
27	Museum Street / Lendal Bridge / Station Road	Improved links to the new Council HQ from the Bootham/Gillygate/Monk Bar direction plus improved access to the station	Improved Inner Ring Road provision and missing link from SE to NE of city		1. Station to city centre	Clifton, Rawcliffe, The Groves, Huntington, Haxby, New Earswick, Holgate, South Bank, Dringhouses, Acomb	City Centre, Acomb, York St John University, York Station, York College, All Saints School, Millthorpe School, new CYC HQ	5	4	2	2	1	2		4.00	7.20	High	5	Medium / High	4	Difficult due to restricted widths available and status as part of IRR	3	9.20
28	Bishopthorpe Road – link from end of shared use at allotments north to meet the off-road path at the southern edge of the former Terry's site (or run along rear)	Provision of off-road link between the two existing sections of path if feasible, may need the hedge to be moved or removed and the footway widened	Missing link on radial route		1. Bishopthorpe to city centre	Bishopthorpe, Acaster Malbis, Naburn? South Bank, Fishergate	City Centre, Crematorium, Law College, University of York, York Station	5			2	1	2		2.50	9.60	Medium	3	Medium	3	Difficult due to width constraints and it may be necessary to CPO some adjacent land or remove hedges	3	9.10
29	Improvements to Station Road / Station Avenue gyratory	Provision where possible of facilities to aid cyclists using the gyratory	Missing links on network		1. Station to city centre	Clifton, Holgate, Acomb	City Centre, York Station	5		2	2	1			2.50	7.60	High	5	Medium	3	Difficult due to large number of other users on same link and status as part of IRR	3	9.10
30	Link between Woodland Way (Huntn) and Alpha Court (NW part of Monks X)	Provision of an off-road link between the end of the Woodland Way cul de sac and the dead end of the link from Monks Cross to Alpha Court to help cyclists avoid New Lane and Jockey Lane	Missing link which will also provide a traffic-free short-cut for Huntington residents		1. Acomb to Clifton Moor to Monks Cross	Huntington, Earswick, (Strensall?)	Monks Cross (shops, Portakabin, Aviva) Huntington Stadium		4	2		1		2	2.25	9.80	Medium	3	Medium	3	Dependent on permissions from landowners and planning permission being granted	3	9.05
31	Link between Joseph Rowntree School and Huntington Primary School	Upgrade of footpath south of the secondary school to enable cyclist to use it plus an extension of the route as far as the primary school using quieter roads	Missing link between New Earswick and Huntington for utility or leisure trips	LSTF scheme	1. Acomb to Clifton Moor to Monks Cross	New Earswick, Haxby, Wigginton	Huntington Schools, Joseph Rowntree School, Monks Cross (shops, Portakabin, Aviva) Huntington Stadium		4			1	2	2	2.25	7.80	Medium	3	Medium	3	Easy provided relevant permissions can be gained	1	9.05
32	University of York - Heslington East Campus links	Links through the new Heslington East campus through to the Grimston Bar P&R site	Missing radial route links from commuter belt inwards		1. Dunnington to University 2. Dunnington to City Centre 3. Grimston Bar to City Centre	Dunnington, Stamford Bridge, Grimston Bar	University of York, Science Park, City Centre, Heslington, Fulford	5		2		1	2	2	3.00	10.00	Low / Medium	2	High	5	Planning condition for heslington East campus	1	9.00

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33	Front Street (Acomb) – link along pedestrianised section to Green Lane junction	On-road provision to enable cyclists to get from York Road to Green Lane or along the remainder of Front Street avoiding the mini-roundabouts	Missing link on radial route and to shops		1. Foxwood / Chapelfields / Acomb to city centre	Holgate, Acomb, Foxwood, Woodthorpe	City Centre, Acomb Centre, York Station	5	4		2	1			3.00	6.00	Medium / High	4	Medium	3	Fairly easy in theory	1	9.00
34	Front Street (Acomb) – link between Green Lane and Gale Lane junctions	On-road provision to enable cyclists to get from Green Lane to Gale Lane safely and to highlight their presence to motorists (especially those at the mini-roundabout and emerging from Morrison's car park	Missing link on radial route, to shops and to school	SRTS (Westfield Primary, York High)	1. Foxwood / Chapelfields / Acomb to city centre	Holgate, Acomb, Foxwood, Woodthorpe	City Centre, Acomb Centre, York Station, York High School	5	4		2	1	2		3.50	6.40	High	5	Medium	3	Difficult due to width restrictions, parking and various crossing points along stretch	3	8.90
125	James Street Link Road Phase 2	Link between Layerthorpe and Heworth Green through two development sites	Missing link between radials		1. Lawrence Street to Heworth Green	Heworth, Huntington, Hull Road	Foss Islands Retail Park, York University, City Gym, Nestle, Hospital			2		1	2	2	1.75	8.00	Medium	3	Medium	3	Easy due to it being a planning condition	1	8.75
35	Highthorn Road	Link between Huntington Road and New Lane	Missing link	LSTF		Bell Farm, Huntington South	Monks Cross (shops, Portakabin, Aviva) Huntington Stadium		4	2		1		2	2.25	6.40	Low / Medium	2	Low	1	Relatively easy as road is already traffic calmed	1	8.65
36	Hull Road – southern link path between existing shared use section (opp. Pinelands Way)and Field Lane rdbt including the roundabout	Widening and conversion of footway along southern side to shared use along its whole length so that cyclists do not have to share bus lane with many buses and Park & Ride vehicles	Missing link on busy radial route	SRTS (Archbishop Holgates Secondary)	1. A1079 corridor	Osbaldwick, Murton, Dunnington, Badger Hill, Heslington East	City Centre, University of York, Archbishop Holgate's School, Science Park	5		2			2		2.25	5.20	Medium	3	Low	1	Fairly easy	1	8.45
37	NCN 65 – link over flood bank to Clifton Park	Ramped access onto NCN65 on Clifton Ings linking Clifton Park residential and employment areas to the off-road path	Missing link to employment and residential sites	LSTF scheme		Skelton, Rawcliffe, Clifton, City Centre, Clifton Park (residential)	Clifton Park (businesses), City Centre			2	2	1		2	1.75	5.60	Medium	3	Low	1	Fairly easy provided the Environment Agency are happy with the scheme and the gradients aren't too steep	1	8.35
38	Foss Islands Road - Walmgate Bar to Navigation Road	Link along section of Inner Ring Road	Missing link between major radial route and new access point into City Centre via Hungate Bridge			Tang Hall, University of York, Fishergate	City Centre, York St John University	5			2	1	2		2.50	6.80	Medium	3	Low if sufficient room for on road lanes	1	Depends on available road width and parking arrangements	3	8.30
39	Stockton Lane – feeder lane to Heworth Green rdbt	Provision of narrow feeder lane along the final inbound section of Stockton Lane to enable cyclists to bypass the queuing traffic	Cyclist priority measure on approach to junction		1. Heworth Green corridor	Heworth Without, Stockton on the Forest	City Centre	5				1			1.50	5.80	Medium	3	Low	1	Easy	1	8.30
40	Stratford Way / New Lane	Link between Huntington Road and Portakabin / Monks Cross	Missing link and safe crossing point	LSTF	1. New Earswick to Monks Cross	New Earswick, Huntington South	Monks Cross (shops, Portakabin, Aviva) Huntington Stadium, Huntington Schools		4	2		1	2	2	2.75	8.40	Medium	3	Medium	3	Stratford Way - signing only needed as already traffic calmed, New Lane crossing may be more difficult as land requisition may be needed	3	8.15
41	British Sugar site to Severus Bridge	Developer funded? path west of the rail lines	Missing link between major new development site and York Central / City Centre	British Sugar transport masterplan	1. British Sugar to city centre	British Sugar site, Boroughbridge Road residential area, Acomb	York Central site, city centre, Poppleton Road Business Park	5	4	2	2	1	2		4.00	10.00	Medium	3	High / V High	6	May be difficult due to need to use Network Rail land	3	8.00
42	Bootham crossing and St Marys link and ramp	Parallel crossing of Bootham near the Bootham Park entrance with a signed route down St Marys and a ramped access down onto Marygate Lane	Missing link on Haxby to Station route	SRT Station	1. Haxby to Station	Clifton, Huntington, New Earswick, Haxby	York Station, York Hospital, Nestle			2	2				1.00	10.00	Medium	3	Medium	3	Fairly difficult although many of the permissions and difficulties have already been overcome by past work on the scheme	3	8.00
43	Link from former York College site to Green Lane	Link from current facilities through the site to the York to Selby path at Green Lane	Missing development site link		1. Dringhouses / Woodthorpe to City Centre 2. Dringhouses / Woodthorpe to University	Dringhouses, Woodthorpe	University of York, City Centre, York Racecourse, Askham Bar	5		2		1	2	2	3.00	8.00	Medium	3	Medium	3	Section 106 money available to pay for link but will need landowners permission	3	8.00

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44	Layerthorpe/ Hawthorn Grove / East Parade / Heworth Village / Hempland Lane / Heworth Allotment access road to Tang Hall Beck link	Link from Layerthorpe Bridge & Foss Islands path to Applecroft Road and Hemplands School	Missing link on minor radial link, to Heworth village amenities, allotments and primary school	SRTS (Heworth Primary, Hempland Primary)	1. Heworth to City Centre	Heworth Without, Heworth, Osbaldwick	Orbital Route, City Centre, Foss Islands Retail Park, Hemplands School	5				1	2		2.00	8.00	Medium / High	4	Medium but dependent on what can be achieved on road	3	Difficult due to lack of available width and on street parking	3	8.00
45	Clifton Moorgate – improved link from Hurricane Way to Rdbt	Off-road path linking the end of the Hurricane Way shared use path with shared use paths running around the periphery of the Clifton Moorgate / Stirling Road Rdbt	Missing Link on employment / leisure site	LSTF?	1. Acomb to Clifton Moor to Monks Cross	Rawcliffe, Clifton Without	Clifton Moor		4			1		2	1.75	6.20	Medium / High	4	Low?	1	Fairly difficult if the adjacent land isn't adopted highway or council-owned	3	7.95
46	Lowther Street / Penlys Grove Street / Townend Street	Improvements to parallel one-way link roads between Clarence Street and Huntington Road / Monkgate	Well used links which are traffic calmed but are not very cycle friendly due to full width features used	SRTS (Park Grove Primary) SRT Hospital	1. Foss Islands to York Hospital	Clifton, The Groves, Heworth	City Centre, Foss Bank, Foss Islands Retail Park, Nestle, York Hospital, Park Grove School, St Wilfred's School	5		2		1	2		2.50	7.40	Medium / High	4	Medium?	3	May be difficult due to potential speed increases which may result from replacing speed humps with speed cushions	3	7.90
47	Jockey Lane – Malton Road Rdbt to existing provision on western side	Upgrade of existing footway to shared use – this may require some widening but as the pedestrian flows are relatively low it might not be essential	Missing link between existing facilities on Malton Road and Jockey Lane		1. Monks Cross improvements	Malton Road (Stockton on Forest, Hopgrove Lane)	Monks Cross (shops, Portakabin, Aviva) Huntington Stadium		4	2		1		2	2.25	6.60	Low	1	Low	1	Easy	1	7.85
48	New Lane - Stratford Way snicket to Jockey Lane Rdbt	Link from Portakabin to the existing facilities at the Jockey Lane mini roundabout	Missing link on commuter route		1. Heworth to Portakabin 2. New Earswick to Monks Cross	New Earswick, Huntington South, Heworth, Heworth Without	Monks Cross, Portakabin		4	2		1	2	2	2.75	8.00	Medium	3	Medium	3	Fairly difficult due to available width and parking	3	7.75
49	Bootham Stray to Burton Green link	Provision of link between the southern end of the Bootham Stray path across Wigginton Road, over the level crossing and then off-road to the northern end of Burton Green by widening and hard-surfacing the existing footpath	Missing link enabling potential users to avoid Crichton Avenue	SRTS (Joseph Rowntree School, Huntington Secondary)		New Earswick, Haxby, Wigginton, Clifton	Clifton Moor, Clifton Schools (Burton Green, Clifton Green, Canon Lee), Joseph Rowntree school, Huntington School		4				2		1.50	7.20	Medium	3	Medium	3	Fairly easy (although Network Rail will have an input near level crossing)	1	7.70
50	Link between Earswick village and Huntington using the Foss towpath	Link from the south of Earswick village emerging along a PROW from the end of Stablers Walk then running parallel with the A1237 to the Foss then under the A1237 along the towpath to rejoin the residential streets at the end of Vesper Walk	Grade-separated crossing of the busy A1237 linking the two villages either side of it and providing a safe crossing for utility and leisure trips	SRTS (Huntington Primary and Secondary schools)	1. Strensall / Huntington to city centre	Earswick, Strensall	Huntington schools, Joseph Rowntree School, Monks Cross, (New Earswick?)		4	2		1	2		2.25	9.40	Low / Medium	2	Medium	3	Dependent on gaining approvals of Earswick and Huntington Parish Councils and being able to construct path along towpath	3	7.65
51	Fishergate Gyratory	Improvements for cyclists on all arms of the gyratory including crossing points and potential contra-flow facility along Paragon Street footway	Missing link on busy radial route and key junctions of the Inner Ring Road	Link to OCR	1. Fulford to city centre	Fulford, Heslington, Fishergate, city centre (outbound)	City Centre, York Barbican, schools (St George's, Fishergate), Foss Islands Retail Park, University of York	5				1	2	2	2.50	9.00	High	5	Medium / High	4	Very difficult due to width constraints, high vehicle numbers and location on IRR	5	7.50
52	Innovation Way to Windmill Lane	Improve current grade separated path by widening and easing bends	Improved link to Science Park & University		1. NCN66 2. East West Millennium Route	Tang Hall, South Bank, Acomb	Science Park, University of York, Hospital Fields Road estate			2			2	2	1.50	5.00	High	5	Low	1	Fairly difficult as adjacent land not owned by CYC	3	7.50
53	Walmgate Stray	Improvements to lighting at barracks end	Safety improvement		1. NCN66 2. East West Millennium Route	Fishergate, South Bank, Badger Hill	Science Park, University of York, Hospital Fields Road estate			2			2	2	1.50	3.00	High	5	Low	1	Fairly easy if MOD can be persuaded to alter their current lighting	1	7.50
54	Sim Balk Lane - link from the sports changing room area to Church Lane (Bish)	Widen footpath on northern side to convert to shared use as far as the start of the village proper	Missing link on network and key route to college / Tesco	SRTS (York College)		Bishopthorpe, Acaster Malbis, Naburn?	York College, Askham Bar P&R, Tesco, Bishopthorpe Village					1	2	2	1.25	7.20	Medium	3	Medium	3	Fairly easy funds permitting	1	7.45
55	A1237 link from Haxby Road to Wigginton Road	Off-road link from the Haxby Road underpasses to the shared use paths at the start of the Clifton Moor estate with safe crossing points across Haxby Road and Wigginton Road	Critical link in the network between several residential areas and Clifton Moor	LSTF scheme	1. Acomb to Clifton Moor to Monks Cross	Haxby, Wigginton, New Earswick, Huntington	Clifton Moor (shops, employment sites, leisure facilities)		4	2		1		2	2.25	11.00	Medium / High	4	V High	7	Difficult	3	7.25
56	Clifton Moorgate Rdbt	Improvements to roundabout to make crossing the arms easier and more cycle friendly	Safety scheme – Scrutiny Board scheme	LSTF scheme?	1. Acomb to Clifton Moor to Monks Cross	Rawcliffe, Clifton Without	Clifton Moor		4			1		2	1.75	6.40	High	5	Medium	3	Fairly difficult due to width restrictions and traffic volumes	3	7.15

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57	Shipton Road cycle lanes between Clifton Park & Clifton Green junctions	On road provision between employment site and edge of current on-road provision	Link to employment site		1. Clifton Park to City Centre	Rawcliffe, Clifton Without, Skelton	Clifton Park, City Centre, York Hospital, Acomb, York Station	5		2	2	1			2.50	7.60	Medium	3	Medium	3	Could be difficult in places due to central refuges	3	7.10
58	Askham Lane – link between Gale Lane to Ridgeway junctions	On-road provision to enable cyclists to get from Gale Lane to Ridgeway safely and to highlight their presence to motorists especially at the mini-roundabouts	Missing link on radial route, to shops and to school	SRTS (Westfield Primary)	1. Foxwood / Chapelfields / Acomb to city centre	Holgate, Acomb, Foxwood, Woodthorpe	City Centre, Acomb Centre, York Station, York High School, Westfield School	5	4		2	1	2		3.50	5.60	Medium / High	4	Medium	3	Difficult due to width restrictions, parking and various crossing points along stretch	3	7.10
59	Scarborough Bridge replacement	New bridge between York Central area and city centre between Scarborough and Lendal Bridges	New bridge to serve major new development site and to relieve pressure on Lendal Bridge and the sub-standard Scarborough Bridge	York Central Transport masterplan, Cultural Quarter project, Songlines Project	1. York Central to city centre 2. Station to city centre	York Central, Leeman Road residential area, Acomb? Holgate Road / Poppleton Road areas?	City centre, York Central, York Station, Acomb?	5	4	2	2	1		2	4.00	10.00	High	5	V High	7	Very difficult due to costs involved and need for development to go ahead	5	7.00
60	British Sugar site to Water End	Developer funded? path east of the rail lines linked to the proposed ECML ped/cycle bridge	Missing link between major new development site and city centre	British Sugar transport masterplan	1. British Sugar to city centre	British Sugar site, Boroughbridge Road residential area, Acomb, Leeman Road area	City centre, Clifton Moor	5	4	2	2	1	2		4.00	10.00	Medium	3	High / V High	7	May be difficult due to need to use Network Rail and Yorkshire Water's land and need to make route flood-proof	3	7.00
61	York Road (Acomb) – link from Severus Street junction to Front Street junction	On-road provision where possible for inbound and outbound cyclists along York Road from the end of the OCR section to Front Street with provision for cyclists to use the carriageway section of the road avoiding the closed gateway	Missing link on radial route and to shops	Link to OCR	1. Foxwood / Chapelfields / Acomb to city centre	Holgate, Acomb, Foxwood, Woodthorpe, Bishophill	City Centre, Acomb Centre, York Station	5	4		2	1			3.00	5.00	High	5	Medium	3	Difficult due to width restrictions, parking and various crossing points along stretch	3	7.00
62	Rufforth to Acomb via Knapton and using existing and upgraded PROWs	Provision of off-road route leaving Knapton via the cattle creep under the A1237 then joining Moor Lane (bridleway) via a realigned path, along Moor Lane then across the northern edge of the Harewood Whin site to meet Wetherby Road just before the start of the built-up part of Rufforth	Missing route to outlying village cut off by Outer Ring Road – part s106 scheme / part potential Sustrans Connect2 scheme	Treemendous York		Rufforth, Acomb	Acomb Centre, Manor School, City Centre	5	4			1	2	2	3.50	8.40	Low	1	Medium	3	Difficult due to having to negotiate with several landowners and Yorwaste, however a great deal of work has already been done on this and external funding sources identified	3	6.90
63	Hull Road – southern link between end of current shared use just west of Yarburgh Way to Windmill Lane junction	Widening and conversion of footway along southern side to shared use along its whole length so that cyclists do not have to share bus lane with many buses and Park & Ride vehicles plus extension beyond the bus gate either on-road or off-road	Missing link on busy radial route	SRTS (Archbishop Holgate Secondary)	1. A1079 corridor	Osbaldwick, Murton, Dunnington, Badger Hill, Heslington East	City Centre, University of York, Archbishop Holgate's School, Science Park	5		2			2		2.25	7.60	Medium	3	Medium	3	Difficult due to restricted width of footway unless road narrowed or footway widened into adjacent land	3	6.85
64	Hospital Fields Road	Safety improvements for cyclists on busy industrial estate road	Safety improvement - Scrutiny Board scheme	SRTS (Uni of York)	1. Millennium East - West route	South Bank, University of York, Dringhouses and beyond, Fishergate	University of York, Science Park, City Centre	5		2			2		2.25	4.60	High	5	Low / Medium	2	Difficult due to volume of HGVs and PSVs using the road	3	6.85
65	Brownie Dyke / Castle Mills Bridge / Castle Piccadilly Development	Link between New Walk and City centre area via a pathway along eastern side of River Foss	Missing link on off-road radial route		1. Fulford to city centre	Fulford, Fishergate, University of York	City Centre	5		2		1			2.00	10.80	Medium / High	4	High	5	Could be very difficult to achieve a scheme which is flood-proof and along backs of existing properties	5	6.80
66	Link from Broadway West to Fulford Ings	Lighting improvements along this existing path	Safety improvement - Scrutiny Board scheme			South Bank, Fishergate, Heslington, Fulford	City Centre, University of York, Fulford School, Science Park	5				1	2		2.00	3.80	Medium	3	Low	1	Fairly easy	1	6.80
67	Germany Beck on-site cycle routes	Routes through the site and to adjoining residential areas	Links to and through new development site		1. Naburn to Heslington	Naburn, Fulford	University, Science Park			2		1	2	2	1.75	8.00	Low	1	Medium	3	Planning condition for Germany Beck site	1	6.75
68	Heslington to Wheldrake via Heslington Common	Link from Heslington Lane to Wheldrake running alongside Fulford Golf Course to Wheldrake Lane	Link to outlying village		1. Wheldrake to Heslington	Wheldrake, Heslington, York	University of York, Science Park, City Centre	5		2		1	2	2	3.00	8.60	Low	1	Medium?	3	Fairly difficult due to crossing other landowners' property	3	6.60
69	Malton Road - link from Monks Cross rdbt to start of on-road lanes near Hopgrove	Link between the current provision at the Monks Cross roundabout and the on-road lanes which start near the sports pitches	Missing link on radial route		1. Hopgrove to City Centre 2. Hopgrove to Monks Cross	Stockton on the Forest, Hopgrove	Monks Cross, City Centre	5	4	2		1		2	3.50	10.00	Low	1	High	5	Fairly diffcult due to restricted verge width on bend and drainage ditches in verge	3	6.50

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70	Wigginton Road - link from Clifton Moorgate to start of current off-road path at Nestle		Missing link on radial route		1. Wigginton to City Centre 2. Clifton Moor to City Centre	Wigginton, Haxby, New Earswick	Clifton Moor, Nestle, York Hospital, City Centre	5	4	2		1		2	3.50	8.00	Medium	3	High	5	Fairly diffcult due to restricted verge widths in places and speed of adjacent traffic	3	6.50
71	York Road (Acomb) – link from Beckfield Lane to Front Street junction	Link from southern end of Beckfield Lane past The Green to the Front Street junction	Missing link on end of radial route		1. Rufforth to Acomb 2. Acomb to Northminster Business Park & Poppleton Bar P&R	Rufforth, Knapton, Acomb	Acomb, Northminster Business Park, Poppleton Bar P&R, Poppleton Station	5	4			1	2	2	3.50	8.00	Low / Medium	2	Medium / High	4	Difficult due to restricted width available and on street parking	3	6.50
72	Wigginton Road - link from A1237 to Clifton Moorgate	Link between the A1237 roundabout and Clifton Moorgate	Missing link on radial route		1. Wigginton to City Centre 2. Clifton Moor to City Centre	Wigginton, Haxby, New Earswick	Clifton Moor (south), Nestle, York Hospital, City Centre	5	4	2		1		2	3.50	8.00	Low / Medium	2	Medium / High	4	Difficult due to the lack of verge width available on some stretches and speed of adjacent traffic	3	6.50
73	Hamilton Drive – link from Collingwood Road to Moorgate	Provision of on-road link between the north-south route at the Collingwood Road / Beech Ave junction to the OCR at Moorgate either by using cycle lanes or signing only	Missing link on route to city centre / OLQM School	SRTS (OLQM School)	1. Acomb / Holgate to city centre	Holgate, Foxwood, Woodthorpe, Acomb	Acomb, English Martyrs School, Our Lady's School, Hob Moor Schools, St Paul's School, City Centre, Energise, York Station	5	4	2	2		2	2	4.25	4.20	Medium / High	4	Medium	3	Difficult due to parking and width constraints	3	6.45
74	Jockey Lane – formal crossing facility to replace informal one between Rodgers Carpets and Asda	Currently there is an informal crossing with dropped kerbs and tactile paving between the shared use path on the Asda side of the dual carriageway and the start of the shared use on the Rodgers Carpets side, this is difficult to cross at when traffic is busy or with cyclists who are less confident	Crossing of busy dual carriageway to reduce severance effect	LSS?	1. Monks Cross improvements	Monks Cross north of main road	Monks Cross south of main road		4	2		1			1.75	6.60	Low / Medium	2	Medium	3	Easy	1	6.35
75	Burdyke Avenue	Improved link between OCR at Kingsway North Rdbt and Water Lane / Canon Lee School	Well used route to school, parts of Clifton Moor and large employers	SRTS (Canon Lee Secondary)		Clifton, Clifton Without, Rawcliffe	Clifton Moor, Canon Lee School, Clifton with Rawcliffe School, Burton Green Primary, Nestle, York Hospital		4	2		1	2	2	2.75	5.60	Medium	3	Low / Medium depending on whether on road or off road solution found	2	Difficult due to on street parking, verge parking, width constraints and numerous vehicle crossovers	3	6.35
76	Shipton Road - Loweswater Road to Clifton Park	Link between the end of the Shipton Road parallel service road and Clifton Park	Missing link on radial route		1. Skelton / Rawcliffe to city centre	Skelton, Rawcliffe, Clifton, City Centre, Clifton Park (residential)	Clifton Moor, City Centre, Clifton Park (employment)	5	4	2	1	1			3.25	6.00	Medium	3	Medium	3	Fairly difficult due to speed limit and lack of available width in places	3	6.25
77	Scarborough Bridge	Provision of ramped accesses onto and off the bridge with path widening across the river if feasible	Missing link on the Haxby to station route	SRT Station	1. Haxby to Station	Clifton, Rawcliffe, Clifton Without, The Groves, Huntington, Haxby, New Earswick	York Station, Hub Station, NCN65				2		2	2	1.50	9.60	High	5	High	5	Very difficult due to Network Rail's reluctance to do anything	5	6.10
78	Wilton Rise to Leeman Road - replacement bridge	Replacement to Wilton Rise footbridge with associated approach ramps	Improved route to city centre		1. Acomb to city centre 2. Acomb to York station	Acomb, Holgate	City centre, York Station	5	4	2	2	1	2		4.00	11.00	Medium	3	V High	7	Very difficult due to bridge spanning live rail line	5	6.00
79	Askham Lane - link between the Ridgeway and Foxwood Lane junctions	Link between the two mini-roundabouts at either end of the stretch fronting Westfield School	Missing link at edge of radial route and well used by school children	SRTS (Westfield Primary, York High, Manor CE)	1. Westfield to City Centre 2. Westfield to Acomb	Westfield, Foxwood, Askham Bryan	Acomb, City Centre, various schools	5	4			1	2		3.00	6.00	Medium	3	Medium	3	Difficult due to restricted width available	3	6.00
80	Energise to Hob Moor route	Formalise route using the link path between Energise and Gale Lane, Danesfort Ave and the path running between Kingsway West and Green Lane	Missing link between off road network and leisure / education site	SRTS (York High, Hob Moor School, OLQM School, Millthorpe School)	1. Link to Orbital Cycle Route	Holgate, South Bank	Energise, York High						2	2	1.00	5.00	Medium	3	Low / Medium	2	Fairly easy of opposition from other path users can be overcome and shool are happy with access being open to the public	1	6.00
81	Link from Hob Moor Drive to Beech Avenue along Collingwood Avenue	Provision of signed route with any appropriate improvements to link the path emerging from Hob Moor to the signed route up Beech Avenue (and then onwards towards the city centre via Holgate Road / Wilton Rise and footbridge to Leeman Road)	Missing link on route to city centre / English Martyrs School		1. Foxwood / Woodthorpe to city centre	Holgate, Foxwood, Woodthorpe, Acomb	English Martyrs School, Our Lady's School, St Paul's School, City Centre, Energise, York Station	5			2		2	2	2.75	2.20	Medium	3	Low	1	Easy - signing only required	1	5.95

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82	Tadcaster Road – extension of off-road path from the current termination at the toucan near the Tyburn southwards to the Marriott Hotel	Extension of off-road shared use path or segregated provision with cyclists using a path behind the fenceline	Enhancement to radial route facility – Scrutiny Board scheme	SRTS (York College, Millthorpe & All Saints Schools)	1. Tadcaster Road corridor off-road routes	South Bank, Bishophill, Dringhouses, Woodthorpe, Foxwood	City Centre, Dringhouses School, York College, Tadcaster Road shops and businesses	5					2		1.75	6.20	Medium / High	4	Medium	3	Difficult due to width restrictions unless footpath is widened into stray	3	5.95
83	Tower Street	Removal of traffic lane on dual carriageway section to provide cycle facilities	Scrutiny Board scheme		1. Inner ring road imrpovements	Fulford, Heslington, Fishergate, city centre (outbound)	City Centre, York Barbican, Foss Islands Retail Park	5				1		2	2.00	8.80	High	5	High	5	Very difficult due to width constraints, high vehicle numbers and location on IRR	5	5.80
84	Ridgeway	Link between proposed Askham Lane and Beckfield Lane facilities	Missing distributor link	SRTS (Manor School)	1. Foxwood to Poppleton	Foxwood, Woodthorpe, Westfield, Chapelfields	Manor School, Clifton Moor, Acomb Centre, Energise, York Business Park		4	2		1	2	2	2.75	6.00	Medium	3	Medium	3	Difficult due to nature of road, trees and many driveways	3	5.75
85	Lord Mayor's Walk	Provision of facilities along this section of the Inner Ring Road	Missing link between two busy radial links on the inner ring road and York St John Uni	SRTS (York St John University)	1. Inner ring road imrpovements	The Groves, Clifton, City Centre, Heworth	City Centre, York St John's University, Foss Bank shops	5				1	2		2.00	6.60	Medium	3	Medium	3	Difficult due to being part of inner ring road and constrained widths	3	5.60
86	Beckfield Lane – provision of facilities along the southern section from new Toucan crossing just south of Ostman Road to Wetherby Road	Either on or off-road provision along the remaining section of Beckfield Lane	Missing link on commuting / school route - Scrutiny Board scheme	SRTS (Manor School)	1. Acomb to Clifton Moor to Monks Cross, 2. Manor School SRTS scheme	Chapelfields, Foxwood, Acomb, Woodthorpe, Poppleton	Manor School, Clifton Moor, Acomb Centre, Energise, York Business Park		4	2		1	2	2	2.75	7.80	Medium / High	4	Medium / High	4	Very difficult due to existing opposition from adjacent residents, width restrictions and traffic flows / speeds	5	5.55
87	Heworth Road	Link between Heworth Green roundabout and Heworth Village	Missing link between radial route and Heworth amenities	SRTS (Heworth School), LSTF?	1. Heworth to Monks Cross	Heworth, Tang Hall, Muncastergate estate	Heworth amenities, Foss Islands Retail Park, Nestle, York Hospital, Monks Cross		4	2		1	2	2	2.75	5.80	Medium	3	Medium	3	Difficult due to width constraints, parking and if adjacent verge is used potential removal or disturbance of trees	3	5.55
88	Melrosegate / Green Dykes Lane	Link between Heworth Village and University	Missing link between University / Science Park and student / employee accommodation	SRTS (Uni of York)	1. Heworth to University of York	Heworth, Tang Hall, Heslington Lane area	University of York, Science Park, St Lawrence's School, Hull Road amenities, Heworth amenities			2		1	2	2	1.75	5.60	Medium / High	4	Medium but depends what facilities are needed	3	Difficult due to parking, width constraints, verge widths, vehicle crossovers and trees	3	5.35
89	Northfield Lane (Poppleton) – link from crossing point of the A1237 near Knapton Main Street and the shared use path just north of the Northminster Business Park	Provision of on or off-road facilities to link the above scheme and anyone leaving Knapton and crossing the A1237 at-grade with the Industrial Estate, the future Park & Ride Site and Poppleton (inc Rail Station)	Missing link to employment site / outlying village / Park & Ride site			Knapton, Rufforth, Acomb, Poppleton	Poppleton Bar P&R (when built), Poppleton Station, Acomb Centre, Northminster Business Park		4	2	2	1			2.25	5.00	Low / Medium	2	Medium	3	Fairly easy in theory as traffic levels are fairly low once past Northminster Business Park	1	5.25
90	Stockton Lane – Heworth Green rdbt to Ashley Park	On road provision along minor radial route	Missing link on radial route	SRTS (Hempland School)	1. Stockton on Forest to city centre	Stockton on the Forest, Heworth Without	City Centre, Foss Bank, Foss Islands Retail Park	5			2	1			2.00	5.20	Low / Medium	2	Low unless measures other than white lining are needed	1	Fairly difficult due to road width in certain locations and parked vehicles	3	5.20
91	Tang Hall Lane / Windmill Lane	Link between Heworth Village and University / Science Park including improvements to existing NCN 66 route	Missing link between University / Science Park and student / employee accommodation, poor quality NCN route in sections	NCN improvements, SRTS (Uni of York)	1. Heworth to University of York / Science Park	Heworth, Tang Hall, Badger Hill, Heslington	University of York, Science Park, Tang Hall shops, Heworth amenities, Archbishop Holgates School, Lord Deramores School, Badger Hill Primary, Burnholme School			2		1	2	2	1.75	5.40	Medium / High	4	Medium but depends what facilities are needed	3	Difficult due to parking, width constraints, verge widths, vehicle crossovers and trees	3	5.15
92	Thanet Road to Tadcaster Road	Link from LIDL to Tadcaster Road	Missing link		1. Acomb to Bishopthorpe Road	Acomb, Foxwood, Dringhouses	Knavesmire, LIDL, York High, Acomb shops, Acorn Rugby Club, Hob Moor schools		4			1	2	2	2.25	5.80	Medium	3	Medium	3	Fairly Difficult due to available width and parking	3	5.05
93	St Oswald's Road to Landing Lane	Off-road route extending the current riverside path as far as Landing Lane to link up to existing shared use paths at either end	Missing link on off-road radial route – Scrutiny Board scheme	Link to development site (Germany Beck)	1. City centre off-road leisure route along eastern bank of River Ouse	Fishergate, Naburn	Designer Outlet, Naburn, City Centre	5				1		2	2.00	9.00	Low / Medium	2	High	5	Difficult due to landowner issues and status of the Ings (SSSI, village green etc)	3	5.00

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94	Bishopthorpe Road link from Crematorium to Bishopthorpe Main Street	Link from end of proposed off-road path to the village	Missing link to village		1. Bishopthorpe to city centre	Bishopthorpe, Acaster Malbis	Crematorium, City Centre, York Racecourse, University of York, Law College, York Station	5			2	1	2	2	3.00	8.00	Low / Medium	2	Medium	3	Very difficult due to lack of available width and landowners either side of the road	5	5.00
95	Askham Lane - Foxwood Lane to Moor Lane rdbt	Link between the current facilities at the Moor Lane roundabout and Foxwood Lane	Missing minor radial route link		1. Askham Bryan to Acomb	Askham Bryan, Askham Richard	Acomb, City Centre, various schools	5	4		2	1	2	2	4.00	6.00	Low	1	Medium	3	Fairly difficult if verges contain utility apparatus	3	5.00
96	Grimston Bar Interchange to Murton Lane	Provision of missing section between roundabout circulatory lane and Murton Lane north of the A166	Missing rural link		1. Hull Road / Stamford Bridge Road corridor routes	Murton, Dunnington	City Centre, NCN66, Murton, Dunnington	5				1			1.50	5.40	Low	1	Low / Medium	2	Should be fairly simple although HA may need to be consulted if they own any of the verge and the verge may also be full of utility apparatus	1	4.90
97	Bishopthorpe Road – provision from Terry's entrance to Scarcroft Road junction	On-road provision along section of Bishopthorpe Road with no current cycle facilities (if feasible)	Missing link on radial route - Scrutiny Board scheme		1. Bishopthorpe to city centre	Bishopthorpe, Acaster Malbis, Copmanthorpe, Dringhouses	City Centre, York Station, Millthorpe School, All Saints School, York Racecourse	5			2	1	2	2	3.00	7.80	Medium	3	Medium / High	4	Very difficult due to width restrictions, parking and fairly narrow footways	5	4.80
98	York Road, Dunnington	Link from the end of the off-road provision just north of the A1079 to the edge of the village	Missing link to commuter village and NCN improvement		1. Dunnington to City Centre 2. NCN 66 and Way of the Roses coast to coast route	Dunnington, Stamford Bridge	City Centre, University, Archbishop Holgates School, Fulford School	5		2			2	2	2.75	6.00	Low / Medium	2	Medium	3	Fairly difficult due to verge widths available, utility apparatus in verge and speed of adjacent traffic	3	4.75
99	Broadway - link from Heslington Lane rdbt to Fulford Road	Link along Broadway past the shops	Missing link on the Fulford Road to Hull Road route		1. Hull Road to Fulford Road east - west route	Fishergate, Fulford, South Bank	University, Science Park			2		1	2	2	1.75	6.00	Medium	3	Medium	3	Fairly difficult due to available width and parking	3	4.75
100	Shipton Road (Skelton) – path between Fairfields Drive and St Giles Road	Widened off-road path alongside the A19 converted from footpath to shared use between two of the access points into Skelton and to enable cyclists wishing to join the York to Beningbrough path to get opposite the Stripe Lane junction	Extension to existing radial route	Links to the NCN		Rawcliffe, Clifton Without	Skelton amenities, NCN 65					1		2	0.75	5.00	Low	1	Low?	1	Fairly easy if a path can be found through the trees and shrubs	1	4.75
101	Lawrence Street / Hull Road – link from Walmgate Bar to Tang Hall Lane	Provision of on-road facilities along the remaining length of the A1079 as far as the Inner Ring Road	Missing link on busy radial route – Scrutiny Board scheme	York City Beautiful	1. A1079 corridor	Osbaldwick, Murton, Dunnington, Badger Hill, Heslington East, Tang Hall, Heslington	City Centre, University of York, Archbishop Holgate's School, Science Park	5		2			2		2.25	7.40	High	5	High	5	Very difficult due to width constraints and high vehicle numbers	5	4.65
102	Rawcliffe Lake path	Widening existing path or provision of separate cycle path around lake to reduce conflict and link to new path across Rawcliffe Rec.	Safety scheme to improve link to schools, shops, employment	SRTS (Lakeside Primary, Clifton with Rawcliffe Primary)	1. Manor Lane (Rawcliffe) to Clifton Moor East	Clifton, Rawcliffe, Clifton Without	Lakeside School, Clifton with Rawcliffe School, Clifton Moor		4			1	2		1.75	4.80	Medium / High	4	Medium	3	Fairly difficult due to boundary treatments in one section but path could be widened towards lake away from the lighting columns	3	4.55
103	York Central - link from Water End	Link into York Central site from Water End	Missing link to major development site		1. Clifton to York Central 2. Acomb to York Central	Clifton, Acomb, Boroughbridge Road residential area	York Central, city centre, York Station	5		2	2	1			2.50	10.00	Medium / High	4	V High	7	Very difficult but may be a planning condition	5	4.50
104	York Central - link from Chancery Rise	Link into York Central site from Chancery Rise	Missing link to major development site		1. Holgate to York Central 2. Acomb to York Central	Acomb, Holgate, South Bank	York Central, city centre, York Station	5		2	2	1			2.50	10.00	Medium / High	4	V High	7	Very difficult but may be a planning condition	5	4.50
105	Castle Piccadilly Foss Bridge	New shared use bridge to be provided as part of the Castle / Piccadilly development	New link from riverside path through to city centre	Castle / Piccadilly development brief	1. Fulford to city centre	Fulford, Fishergate	City centre	5				1			1.50	10.00	High	5	V High	7	Difficult as entirely dependent on development happening	5	4.50
106	Tadcaster Road to Cherry Lane	Link from St Helens Rd junc to Cherry Lane	Missing Link		1. Acomb to Bishopthorpe Road	Acomb, Foxwood, Dringhouses	Knavesmire, LIDL, York High, Acomb shops, Acorn Rugby Club, Hob Moor schools		4			1	2	2	2.25	5.20	Medium	3	Medium	3	Fairly difficult due to restricted width on major radial road	3	4.45
107	Knapton - link from A1237 to Beckfield Lane	Link from end of existing shared use path at the A1237 end of Main Street via Ten Thorn Lane and Knapton Lane to Beckfield lane	Missing link on rural route to edge of urban area	SRT Northminster Business Park	1. Rufforth to Acomb 2. Acomb to Northminster Business Park & Poppleton Bar P&R	Rufforth, Knapton, Acomb	Acomb, Northminster Business Park, Poppleton Bar P&R, Poppleton Station		4	2	2	1			2.25	7.00	Low	1	Medium	3	Fairly difficult to fit anything meaningful in restricted width available but measures to reduce traffic speed and volume more suitable	3	4.25

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108	Huntington Road – Byland Avenue to Monkgate Rdbt	Link from the end of the current cycle lanes at the Byland Avenue junction along the remainder of the length of Huntington Road	Missing link along popular radial commuting route		1. Strensall / Huntington to city centre	Huntington, Earswick, (Strensall?)	City Centre	5					2		1.75	7.40	High	5	High	5	Extremely difficult but speed limit reductions may be a solution	5	4.15
109	Heslington to Wheldrake / Elvington route	Route to the two outlying villages using a combination of quiet roads and off-road provision – feasibility study almost complete but problems highlighted with key sections of the routes due to lack of landowner support	Links to outlying villages from the main urban area – route to school and employment sites		1. Wheldrake to Heslington 2. Elvington to Heslington	Wheldrake, Elvington, Sutton on Derwent, Thorganby and other villages beyond	University of York, Fulford School, Archbishop Holgate's School, Science Park, City centre?	5		2			2		2.25	9.80	Low / Medium	2	High	5	Very difficult due to having to pass over numerous landowners' land and lack of landowner support	5	4.05
110	Haxby Road – Alder Grove (New Earswick) to Wigginton Road junctions	Link along popular commuting route from Haxby / New Earswick to the city centre avoiding the off-road, unlit path across Bootham Stray	Popular radial route with no current facilities south of the northern end of New Earswick		1. Haxby to city centre	New Earswick, Haxby, Wigginton	City Centre, Nestle, Hospital	5		2			2		2.25	6.80	High	5	High	5	Extremely difficult	5	4.05
111	North Street (Guildhall) Bridge	New footbridge between North Street Gardens and City Screen with associated improved cycle parking at North Street end	New bridge to relieve the pressure on Lendal Bridge for city centre bound trips	CCMAF scheme	1. Station to city centre?	Acomb, Station, Micklegate area	City Centre, Aviva, York Station	5		2	2	1		2	3.00	7.60	High	5	V High	7	Very difficult due to needing permission from landowners at either end and very high costs involved	5	3.60
112	Link between Murton and Dunnington following former railway line	Link between Murton and Dunnington using land which was formerly the Derwent Valley Light Railway with a safe crossing of the A166	More direct NCN route alignment for NCN66		1. Dunnington to City Centre 2. NCN 66 and Way of the Roses coast to coast route	Dunnington, Stamford Bridge	City Centre, Monks Cross	5	4	2		1		2	3.50	10.00	Low / Medium	2	V High	7	Very difficult due to lack of landowner support and difficulty crossing the A166 safely	5	3.50
113	Fulford Main Street / Selby Road	Facility to link up current provision on Fulford Road and on Selby Road south of Landing Lane	Missing link on radial route		1. Fulford to city centre	Naburn, Fulford (southern end), Fishergate (outbound trips)	City Centre, Designer Outlet, Naburn	5				1		2	2.00	8.40	Low	1	Medium	3	Very difficult due to conservation area status of area and width constraints	5	3.40
114	Wigginton Road – link north of A1237 to Wigginton village	Provision of shared use path alongside Wigginton Road in verge to link the village of Wigginton with the Outer Ring Road	Link to outlying village – Scrutiny Board scheme			Wigginton, Shipton by Beningbrough, Haxby? Skelton?	Clifton Moor, City Centre, York Hospital, Nestle	5	4	2		1			3.00	6.40	Low / Medium	2	High	5	Difficult due to nature of adjacent verge and potential utility apparatus in it	3	3.40
115	Poppleton to Hessay route – route leaving Poppleton via Black Dike Lane, across the A59 then down Burlands Lane and westwards to Hessay (could form part of a route to Harrogate)	Provision of a mainly off-road or on quiet roads link between the two villages of Hessay and Poppleton to take cyclists off the busy A59	Missing link between very small rural village with no shops, school etc with a larger one with more amenities			Hessay, Rufforth? Poppleton	Poppleton Bar P&R (when built), Poppleton Station, Poppleton amenities, Manor School, Poppleton Ousebank school			2	2	1	2		1.75	6.60	Low	1	Medium	3	Difficult due to having to negotiate with several landowners and lack of PROWs in the vicinity	3	3.35
116	Prices Lane / Nunnery Lane	Links from Bishopgate Street to Victoria Bar	Missing link between radial routes		1. Bishopthorpe to city centre	Bishopthorpe, South Bank, Clementhorpe	City Centre, Priory St Centre, Micklegate amenities	5				1			1.50	4.80	Medium	3	Medium	3	Difficult unless on road lanes used or the Bar Walls Moat	3	3.30
117	Mill Lane	Heworth Green to East Parade	Missing link with some facilities at one end	LSS (at Heworth Green end)		Tang Hall, Heworth, Bell Farm, Dodsworth Ave estate	Heworth amenities, Foss Islands Retail Park, Nestle, York Hospital			2		1	2		1.25	5.00	Medium	3	Medium but depends whether the junctions at either end need tweaking	3	Difficult due to having to accommodate other vehicle movements on a fairly narrow road	3	3.25
118	Routes through Haxby / Wigginton	Provision of suitable off-road or safer routes through the villages of Haxby & Wigginton – need to be investigated	Links from various sections of the villages to the existing facilities on York Road – Scrutiny Board scheme			Residential parts of village	Schools, shops and destinations farther afield via existing links		4			1	2		1.75	4.40	Medium	3	Medium	3	Dependent on where and how the routes are achieved (20mph zones may be easiest solution)	3	3.15
119	Strensall Road link between A1237 and Six Bells Rdbt	Conversion of existing footway to shared use with appropriate widening if feasible	Much-requested link to outlying village for radial commuters – Scrutiny Board scheme		1. Strensall / Huntington to city centre	Strensall, Towthorpe	Huntington, City Centre, Monks Cross, Huntington School, York Hospital	5	4	2		1	2		3.50	7.60	Low / Medium	2	V High	7	Difficult	3	3.10
120	Riverside path from Landing Lane to Naburn Lane	Further extension again of previous scheme to link to Naburn Lane facilities	Missing link on off-road radial route – Scrutiny Board scheme		1. City centre off-road leisure route along eastern bank of River Ouse	Fishergate, Fulford, Naburn	Designer Outlet, Naburn, City Centre	5				1		2	2.00	5.60	Low / Medium	2	Medium / High	4	Difficult due to landowner issues and status of the Ings (SSSI, village green etc)	3	2.60
121	Moor Lane, Woodthorpe	Link between current facilities at the new A1237 rdbt and the Chaloners Road mini-rdbt	Missing distributor link	SRTS (York College, Askham Bryan College)	1. Askham Bryan to Dringhouses	Askham Bryan, Askham Richard, Woodthorpe, Dringhouses	York College, Askham Bar P&R, Tesco, Askham Bryan College					1	2		0.75	6.00	Low / Medium	2	Medium / High	4	Difficult due to width of road, trees and many driveways	3	1.75

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122	York Business Park to former British Sugar Site	Developer funded? new bridge link between new residential development and Business Park with potential rail halt	Missing link between major new residential development and employment / leisure / restaurant / retail site	British Sugar transport masterplan	1. York Business Park to City Centre	British Sugar site, Boroughbridge Road residential area, Acomb	York Business Park, Clifton Moor		4		2	1	2	2	2.75	8.60	Low / Medium	2	V High	7	Very Difficult due to having to cross a live railway line and negotiate with Network Rail	5	1.35
123	Naburn Railway Bridge to Naburn Village	Provision of link from Sustrans NCN 65 to Naburn village	Missing rural link			Naburn, Fulford, York	Naburn village, NCN65							2	0.50	4.40	Low	1	Medium	3	Fairly difficult due to lack of available width, speed of adjacent traffic and level differences	3	-0.10
124	Stockton Lane - Ashley Park to Stockton on the Forest	On road? Provision along minor radial route (with 60mph speed limit)	Missing link on radial route		1. Stockton on Forest to city centre	Stockton on the Forest, Heworth Without	City Centre, Foss Bank, Foss Islands Retail Park, Stockton on the Forest amenities	5				1			1.50	5.00	Low	1	V High	7	Very difficult due to lack of verge width in certain areas and narrowness of bendy road	5	-4.50

KEY

Scheme where feasibility work is programmed or some has already been done

Abbreviations

LSTF	Local Sustainable Transport Fund
NCN	National Cycle Network
CCMAF	City Centre Movement & Accessibility Framework
SRTS	Safe Routes to School
OCR	Orbital Cycle Route
SRT	Safe Route to .....
LSS	Local Safety Scheme
SSSI	Site of Special Scientific Interest

* Added Value score based on the following factors:
Tackles Safety (+3)
Addresses pinchpoint (+2)
Overcomes barrier i.e. Ring Road, River, Rail, Strayland (+2)
Provides alternative route to major road (+2)
Fills Gap in Strategic Route (+1)
Link to new development (+2)

** Mean Added Value Score = average of 5 different officer scores

+ Overall Score = (Destination Factor + Mean Added Value Score + Usage Score) - (Cost Score + Buildability Score)

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Decision Session – Cabinet Member for City Strategy **21st May 2012**

Report of the Director for City & Environmental Services

Promoting Sustainable Development in York

Summary

1. The publication of the National Planning Policy Framework in March places Sustainable Development at the heart of the planning debate.

2. The purpose of this paper is to consider York's current position / perspective and highlight where action can be taken to better promote sustainable development through the planning system across the City.

3. The report suggests specific actions to promote higher standards of sustainable design and construction in York to help the City create more sustainable developments and realise its ambition to be a leading environmentally friendly and sustainable city.

Background

What is Current picture for Sustainable design and construction in York?

4. The ambition articulated through the City's long term strategy (2011 – 2025), the Local Development Framework and the Climate Change Framework and Action Plan is for York to be a leading environmentally friendly City. Vital to achieving this ambition is the effective application and operation of the planning system. Examples of effective sustainable design and construction which are helping to meet this city ambition are highlighted below ;

5. The Council has led by example with developments such as the Eco depot (Hazel Court) and more recently the new council HQ at west offices which demonstates that both in new build and re-use of existing historic buildings high standards of sustainable design and construction can be achieved. The new council office building is predicted to achieve a BREEAM excellent rating (against a requirement of very good) with overall energy demand being significantly lower that a typical equivalent building. The development also includes solar PV panels generating electricity (local renewable energy) and saving 20t of carbon per year.

6. Other sustainable developments in the City include:

- Joseph Rowntree's Elm Tree Mews and Dormary Court developments.
- JRH's Derwenthorpe housing development currently being built.
- JRH's retrofit project on Temple Avenue to upgrade existing stock.
- Eco homes such as the Discus Bungalows in St Ann's Court, Regent Street / Faber Street.
- The eco business centre

7. However, these are still the exception rather than the norm. That is not to say that we are accepting poor development, but we must acknowledge that the planning system sets only minimum standards which must be met.

8. It should also be recognised that sustainable development is a broad discipline – it is not simply about highly energy efficient development. Effective re-use of existing buildings is inherently sustainable, because of the embodied energy in materials and the savings on new construction.

Planning Policy position

9. Before March 2012 the national planning policy position on sustainable development was covered by:

- Planning Policy Statement 1 (2005) (PPS1)
- Planning Policy 22 (2004) (elements relating to renewable energy only)

10. The current local planning policy position on sustainable design and construction is set out in the Interim Planning Statement (IPS) on Sustainable Design and Construction 2007. This was designed to help achieve the Council's objectives for Sustainable Development, as set out in policy GP4a of the City of York Draft Local Plan, incorporating the 4th Set of Changes (April 2005).

11. The IPS requires: for large scale developments a sustainability statement including; statements on how the development will achieve BREEAM Very Good Standard / Code for Sustainable Homes level 3 and the 10% on site renewable obligation. Full details are available at http://www.york.gov.uk/environment/Planning/guidance/Design_and_construct_draft_SPG/

12. The national Planning Policy position is now set out in the NPPF. However, debate about the definition of Sustainable Development did not begin with the consultation draft of the NPPF although this certainly intensified it and the specific clarification in the final version that it includes social and environmental factors is welcome.

13. In York the context now is the publication draft of the local development framework which sets a clear position for the City with policy CS21 setting out the requirement for development to meet high environmental standards.

Policy CS21: Sustainable Design and Construction

The LDF will play a key role in helping to deliver the Climate Change Framework and
Action Plan through contributing to a reduction of York's carbon and eco-footprint and helping the City to adapt to, and mitigate against climate change. This will be achieved through the application of the Energy Hierarchy by ensuring York's renewable energy/low carbon potential is realised and high standards of sustainable design and construction are adopted, as set out below:

1. Renewable Energy
i. The LDF will ensure that the following renewable energy targets are exceeded through either on-site or off-site production:

- 38.7MW of installed renewable electricity capacity and 15.1MW of installed renewable heat capacity by the year 2020; and

- 39.8MW of installed renewable electricity and 18.0MW of installed renewable heat capacity by the year 2031.

ii. All renewable energy proposals must be in accordance with the spatial principles SP1, SP2 and SP3.

iii All major developments (more than 10 dwellings or 1000m2 non-residential floorspace) must submit a Sustainable Energy Statement as part of the planning application process. Unless it can be demonstrated that it is not feasible or viable, proposals must:

- incorporate onsite renewable energy/low carbon energy generation equipment to reduce predicted carbon emissions by at least 10%; and
- as a part of that reduction, integrate CHP and district/block heating or cooling infrastructure.

2. Sustainable Design and Construction

All new residential and non-residential developments including conversions and change of use must submit a Sustainability Statement (where appropriate incorporating a Sustainable Energy Statement) as part of the planning application process. The Sustainability Statement will need to demonstrate that the development will be a high standard of sustainable design and construction using techniques to ensure building design, including orientation and layout (for passive solar benefits), reduces energy consumption and construction material selection ensures sustainable use of resources.

For development proposals of 10 dwellings or more or non-residential schemes over 1000m2 the following minimum standards will apply, unless it can be demonstrated that it is not feasible or viable:

- *Residential Developments:* Code for Sustainable Homes Level 3*** (or equivalent) up to and including 2013, Code for Sustainable Homes Level 4****
  (or equivalent) from 2014 and zero carbon standard from 2016 onwards; and
- *Non-residential Developments:* 'very good' standard as set out in the Building Research Establishment, Environmental Assessment Method (BREEAM) up to and including 2014, 'excellent' standard as set out in BREEAM from 2015 and zero carbon from 2019 onwards.

14. However it must be recognised that these standards and the current and future building regulation standards are the minimum standards required and that higher standards can often be achieved.

15. The development of the Local Development Framework required a robust evidence base and a number of studies were undertaken to specifically inform the policies on sustainable development including;

Policy based

Climate Change Act 2008
Energy White Paper 2007
Planning Policy Statement 1 2005
Climate Change Framework and Action Plan 2010
Planning Policy Statement 22 2004
Building a greener Future Policy Statement 2007

Study based

Renewable Energy Strategic Viability Study 2010
Delivering Sustainable Energy in North Yorkshire 2005

16. The publication draft of the LDF represents the most robust position it was possible to justify in relation to the evidence base in 2010.

17. However in many cases it may be possible to secure higher standards by working with developers through the planning process, especially where more detailed and more specific area or site based studies are available.

Improving standards to create a leading environmentally friendly and sustainable City

18. It is important to recognise that sustainable development really requires a big picture approach and significant effort must continue to ensure that our large development sites are developed in the most sustainable way. The current work in drafting of a sustainable development framework for York Central is key to this and the supporting work byCO2 Sense on a Local Low Carbon Energy Investment Strategy and Commercial Review York Northwest Urban Eco – Settlement (2011)

19. Future development of the City is dependent on investment by developers, who need to make return. The economics of sustainable development was considered in a 2009 CBRE report (see annex A) Although the headline is that sustainable development makes good long term business sense it sets out some of the reasons why the development industry is not routinely delivering higher standards.

20. Achieving higher standards requires developers to go beyond the minimum standards required by the planning system and the report confirms that the property market does not necessarily 'value' this additional investment, although reporting some shift in attitudes.

21. Achieveing higher standards does cost more – on average exceeding the minimum standards costs 2.5 – 12.5% more (according to the CBRE report).

22. Similar additional costs for achieving high code levels (under the Code for Sustainable Homes) beyond building regulations at an extra over cost are also detailed in the annex of CYC's Renewable Energy Strategic Viability Assessment.

How can CYC encourage higher standards of sustainable design and construction?

23. The key question for City of York is how best to secure higher standards:

24. The following current opportunities exist:

25. Yorkshire and Humber Climate Change Skills Fund – A planning and Climate Change Design Review Panel - to provide an independent, expert panel of professionals who can provide advice, review schemes and make recommended improvements;

26. Yorkshire and Humber Climate Change Skills Fund - Comprehensive Planning and Climate Change Training for Planning officers – this offers 10 free modules to planning officers to up-skill them on climate change and sustainable design and construction (this training began in February 2012 and will run till January 2013)

27. Yorkshire and Humber Climate Change Skills Fund - Comprehensive Planning and Climate Change training for Planning Committee Members (estimated date of commencement Autumn 2012)

28. Yorkshire and Humber Climate Change Skills Fund – Technical Support Service – to help planners incorporate low carbon energy strategies into major developments Working with developers through pre-app process to encourage higher standards.

Specific recommendations for next 9-12 months.

29. Undertake to organise at least 2 specific events, in the form of seminars / workshops to promote higher standards of sustainable development in the City.

30. One of these will involve working with colleagues in Development Management (DM),to arrange a targeted developers forum. This session will need to include external expert speakers to illustrate best practice and to make a compelling economic business case, illustrating the economic benefits of low carbon construction.

31. The developers forum will investigate what local builders and developers would find useful and beneficial to help them design more sustainably and assess any skills gaps that might exist (this could be linked to Green Job creation / up-skilling training opportunities)

32. The second to be in the form of a talk / lecture format to a wider audience; suggestions include Craig White of White Design – the Architect of our Eco Depot and director of a design practice committed to sustainable development, although maximising local expertise is also important and could provide smaller scale examples which are more relevant to York from the domestic and non-domestic sector.

33. The feasibility and potential benefits of undertaking an audit of schemes approved following the introduction of the2007 IPS will be investigated. The purpose would be to establish how many exceed the minimum standards and to provide a baseline for recent development against which to assess any future improvement.

34. Additional skills training and design review will take place through the various regional climate change skills funding available to promote higher standards for schemes coming forward.

35. Additional training in relation to the Nation Planning policy Framework can also augment this.

36. A further report will be prepared to more specifically address the city's challenging carbon and renewable energy targets. The process of setting the LDF policy targets specifically highlighted conundrum around viability which needs further exploration.

Options

37. Option 1 to rely on the existing measures in place to deliver the City's aspirations in relation to sustainable development

38. Option 2 – to undertake specific targeted actions as set out above to improve the chances of delivering the City's aspirations in relation to sustainable development.

Analysis

39. Sustainable development encompasses many aspects and cannot be considered solely as low energy development. The standards required for new development are rigorous, but there is still scope for improvement. Some will come through national legislative framework including Building Regulations, however there is scope to achieve further improvement through highlighting compelling businesses cases for such work, and by influencing and encouraging through best practice demonstration.

40. The Council can assist in this by undertaking the additional actions / activity as set out above (and recommended at option 2) to promote events aimed at developers in addition to the existing pre- application process and partnership working.

Recommendation

41. The cabinet member is asked to agree option 2

42. REASON: to improve the chances of delivering the City's aspirations in relation to sustainable development.

Council Plan

43. This will help meet the Protecting the Environment priority of the Council Plan

Implications

- **Financial** *there are no direct financial implications*
- **Human Resources (HR)** *There are no HR implications*
- **Equalities** *higher standards of sustainable benefit all.*
- **Legal** *the national / local planning policy position is not changed*
- **Crime and Disorder** no implications
- **Information Technology (IT**) there are no IT implications
- **Property** the council should seek to lead by example with respect to its own property proposals
- **Other –Sustainability – this measures outlined in the report should assist in delivering more sustainable development across the city in accordance with the council plan.**

Risk Management

44. This will be an additional workload for the Sustainability Team and there is some risk to overall objectives across the 9 – 12month period proposed. The team will have to reprioritise work plans to ensure this work can be undertaken and this may effect their ability to deliver other current programmes**.**

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	Report Approved *tick* **Date** *Insert Date*

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

Implication ie Financial	*Implication ie Legal*
Name	*Name*
Title	*Title*
Tel No.	*Tel No.*

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

For further information please contact the author of the report

Background Papers:

City of York draft local plan policies
Interim Planning statement on sustainable design and construction 2007
National Planning Policy Framework
Publication draft of Local development framework policy CS 21

Annexes

Annex 1 – CBRE report

WHO PAYS FOR GREEN?
THE ECONOMICS OF SUSTAINABLE BUILDINGS

CB RICHARD ELLIS | EMEA RESEARCH | 2009

CBRE
CB RICHARD ELLIS

CONTENTS

INTRODUCTION

The prominent role of real estate is increasingly recognised in the wider debate on climate change. A significant proportion of carbon emissions come from commercial and residential buildings, and legislation at national and European levels is driving changes to building specifications in an attempt to address this.

The most immediate impacts on the real estate market are being seen through a greater focus on operational energy efficiency and, hence, sustainable development. Growing numbers of corporates are aware of the advantages of occupying "green" buildings, as one element of their broader sustainability goals.

Despite this, buildings with green credentials remain relatively scarce with the result that "track record" evidence of good practice is difficult to find and share across the market. This is partly because "developing green" is still perceived as more expensive, and because the evidence is limited on the commercial rewards of doing so.

This paper touches on several areas of this debate. It reviews the main measurement tools for assessing a building's environmental credentials and assesses evidence on the production cost and rental profiles of green buildings as against conventional ones. There is evidence to suggest that green buildings command a percentage rent premium that is of a similar order to their additional construction costs. Finally, the paper provides some indicators of the running cost savings achievable in buildings of different standards and suggests that these savings offer significant further headroom in terms of potential rent premia.

EXECUTIVE SUMMARY

Driven by a convergence of public sentiment, legislative pressure and technological advances, the issue of sustainability is becoming ever more prominent in society. Because of the contribution of buildings to carbon emissions, the real estate sector is in the forefront of this shift, with much of the focus on operational energy efficiency and sustainable development: the so-called "green building".

The desire to be "green", or to be perceived as such, is increasingly motivating the behaviour of some companies. While some corporates see genuine "social" and marketing advantages in occupying green buildings, investors and developers will ultimately only adopt green practices if it makes good commercial sense. Specifically, developers who incur the additional cost of developing green buildings need to be rewarded for doing so. This raises a range of issues about measuring the attributes of "green" buildings and their adoption, the additional cost of building them and the value payback for doing so.

The evidence base in all these areas is small but growing. It will be important that this growth continues, in order that the commercial (as opposed to the PR) benefits of developing and occupying sustainable buildings is demonstrated through market transactions and values.

For commercial buildings, the two most commonly-used assessment tools at the design stage are BREEAM (Building Research Establishment Environmental Assessment Method) and LEED (Leadership in Energy and Environmental Design). Both headings actually cover a range of schemes for assessing environmental impact, with specific variations applying either to different building types or to different stages in the construction and occupation of a building. These measurement tools are also relatively recent and will undoubtedly be revised and updated over time. While these issues are clearly being taken more seriously, particularly by corporates with a global portfolio - almost 100,000 buildings have been BREEAM certified in the UK - there is currently no single agreed definition of a green building that encompasses all aspects of design, development and use.

"DEVELOPMENT OF A GREENER BUILDING IS LIKELY TO ADD BETWEEN 5% AND 7.5% TO CONSTRUCTION COSTS."

These measures are commonly used in studies of the additional cost of developing green buildings. Taken together the studies reviewed here suggest that achieving the more basic levels of certification may raise development costs by only 2-3% above those for a standard building. Development of a greener building – designed to achieve one of the higher standards of accreditation – is likely to add between 5% and 7.5% to construction costs.

Our own analysis in the residential sector indicates that development of a zero-carbon building (a more onerous environmental standard than even the higher levels of BREEAM and LEED accreditation) could add a construction cost premium of around 12.5%. At any level, costs are much more likely to be held towards the lower end of these ranges where the intention to build a sustainable building is integral to the design and construction process from the outset, rather than introduced as an afterthought.

Since upfront development costs are higher for a green building than for a conventional one, it should be expected that the developer will receive some reward in the form of higher rents and/or lower yields in the investment market. The evidence record for this is limited, but analysis from the US indicates that green buildings do attract higher rents than conventional ones, and also enjoy higher rates of rental growth.

In percentage terms, the rent additionality is of the same order as the excess development cost for green buildings (2-6%), suggesting that some additional premium may need to accrue from yields paid in the investment market. Importantly, however, the evidence for higher rents now includes analysis based on contractual lease rents, as opposed to anecdotal or engineering-based estimates.

"GREEN BUILDINGS ATTRACT HIGHER RENTS THAN CONVENTIONAL ONES, AND ALSO ENJOY HIGHER RATES OF RENTAL GROWTH."

Significant differences also exist in the energy usage and running cost profiles of green buildings as against conventional ones. Clearly this differential is driven mainly by fluctuations in oil prices and energy costs in the market, and it may be that in the short-term, falling oil prices will reduce the scale of cost saving achievable. Nevertheless, evidence suggests that, for any given level of oil price, the energy usage savings on substantially improved buildings, relative to unimproved ones, are very significant. Depending on the level of improvement these savings at least exceed 10% and could be well over 50%.

"AT LEAST 10% AND COULD BE WELL OVER 50%."

The precise rental premium that a tenant might be prepared to pay for a building delivering this level of energy saving is complicated by various factors, including the use of fixed-term energy contracts that insulate tenants against market fluctuations in energy prices. Nevertheless, this suggests that the apparent savings accruing from reduced running costs far exceed the scale of additional development cost, and hence create significant headroom in terms of potential rent premia.

Taken together these strands indicate that the increased future adoption of green building practices is supported by some commercial logic, as well as by environmental desirability.

We believe that the future accumulation of evidence on the relative rent levels, running costs and, in due course, investment prices, of green over conventional buildings, will further reinforce and demonstrate these market differentials. Crucially, by boosting the availability of commercial evidence and reducing the need for developers to make a "leap of faith", this will increasingly encourage the development and occupation of sustainable buildings.

WHY ALL THE FUSS?

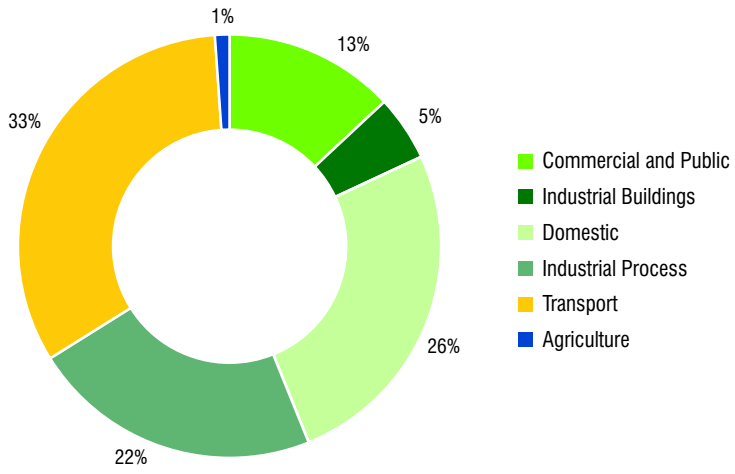
In response to growing concerns about climate change and environmental degradation, the issue of sustainability in all its various forms is becoming ever more prominent in society, and certainly within the business world. Most corporate advertising nowadays contains some claim about the "green" credentials of the company concerned, regardless of whether it is a retailer, an airline or a bank.

The issue, however, extends well beyond corporate advertising, and encompasses a range of changes – actual and potential – in corporate behaviour. One manifestation of this is the rise of socially responsible investment funds: based on a 2006 survey of funds under management, a European Social Investment Forum report reveals that European Socially Responsible Investment funds are estimated to be worth up to €1 trillion - as much as 10-15% of total European funds under management, having increased by over a third since the end of 2002.

Given the degree of social and political interest surrounding climate change, it is not surprising that real estate is under increasing pressure. Figure 1 shows the carbon emissions for the UK in 2003: 44% are generated by all buildings with 18% of the total attributed to non-domestic buildings.

"THE MOST IMMEDIATE IMPACTS ON THE REAL ESTATE MARKET ARE BEING SEEN IN THE AREAS OF OPERATIONAL ENERGY EFFICIENCY AND SUSTAINABLE DEVELOPMENT. THE "GREEN BUILDING" HAS BECOME THE LATEST TRENDY MUST-HAVE FOR CORPORATE OCCUPIERS – AND THE COVER-GIRL FOR DEVELOPERS' ANNUAL REPORTS."

Figure 1: Source of carbon emissions, UK



Source: BRE

The most immediate impacts on the real estate market are being seen in the areas of operational energy efficiency and sustainable development. The "green building" has become the latest trendy must-have for corporate occupiers – and the cover-girl for developers' annual reports.

From an occupier's perspective, occupying environmentally-friendly buildings is an important step towards achieving corporate sustainability objectives – and a very visible statement of corporate principles, and thus has perceived marketing benefits.

While recent falls in energy costs have altered the picture somewhat, an energy-efficient building still offers very real economic attractions to a tenant. Developers are keen to meet these occupier demands, and are thus more willing to incorporate "green" features into their buildings that make them cheaper to occupy. This is made possible by technological advances, which are making it easier and cheaper to build sustainable buildings. Even if such features are not seen as "standard" now, they will be within a few years. Green buildings are therefore increasingly seen as "future-proofed" investments.

"SOME IN THE REAL ESTATE INDUSTRY HAVE BEEN KEEN TO EMBRACE GREEN PRACTICES VOLUNTARILY. DEVELOPERS, INVESTORS AND OCCUPIERS ARE INCREASINGLY FINDING THAT THEY WILL HAVE NO CHOICE."

Most importantly, while some in the real estate industry have been keen to embrace green practices voluntarily, developers, investors and occupiers are increasingly finding that they will have no choice. Government legislation at national and European levels is driving changes to building specifications.

For example in the UK, all commercial buildings new to the market require an Energy Performance Certificate (EPC) on construction, sale or rent, detailing the building's expected energy emissions. As more and more buildings are transacted, EPCs will become available for more stock, significantly raising awareness of the relative energy efficiency of different buildings. Building Regulations are being reviewed on a rolling basis with the next version, expected in 2010, likely to demand increased levels of energy efficiency both through passive measures, like increased insulation, and through the specification of more efficient plant. Local and regional authorities also influence the delivery of lower carbon buildings through demands for the use of renewables for new developments, in some areas demanding that 20% of the building demand be supplied from such sources.

So what's the problem? Given the growing importance of the issue, surely every developer is busy building the most environmentally-friendly buildings that they can in order to lease them to lengthy queues of image-conscious occupiers, before selling them at premium prices to far-sighted long-term investors?

Unfortunately, this isn't yet the case. It is certainly true that more green features are being incorporated into more new buildings, and that assessment of the green characteristics of residential and commercial buildings is becoming more common in occupier decision-making. However, buildings with green credentials are still perceived as more expensive to construct and are not the norm as "track record" evidence of good practice is difficult to find and share among competitors. And for all the rhetoric, commercial organisations will only adopt green practices if it makes good commercial sense to do so. In other words, developers who make the investment required need to get their money back – with an acceptable premium, reflecting the additional risk they have taken.

"THERE IS CURRENTLY NO EVIDENCE-BASED CONSENSUS ON HOW, AND BY WHOM, THE ADDITIONAL COSTS SHOULD BE BORNE."

So who should pay? The occupier, via an increased rent to reflect the lower operating costs of such a building? The investor who buys it, via a lower yield, reflecting the superior income preservation and lower depreciation that will be experienced on a green building? A bit of both? There is currently no evidence-based consensus on how, and by whom, the additional costs should be borne.

In this paper, we examine a number of the key issues in this debate. First, we look at how you can measure and evaluate green buildings. Second, we analyse just how expensive it is to build a green building. Third, we review some of the limited evidence available regarding occupier willingness to pay a premium price to occupy green buildings. Finally, we look at the energy usage savings achievable in green buildings, and consider the impact of these savings on possible rent premia.

HOW GREEN IS GREEN? MEASURING SUSTAINABILITY

As with many aspects of sustainability, there are numerous issues of definition around what constitutes "a green building". There is a whole host of factors which, depending on definition, could be said to contribute to the sustainability of a building. These include amongst other things the site on which it is built, its location, employee travel to work patterns, energy and water consumption and efficiency, emissions, procurement policies, construction materials and waste management.

"THERE IS CURRENTLY NO SINGLE AGREED DEFINITION OF A GREEN BUILDING THAT ENCOMPASSES ALL ASPECTS OF DESIGN, DEVELOPMENT AND USE."

Various techniques and methodologies exist to group and measure these characteristics to assess how "green" a building is. Some only consider very specific aspects of building performance such as energy usage (for example Energy Star), materials used or waste generated during construction or operation. Others try to take a broader view, through a set of design and operational criteria.

For commercial buildings, the two more commonly used at the design stage are BREEAM (Building Research Establishment Environmental Assessment Method) and LEED (Leadership in Energy and Environmental Design), the key features of which are discussed in more detail in Appendix 1.

BREEAM AND LEED

Both headings actually cover a range of schemes for assessing environmental impact. The variations apply either to different building types or to different stages in the construction and occupation of a building. For instance, there are distinct BREEAM schemes for office buildings, schools, leisure buildings, etc. and LEED variations for commercial interiors, existing buildings, schools and retail. Thus, while there is a great deal of similarity between the two systems, there are also some important differences.

A major difference is that, at present, BREEAM focuses on the type of building while LEED focuses on it being new or existing. In some of these areas LEED goes further than BREEAM, for example by requiring building materials to be recyclable. BREEAM awards credits for using recycled materials but does not make it compulsory. In contrast, BREEAM assesses various aspects of the operational use of the building, thus addressing carbon emissions, which are not covered by LEED. However, with so many companies and public authorities adopting carbon neutral targets, it is almost certain that emissions will become part of LEED's accreditation process in the next few years.

One important consequence of these differences is that a building which is highly rated under one system will not necessarily score so highly under another. Indeed, buildings which are awarded the same rating under the same system are not necessarily equally "green"! This is because the ratings take account of local conditions, local building codes and standards and how designers or occupiers go beyond the minimum required. A "pass" score in BREEAM assumes compliance with Building Regulations; extra credits are awarded only for features above those already required. This is important because both BREEAM and LEED have been adapted and used to rate buildings outside their "home" country. As a result, the baseline between countries is different as building regulations (or building codes) are more demanding in some countries than others. One therefore cannot assume that a building certified as LEED Silver in one location is just as "green" as another LEED Silver building in a different country.

There is a lack of understanding in the market place about what a particular rating means or implies, making it difficult to use the label across boundaries especially for corporate clients. In essence, there is currently no single agreed definition of a green building that encompasses all aspects of design, development and use.

WHY ARE THESE TOOLS USEFUL?

Leaving aside these differences, BREEAM, LEED and other Building Assessment Tools are useful in that they provide some form of objective assessment of a building's "greenness". The public sector has tended to be the driving force behind the demand for 'greener' buildings – and the adoption of independent ratings – on both sides of the Atlantic.

In the United States, cities including New York, San Francisco and Seattle have adopted green building programmes and New York became the first state to grant a tax break for sustainable buildings. American universities and environmental organizations have also been at the forefront of the adoption of LEED to certify their buildings.

Similarly, in the UK, local authorities and central government specify that a minimum BREEAM rating be achieved for the buildings they occupy. The UK Office of Government Procurement requires all government departments when undertaking new build or refurbishment construction projects to carry out environmental assessments using BREEAM. From March 2003, all new buildings have had to achieve a BREEAM "Excellent" rating and refurbishment projects a "Very Good" rating.

Measurement issues are also increasingly important to the private sector. More and more corporate occupiers are seeking to occupy "greener" buildings, and measurement standards give them a tool for setting targets or standards and measuring progress in achieving them. Thus far, many corporate occupiers have prioritised having a "green" headquarters building, rather than applying such standards across their whole property portfolio. Equally, some large corporates like Deutsche Bank, KPMG and HSBC are raising internal awareness of green issues in real estate by assessing their portfolios (usually utilising either LEED or BREEAM) and setting targets or objectives for upgrading their portfolios.

There are still commercial limits to corporate efforts to appear green in their real estate activities. Many companies conclude, rightly, that it is usually not cost-effective to retro-fit an existing building simply in order to make it "greener", or to relocate to a new building simply in order to improve the "green-ness" of the portfolio. In these instances it is generally considered that the costs outweigh the benefits.

A common strategy is therefore one of "incremental improvement", whereby green considerations are taken into account every time a real estate decision is made. In effect this asks the question "what can we reasonably do here that is both cost-effective and will make our portfolio more sustainable?". Refurbishments, as and when they are required for other reasons, are also appropriate opportunities to review options for retro-fitting more sustainable features.

"AS IMPERFECT AS THEY ARE, THESE ASSESSMENT METHODS ARE HELPING DRIVE TRANSPARENCY, OBJECTIVITY AND ADOPTION OF GREEN BUILDING TECHNIQUES ACROSS THE MARKET."

GROWING ADOPTION OF GREEN TECHNIQUES

What is clear is that these issues are being taken more seriously by occupiers in both public and private sectors. In the UK there are almost 100,000 buildings certified and nearly 700,000 homes and buildings currently registered for assessment against BREEAM. LEED is less well advanced, with only 1,000 buildings already rated – but with a further 9,000 now registered for appraisal. As imperfect as they are, these assessment methods are helping drive transparency, objectivity and adoption of green building techniques across the market.

However, the crucial issue for both owners and occupiers is "cost effectiveness". What reward will the market offer for incurring the cost of developing sustainable buildings? Developers, investors and tenants are not – in general – charities. They will only build, buy or lease green buildings if they offer performance and value for money which is at least comparable with, and preferably superior to, a conventional building. This raises the thorny issue of money: how much do green properties cost to build, and who should pay for them?

THE ECONOMICS OF GREEN BUILDINGS

A. THE COSTS OF PRODUCING GREEN BUILDINGS

Many organisations concerned with the development, maintenance and refurbishment of real estate know relatively little about the true cost of sustainability. In part this is down to difficulties in defining "sustainability" – what exactly would an "unsustainable" building look like? With the significant changes in building regulations and policy that have occured it is neither practical nor desirable for any developer to ignore environmental concerns. So what is the actual difference in production cost between a "green" building and a conventional one? Hard evidence is somewhat limited but, helpfully, such evidence as does exist appears to reach broadly similar conclusions.

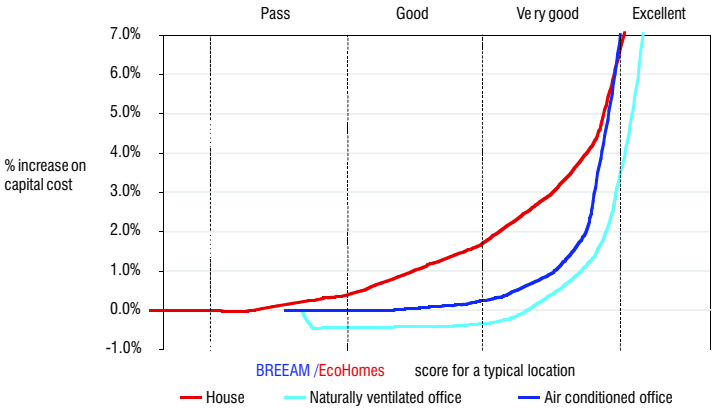
A study undertaken by BRE and Cyril Sweett investigated the marginal increases in construction cost required to achieve different BREEAM ratings. Using a typical building for each of the categories studied, the analysis explored the marginal increase on capital cost to achieve BREEAM and EcoHomes ratings at the time of the study (2003-4) for three different types of building:

- A house
- A naturally ventilated office
- An air-conditioned office

The study concluded that, subject to certain conditions, the environmental performance of a new building can be increased by 1-3 ratings for less than 2% additional capital cost [2], provided the conditions are optimum and the most cost-effective measures are implemented. In the case of a naturally ventilated office a negative increase (ie a net saving) was achieved due to the reduced cost of plant compared when with standard build cost.

Higher environmental standards cost more. The development of projects that command the higher ratings between "good" and "excellent" incur costs up to 7% higher than those of conventional buildings (See Figure 2).

Figure 2 : Increasing capital costs against environmental performance for three building types



Source: "Costing Sustainability" BRE Information Paper 4/05 (2005)

Estimates based on American projects assessed using the LEED process initially indicated an increase of 0-3% in capital cost for the lower ratings, and up to 6.5% cent for the highest ratings. A later review of 138 buildings with varying commitment to the environment (93 non-LEED and 45 LEED seeking buildings) found the overall costs to be indistinguishable. There were wide variations in the building cost but "there was no statistically significant difference between the LEED population and the non-LEED population" [3]. This study was revisited in 2006 [4] and reached essentially the same conclusion: there is no significant difference in average costs for green buildings as compared to non-green buildings.

Figures published by the US Green Building Council (USGBC), which are considered conservative, also indicate that there are no extra construction costs involved in achieving basic certification. However, achieving silver accreditation incurs a cost premium of about 1.5%, and up to 7% additional construction costs for platinum. According to independent surveys of those meeting LEED certification, the average costs are reported to be about 3% extra rather than the zero figure provided by the USGBC (for basic certification).

Overall, these studies therefore suggest that achieving basic certification need not cost significantly more than a standard building, particularly if the intention to build a sustainable building is integral to the design and construction process from the outset. However, building a greener building – designed to achieve one of the higher standards of accreditation – is likely to add somewhere between 5% and 7.5% to construction costs.

GOING BEYOND

These studies use existing measurement tools as the framework for analysis. Existing BREEAM or LEED certification levels may be a convenient analytical benchmark, but even their highest levels of accreditation are far from "the ultimate" in sustainability. Indeed, the recently launched "BREEAM 2008" revised standards introduce a new "Outstanding" classification at the top of the scale. Beyond even this, the issue of "carbon neutrality" has become a feature of recent policy discussions in both the public and private sectors. Carbon-neutral development goes well beyond the requirements of either BREEAM-Excellent or LEED-Platinum accreditation, but is the current long-term target of local government in England.

Research carried out by CB Richard Ellis compared the standard costs of construction in England for a 12-storey, 50-unit residential development totalling around 80,000 sq. ft. with a theoretical zero-carbon development of the same size[1].

This analysis indicates that building the zero-carbon scheme incurs a construction cost premium of around 12.5%. Whilst clearly significant, this appears a surprisingly modest premium for achieving what is actually a very demanding environmental standard. It should be noted however that the cost of sustainability varies enormously, depending on the type, scale, location and energy use of a development. It is also likely that, over time, this premium should fall as zero-carbon technology becomes cheaper, more standardised and thus quicker and easier to incorporate into the design and construction process.

"ACT EARLY TO MINIMISE THE ADDITIONAL COST OF DEVELOPING GREEN."

MINIMISING THE ADDITIONAL BUILD COST

Building green is not just a matter of incorporating additional design features such as solar panels. The whole process of applying for environmental accreditation using LEED or BREEAM is expensive in its own right, and increased design time does add costs. Independent consultants need to be appointed and evidence collected to show that the credits or points are deserved. Sourcing the right materials, using the right professionals and securing suitable design features represent an "environmental levy" that is not always easy to calculate and that businesses are not always willing to pay. In addition, some studies note wide variations in the responsiveness of planning and building control authorities, which will clearly introduce market-specific variation in total development costs.

At the same time, formal accreditation does have the advantage of "certifying" a particular level of green-ness, which in itself confers some value on a property. It may be difficult to assess exactly what value a given rating confers, but it does seem likely that this value will increase in the future.

1 *The design, by architects Lewellyn Davies Yeang, is set to a zero-carbon standard for green design and construction, albeit excluding procurement or demolition. To narrow the scope of this research and to define the type of product being analysed, it was assumed that:*
- *the development is within urban Britain;*
- *it is of tower design;*
- *the design and mix has a typical city occupier mix of mostly professionals and young families;*
- *although Llewelyn Davies Yeang approach to building design is site-specific, we have attempted to remove issues of aesthetic.*

This is one of the reasons why achieving the relatively modest increases in construction cost indicated by various studies depends on early decisions being made regarding basic form and servicing solutions. Cost-effective solutions are dependent on a design and specification with BREEAM or LEED in mind from the very beginning of the project. "Greening" a building that has been designed without a sustainability brief will undoubtedly be more expensive and potentially achieve less satisfactory results in terms of comfort and operational and maintenance costs over the lifetime of the building. In other words, act early to minimise the additional cost of developing green.

"WHILST NOT ALL SUSTAINABLE FEATURES ARE NECESSARILY MORE EXPENSIVE, AND THE CONSTRUCTION COST PREMIUM FOR BUILDING SUSTAINABLY MAY BE FALLING, IT REMAINS THE CASE THAT A GREEN BUILDING IS LIKELY TO BE MORE EXPENSIVE TO CONSTRUCT THAN A CONVENTIONAL ONE."

B. DEMAND FOR GREEN BUILDINGS: DOES GREEN ADD VALUE?

Whilst not all sustainable features are necessarily more expensive, and the construction cost premium for building sustainably may be falling, it remains the case that a green building is likely to be more expensive to construct than a conventional one. Based on the studies cited above, additional build costs appear to lie in the 0-2% range to achieve the basic end of currently recognised accreditation levels, and up to 7% for the higher levels. The additional costs for zero-carbon development are likely to be even higher than this.

A key issue, therefore, is who will pay? The answers, and indeed the issues involved in interpreting the apparent answers, may well differ between the commercial and residential sectors. The following sections provide some evidence for both.

EVIDENCE FROM THE RESIDENTIAL SECTOR

Some initial information comes from the residential sector. At their Kennet Island sustainable residential scheme in Reading, England, developer St James' investigated consumer willingness to pay some portion of the additional cost for green developments.

The St James' envirohome concept, including the cost of installing key green features, was explained to prospective purchasers at the show home. The survey revealed that four-fifths of residents would pay up to £3,000 for each of a select group of green features, including solar PV tiles, solar hot water tiles, PowerPipe hot water heat exchangers, grey water recycling and wind turbines. However, this figure is less than the cost of installation for any of these items with the exception of rain water recycling. While 30% of consumers indicated a willingness to pay over £10,000 for a fully fitted 'envirohome', a majority valued the envirohome at a level well below its full cost [6].

The survey is not necessarily statistically robust as a representative sample of the rest of the UK; located within the affluent south east of England at a time of rapidly rising house prices, this study may overstate residential purchasers' willingness to pay for green features in their homes. It is encouraging that there appears to be significant degree of goodwill towards sustainability. However, at present this is insufficient for adoption of green technology at current prices. The survey demonstrates that without recognized cost savings from adopting green technology, consumers consistently undervalue the true cost of these features.

Part of the difficulty in assessing attitudes to value in the residential sector is that house buyers do not always take a financially "rational" approach to property values and prices. In theory, they should be perfectly capable of making the same calculations regarding, say, energy costs as a commercial landlord. Thus they should be prepared to pay more for a house that uses less energy and is cheaper to run. The difficulty is two-fold.

First, how many of the general public are equipped to do this discounted cashflow calculation to calculate the present value of future energy cost savings (including making an assessment of the correct discount rate to apply, allowing for the fact that they are probably financing the purchase using a long term variable rate mortgage)?

"THERE IS SOME EVIDENCE THAT GREENER BUILDINGS ARE BEING VALUED MORE HIGHLY THAN CONVENTIONAL BUILDINGS."

Second, house buyers are often constrained in their ability to purchase a house by the size of the mortgage they are able to secure, which governs the absolute amount they can spend. Thus, if a purchaser has a total budget of £180,000 to spend, what would they rather purchase? A "£160,000 house" with £20,000 of green technology, which will deliver them a subsequent "income" in the form of energy cost savings over the coming years? Or a conventional £180,000 house which is bigger, or better located, or with a larger garden?

RENTS AND VALUES IN COMMERCIAL BUILDINGS

One would expect that businesses owning or occupying commercial property would be more sophisticated and rational in their decision-making. However, this may not always be the case!

A recent study based on data collected by the CoStar Group shows some evidence that greener buildings are being valued more highly than conventional buildings. Within their database of around a quarter of a million commercial properties in the United States, some have had their energy efficiency rated using Energy Star[2]. From these buildings, a selection complying with a specific set of criteria was analyzed.

The criteria used for filtering the database included:

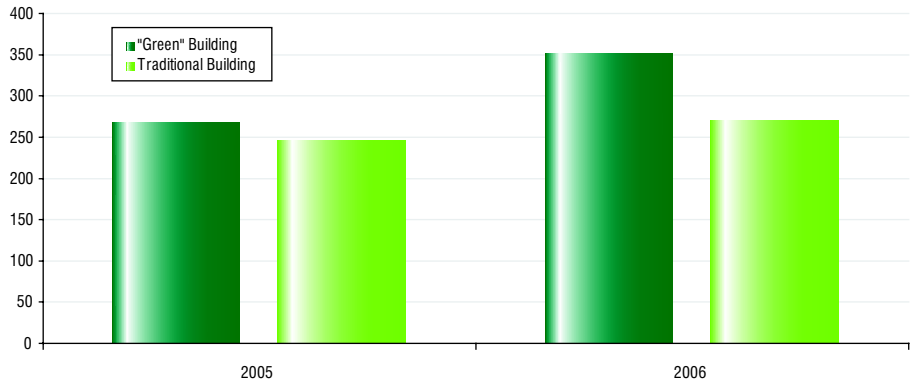
- Class A office buildings
- 200,000 square feet or more
- 5 stories or more
- Built since 1970
- Multi-tenanted

This resulted in a sample of 223 buildings rated using Energy Star compared with 2,077 Non-Energy Star buildings.

Analysis of the samples showed that:

- The more energy efficient "green" buildings attracted rents per sq ft that were around 6% higher than traditional buildings;
- Over the fifteen months analysed, the average rent on the green buildings rose by 8.2%, compared with 7.6% growth on the traditional buildings;
- The green buildings appeared to secure a sale price premium of around 9% in 2005 and as much as 30% in 2006

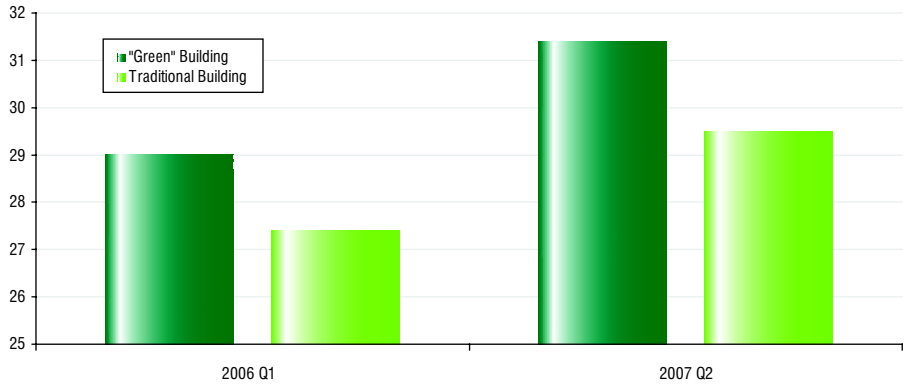
Figure 3: Direct Rental Rates ($/sq.ft.)



Source: Miller, Spivey and Florance (2007)

2 *The sample contained 435 buildings rated using Energy Star compared with 238,808 Non-Energy Star buildings. Energy Star is a joint program of the U.S. Environmental Protection Agency and the U.S. Department of Energy providing an energy performance rating of the building energy consumption profile. It has a narrower scope than LEED but can be used as a proxy for 'green' buildings in the context of the study as Energy Star buildings are those within the 25% most efficient buildings for energy conservation.*

Figure 4: Sales Price ($/sq.ft.)



Source: Miller, Spivey and Florance (2007)

"ENERGY REPRESENTS AROUND 30% OF OPERATING EXPENSES IN A TYPICAL OFFICE BUILDING, MAKING IT THE SINGLE LARGEST COST ITEM AND, POTENTIALLY AT LEAST, A SUBSTANTIAL ELEMENT OF MANAGEABLE EXPENDITURE."

The study also found that Energy Star buildings had consistently higher occupancy levels dating back to the fourth quarter of 2004 [5]. This would imply that owners of green buildings would see a higher income return from their portfolio, as they would have greater success in converting theoretical rental value into actual rental income from occupied property. If borne out more widely, this ought to become apparent in lower yields, and hence higher unit values, for green buildings.

Further analysis by Eicholtz et al [7] also compared the rental difference between a sample of Energy Star and LEED-rated office buildings in the US with non-rated buildings in the immediate vicinity. Importantly, the comparison is based on actual contractual lease rents as opposed to anecdotal or engineering-based estimates.

The study finds that rents for green offices are about 2% higher than those for comparable buildings located nearby. Effective rents, adjusted for respective occupancy levels, show a rent differential of around 6%. The authors estimate that at prevailing capitalisation rates, conversion of the average non-green building to an equivalent green building would add over $5m in market value.

Some evidence therefore exists that green buildings do command higher rents than conventional ones. In percentage terms, the rent additionality is of the same order as the excess development cost for green buildings, suggesting that some extra may need to accrue from yields paid by the investment market. This would be consistent with findings quoted in Eicholtz et al, that the lower risk associated with a tenant of high social reputation should result in a higher building valuation, even if it does not command a higher rent. It is also consistent with earlier indications that green buildings command higher occupancy levels.

C. OPERATING COSTS AND ENERGY PRICES: THE PAYBACK FOR GREEN BUILDINGS?

The relationship between the higher initial cost of producing sustainable buildings, and the lower cost of subsequently running them (via impacts on tenants' ability to pay higher rents), is key to understanding the viability of pursuing green development. Energy represents around 30% of operating expenses in a typical office building, making it the single largest cost item and, potentially at least, a substantial element of manageable expenditure.

Some evidence can be offered on the reduction in energy usage, and therefore running costs, in buildings of different environmental characteristics. Analysis has been undertaken using an existing building that has recently had an Energy Performance Certificate (EPC) completed. The building's rating was found to be at the bottom of the EPC scale and rated at G. The building was constructed in the 1970s and had an area of 13,600 square meters. The ground floor consisted of retail units with the 1st and 2nd floors being office tenancies.

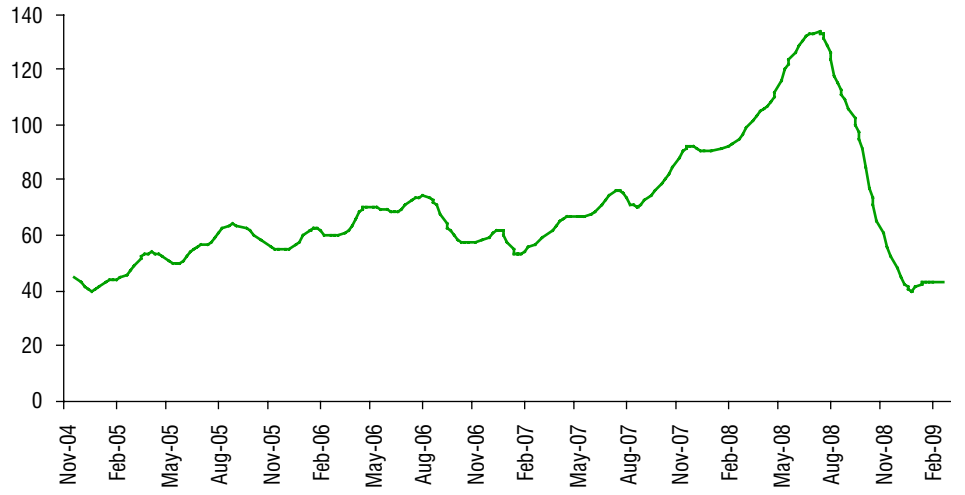
An exercise has since been undertaken to introduce two additional stages of enhancement to the building. The aim was to ascertain the requirements to improve the rating and the consequent reduction in energy consumption of the building. The tool used to achieve the original EPC and the theoretical results was the government-approved iSBEM.

Estimates of energy consumption were generated under each of three scenarios:

SCENARIO 0	Standard three-storey building with gas fired radiators is as the building stands, with no enhancements. **597 kWh/m2/yr** **G Rating**
SCENARIO 1	Double glazing and Roof refurbishment installed to meet current regulations **526 kWh/m2/yr** **G Rating** *(-12% in energy consumption from scenario 0)*
SCENARIO 2	Enhanced Capital Allowances (ECA) qualifying heating and ventilation systems, efficient lighting and high quality maintenance **131 kWh/m2/yr** **B Rating** *(-78% in energy consumption from scenario 0)*

In absolute terms, the magnitude of potential cost savings that could arise from this will depend on fluctuations in raw energy costs, which can be proxied by oil prices. Oil prices have fluctuated dramatically over the past year, rising from just under $90 per barrel in November 2007 to nearly $140 per barrel in the middle of this year since when, as the credit crunch and weaker global demand have taken hold, prices have fallen steeply to under $55 per barrel (See figure 5). The average price over this period has been just under $70 per barrel.

Figure 5: Oil Prices, ($US per barrel, 2004- 08)



Source: Ecowin

On the basis that overall energy usage costs in commercial buildings bear some relationship to headline energy prices, for any given level of oil price the savings highlighted in the scenarios above may be achievable. Indeed, assuming a linear relationship between oil prices and energy usage costs, the cost of running a fully- improved building would be lower at a $100 per barrel oil price than the cost of running a "standard" building at an oil price of $30 per barrel. In the short-term, however, falling oil prices may inhibit the adoption of green buildings by reducing the absolute scale of cost saving achievable.

Nevertheless, the evidence suggests that the savings accruing from reduced running costs create significant headroom in terms of potential rent premia. Combined with the indications that green buildings display stronger rental growth profiles, this ought to be reflected over time in a clearer yield differential between green and conventional buildings. This would provide far-sighted developers with an additional source of payback, and accelerate the adoption of green development techniques.

"EVIDENCE ON RENTAL TRANSACTIONS INDICATES THAT GREEN BUILDINGS ACHIEVE A RENTAL PREMIUM SIMILAR IN PROPORTION TO THE SCALE OF ADDITIONAL DEVELOPMENT COSTS FOR MID-RANGE LEVELS OF CERTIFICATION."

CONCLUSIONS

The sustainability agenda will continue to grow in importance in the real estate sector, and will increasingly affect the behaviour and decision-making of occupiers, investors and developers. While there is currently no single agreed definition or measure of what constitutes a "green" building, the tools that exist for assessing the environmental credentials of a building are becoming more widely used and accepted.

Such evidence as there is indicates the excess cost of developing a green building, relative to that for a conventional one, ranges between around 2-7% depending on the level of accreditation sought. Even the ambition of producing a zero-carbon development - which is more demanding than even the highest levels of BREEAM or LEED accreditation – would potentially add less than 15% to development costs.

There are still a number of unresolved issues in assessing the scale and source of payback for incurring these additional costs, particularly in terms of investment value and pricing. However, evidence on rental transactions indicates that green buildings achieve a rental premium similar in proportion to the scale of additional development costs for mid-range levels of certification.

Recent sharp falls in oil prices notwithstanding, the savings in energy usage costs appear even more substantial, suggesting that the occupation of green buildings offers significant headroom in terms of potential rent premia. We believe that the future accumulation of evidence on the relative rent levels, running costs and, in due course, investment prices, of green over conventional buildings, will reinforce these market differentials. Crucially, by boosting the availability of commercial evidence, this will increasingly encourage the development and occupation of sustainable buildings.

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APPENDIX 1

ENVIRONMENTAL ASSESSMENT METHODS: BREEAM AND LEED

BREEAM - BUILDING RESEARCH ESTABLISHMENT ENVIRONMENTAL ASSESSMENT METHOD

BREEAM is the world's longest established and most widely used environmental assessment method for buildings. It sets the standards for best practice in sustainable development and provides a recognised level of achievement.

BREEAM is an assessment tool developed in the UK that rates the performance of buildings based on their environmental impact or measures taken to avoid such impacts. A building is rated on management, energy use, health and well-being, pollution (air and water), transport, land use, ecology, water consumption and efficiency, and materials. BREEAM has recently gone through a step change to come up with the new set of tools known as BREEAM 2008.

Major differences compared to the previous version (BREEAM 2006) include:

- Previously buildings were certified as pass, good, very good, or excellent. A higher rating is now available for exceptional buildings, which will be called 'Outstanding'.
- Introduction of mandatory minimum requirements in some areas (e.g. sub-metering, water consumption, CO2 emissions).
- More demanding requirements to achieve some credits
- Change to the weightings used for each category.
- Introduction of a post-construction stage (to check that those features assessed at the design stage have been maintained during construction and initial occupation)

In the UK 65,000 buildings have been certified to date and a further 270,000 are currently registered for assessment[3].

BREEAM has been used to certify buildings in the UK, Ireland, Hong Kong and Canada.

3 *This figure includes data for EcoHomes, the BREEAM scheme applicable to residential developments*

LEED - LEADERSHIP IN ENERGY AND ENVIRONMENTAL DESIGN

The LEED green building rating system was originally developed by the US Green Building Council (USGBC). Largely based on BREEAM, it provides a recognised standard for the construction industry to assess the environmental sustainability of building designs. LEED promotes integrated whole-building design, with the overall aim of reducing a building's environmental impact. LEED provides a framework for assessing building performance and meeting sustainability goals and like BREEAM, it produces a point-based rating system. The USGBC has attracted over 6,500 paying members bringing in over $24 million a year. Despite this, since it was formed in 1995, just over 1,000 buildings have obtained LEED accreditation with about 9,000 projects registered for assessment.

LEED has been used to certify buildings in USA, Canada, India, China, Brazil, UAE, Mexico, Argentina, Italy and Spain.

COMPARISON

Table 1: BREEAM vs. LEED

SYSTEM	CRITERIA	SCORING
BREEAM	1. Management (policy, commissioning site management, procedures). 2. Energy (operational use, CO2). 3. Health and well-being (indoor and external issues). 4. Pollution (air, water). 5. Transport (CO2, location factors). 6. Land use (green fields, brown fields). 7. Ecological value of site. 8. Materials (including life-cycle impacts). 9. Water (consumption and efficiency).	Credits awarded for each criterion. Weightings applied to produce overall score. Score translated into rating and a certificate awarded: 25-39 Pass 40-54 Good 55-69 Very good 70 or more Excellent Updated regularly[4].
LEED	1. Site 2. Energy 3. Water 4. Materials 5. Indoor environmental quality	Credits specified for each criterion (7-12 in each area). 29 out of 69 is the minimum required to obtain a certificate. User selects criteria for scoring. Prerequisites must be met. Rating based on total number of points scored. The building is given a special designation if more than 50% of the credits are achieved: 50-60% Bronze 61-70% Silver 71-80% Gold 81% or more Platinum Updated every three years.

4 *In England and Wales, Building Regulations dictate the baseline and changes and updates in the regulations trigger an update in the BREEAM criteria*

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