

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

To: Councillor Gillies (Executive Member)

Date: Thursday, 9 March 2017

Time: 2.00 pm

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

AGENDA

Notice to Members – Post Decision Calling In:

Members are reminded that, should they wish to call in any item* on this agenda, notice must be given to Democratic Services by **4:00 pm** on **Monday 13 March 2017**.

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

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00pm** on **Tuesday 7 March 2017**.

1. Declarations of Interest

At this point in the meeting, the Executive Member is asked to declare:

- any personal interests not included on the Register of Interests
- any prejudicial interests or
- any disclosable pecuniary interests

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

2. Minutes (Pages 1 - 6)

To approve and sign the minutes of the meeting held on 9 February 2017.

3. Public Participation - Decision Session

At this point in the meeting, members of the public who have registered their wish to speak at the meeting can do so. The deadline for registering is **Wednesday 8 March 2017 at 5:00pm.**

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

Filming, Recording or Webcasting Meetings

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

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

The Council's protocol on Webcasting, Filming & Recording of Meetings ensures that these practices are carried out in a manner both respectful to the conduct of the meeting and all those present. It can be viewed at http://www.york.gov.uk/download/downloads/id/11406/protocol_film_or_webcasting_filming_and_recording_of_council_meetings_20160809.pdf

4. Public Rights of Way – Proposed Diversion of Public Bridleway Metcalfe Lane to Meadlands, Derwenthorpe, Osbaldwick (part) (Pages 7 - 34)

This report seeks authorisation to make a Diversion Order under section 257 of the Town and Country Planning Act 1990 to divert a section of a public bridleway affected by Phase 4 of the Derwenthorpe development, for which planning permission has already been granted. The path runs between Metcalfe Lane and Meadlands, Derwenthorpe, Osbaldwick, York.

5. Digital Highway Inspection Report (Pages 35 - 42)

This report provides the Executive Member with an overview of digital highways inspection data which will be used to inform the annual maintenance programme.

6. Economy and Place Capital Programme - 2017/18 Budget Report (Pages 43 - 54)

This report sets out the funding sources for the Economy & Place Transport Capital Programme, and the proposed schemes to be delivered in 2017/18.

7. Urgent Business

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

Democracy Officer:

Name: Judith Betts

Contact Details:

- Telephone – (01904) 551078
- Email – judith.betts@york.gov.uk

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

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

Contact details are set out above.

This information can be provided in your own language.

我們也用您們的語言提供這個信息 (Cantonese)

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

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

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

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

 (01904) 551550

City of York Council

Committee Minutes

| | |
|---------|--|
| Meeting | Decision Session - Executive Member for Transport and Planning |
| Date | 9 February 2017 |
| Present | Councillor Gillies (Executive Member) |

52. Declarations of Interest

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

53. Minutes

Resolved: That the minutes of the last Decision Session held on 7 December 2016 be signed and then approved by the Executive Member as a correct record.

54. Public Participation - Decision Session

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

Both speakers spoke in relation to Agenda Item 5 (Consideration of Objections received to the proposed amendments to the York Parking, Stopping and Waiting Traffic Regulation Order 2014: Proposed no waiting at any time restrictions (double yellow lines) on Opus Avenue, White Rose Way and White Rose Close):

Simon Nellar from Heatherton's Solicitors spoke in objection to the proposal. He stated that the current parking situation of cars parked on the pavements and footpath, was far from ideal. However this led to a lack of obstruction on the road and allowed for HGV and car transporters to access the site. He informed the Executive Member that a licence had been agreed between Heatherton's Solicitors and Arnold Clark for 40 of their staff to park in a designated off site space owned by Arnold Clark. It was requested that the decision be deferred for a few

months to allow for the staff of Heatherton's to use the parking facility to assess its impact on the parking on the surrounding streets.

John Watts from Future Cleaning which was a business on the opposite side of Opus Avenue to Heatherton's Solicitors spoke. He informed the Executive Member that the Future Cleaning side of the street had double yellow lines installed. His main concern was regarding the future growth of all the businesses on the business park, and the car parking spaces needed for these. He suggested that if the road scheme was re-examined that double yellow lines be installed on only one side of Opus Avenue and this would allow for cars to park legally on the road side, and in his case, would allow for traffic sweepers from his business to pass safely.

55. Better Bus Area Programme- Fourth Avenue Lay-bys

The Executive Member received a report which updated him on progress with a small scheme to construct a series of lay-bys on Fourth Avenue. He was informed that the lay-bys were needed as parked cars can make it impossible for larger vehicles to pass along Fourth Avenue. It also caused disruption for bus services and made other activities, such as refuse collection, difficult.

It was noted that there had been broad consultation and no opposition to the scheme.

Resolved: That progress with the scheme be noted and the proposal to proceed with the scheme's construction be supported.

Reason: To improve the reliability of bus services on Fourth Avenue and to reduce occasions when parked cars on Fourth Avenue are struck by moving vehicles.

56. Consideration of Objections received to the proposed amendments to the York Parking, Stopping and Waiting Traffic Regulation Order 2014: Proposed no waiting at any time restrictions (double yellow lines) on Opus Avenue, White Rose Way and White Rose Close

The Executive Member considered a report which asked him to agree to implement a an amendment to the York, Stopping Parking and Waiting Traffic Regulation Order (TRO) to introduce waiting restrictions (yellow lines) to enable larger vehicles (car transporters) to access development site on York Business Park.

The Executive Member stated that as a Ward Councillor he had concerns about the original planning decision and the condition attached. He felt that if he agreed to a TRO he would displace the cars that were already parked on the pavements and the roundabout to surrounding streets and that he could not go against a planning condition. He therefore had entered into discussions with Arnold Clark who would offer to a secure off road car parking compound for 30-40 cars. All vehicle owners that used this facility would have to sign a disclaimer to say that they parked there at their own risk.

The Executive Member considered all the comments made by the public speakers before coming to his decision. He underlined that the current state of parking on the pavements could not continue as it was illegal. He felt that further discussions were needed with Arnold Clark and businesses on the site in regards to the off road compound, but by implementing the proposal he would not be favouring one business over another.

Resolved: To implement the proposal as advertised subject to the confirmation that the off road compound has been made available by Arnold Clark to other businesses on the site.

Reason: To remove the obstruction caused by parked vehicles and enable better access for car transporters and other HGV.

57. Directorate of Economy & Place Capital Programme - 2016/17 Monitor 2 Report

The Executive Member considered a report which set out progress to date on schemes in the 2016/17 Directorate of Economy & Place Capital Programme, including budget spend to the end of December 2016. The report also proposed adjustments to scheme allocations to align with the latest cost estimates and delivery projections.

Resolved: (i) That the amendments to the 2016/17 Directorate of Economy & Place Capital Programme as set out in Annexes 1 and 2 of the Officer's report be approved.

(ii) That the reduction to the 2016/17 Directorate of Economy & Place Capital Programme and the movement of funding to 2017/18, subject to the approval of the Executive.

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

58. E Petition: Ownership of Property and Land in York

The Executive Member considered a report which outlined a proposed response to an EPetition, entitled 'Ownership of Property and Land in York Plans', which was submitted by lead petitioner, Geoff Beacon on 10th July 2016 (this was subject to a further wording amendment by the petitioner). This EPetition had initially been considered by the Local Plan Working Group on 5 December 2016.

The following Options were considered by the Executive Member:

Option 1: To continue to publish the identity of landowners (but excluding individuals) through the Local Plan and Development Management processes, in accordance with its current practices, which are within the scope of the Data Protection Act and the Council's Adopted Statement of Community Involvement; or

Option 2: Ask Officers to explore an alternative approach in terms of making the information available, within the remit of the Council's Data Protection duties.

Resolved: That the content of the EPetition be noted and that the recommendation based on Option 1 be agreed.

Reason: To ensure that the Council does not breach the requirements of the Data Protection Act.

Cllr I Gillies, Executive Member

[The meeting started at 2.00 pm and finished at 2.40 pm].

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

9 March 2017

Report of the Corporate Director of Economy and Place

**Public Rights of Way – Proposed Diversion of Public Bridleway
Metcalf Lane to Meadlands, Derwenthorpe, Osbaldwick (part)****Summary**

1. This report seeks authorisation to make a Diversion Order under section 257 of the Town and Country Planning Act 1990 to divert a section of a public bridleway affected by Phase 4 of the Derwenthorpe development, for which planning permission has already been granted. The path runs between Metcalfe Lane and Meadlands, Derwenthorpe, Osbaldwick, York (Annex A: Location Plan).

Recommendations

2. The Executive Member is asked to consider:
 - 1) Authorising the making of the Order to divert the path – this option is recommended.

Reason: To enable that part of the development affected by the path to take place
 - 2) Not authorising the making of the Order to divert the path – this option is not recommended.

Reason: That part of the development that is affected by the path will not be able to take place.

Background

3. Planning background: Following a public inquiry, outline planning permission for the Derwenthorpe site was granted by the Secretary of State in 2007; with reserved matters for details of the

houses being later granted in 2013. The development is being carried out in 4 phases.

4. On 12th February 2016, a planning application (16/00342/FULM) was received to request permission for the '*Erection of 36 dwellings with associated roads and public open space - revised layout of part of Phase 4 of the Derwenthorpe development (resubmission), Land Lying To The West Of Metcalfe Lane Osbaldwick York*'.
5. The application for the revised layout was due to issues with overhead cables, which were originally to be re-routed underground, but which are now required to be left in situ.
6. The revised layout affects the northern most section of the path in question, as 2 dwellings are to be built on it. As a result, the council have received an application under section 257 of the Town and Country Planning Act 1990 to divert the affected section of the path to enable development to take place (see attached plan provided by David Wilson Homes for details).
7. Public status of the path: The path in question was constructed in 1995/1996 by York City Council in partnership with Ryedale District Council, using public funds. At the time, no formal agreement was made as to its status, although it was signposted to encourage use and is now used by walkers, cyclists and occasional horse riders. The path is also part of York's Cycle Route Network.
8. Although the path has been accepted as a right of way by the public, it is not recorded on the Definitive Map and Statement. To determine the status of the route a specialist, independent consultant was employed. The investigations determined that the route was likely to be a public bridleway as the majority of use is by cyclists and walkers with very occasional use by horse riders. The landowners have accepted this bridleway status for the section of path that crosses their land and the application to divert the path reflects this.
9. The proposed diversion: The revised layout affects the northern most section of the Metcalfe Lane to Meadlands path, as x2 no. dwellings are proposed to be constructed on it. This relatively short section is therefore required to be diverted in order to enable the development to take place.

10. The effect of the development on the path is shown in Annex B (Layout Plan). The application, proposes to divert the line of the path (bold black line), onto a new alignment (bold dashed line). It is proposed that the surface of the new section will be tarmac with a width of 2 metres, which is slightly more than the width of the original path.
11. The path currently has a temporary diversion in place for safety reasons, the alignment and specification of which has been approved by the authority as a temporary measure.

Consultation

12. Pre-order consultation has been carried out in accordance with the Rights of Way Review Committee's Practice Guidance Notes on '*Consultation on changes to public rights of way and Definitive Maps*'. Not everyone consulted replied.
13. The Ramblers (Local Rep) (received 06/12/2016) - "*We are disappointed with the proposed diversion route and wish to object to the current proposal. We are however pleased that the Developer is willing to accept both the proposed route and presumably the unaffected part of the Cycle Route as a Public Bridleway. It appears that the Cycling Officer has only considered Cyclists within this proposal and even then it is not satisfactory.*"
14. Officer's comment: We employed an independent consultant to determine the status of the route, which has been accepted by the developer. The proposal was considered by both myself and the cycling officer and was deemed a suitable way forward to enable the development to be carried out.
15. "*There appears to be a speed table where the proposed path meets the Estate road. It would be preferable for the path to meet the speed table itself, rather than the southern edge of the table. The tree hereabouts should also be removed and moved further into the Open space, to give better access for pedestrians onto the proposed route from the Estate Road. There is no indication of any footway from the proposed route to pass in front of 444 & 445. We would request a footway to allow pedestrians to continue up to the footway beyond the northern speed table, at the entrance to Meadlands, where it meets with the adjacent Public Footpath from Metcalfe Lane to Meadlands. The Site Plan is a better indication than the Plan provided by DWH for your*

consideration. It may be there is a grass footway available, but should any footway be present, it would be obstructed by yet another tree, which again should be moved to a more appropriate position nearby.”

16. Officer’s comment: Although it looks as though there is a speed table, I am advised by my colleagues in Highways Development that the drawing shows a change in surface treatment only. There is not a speed table at this point. The internal layout has been designed in the same vein as previous phases; shared spaces with priority to pedestrians and cyclists, design measures to reduce vehicle speeds, and managed on-street parking etc. Vertical level changes in the highway areas have been sought to be minimised. To this end it is thought that a separate footway is not required.
17. *“As this is proposed to be a bridleway, the surface should be suitable for horses, as well as cyclists and pedestrians, as such any ‘tarmac’ or whatever must have the approval of the horse riding fraternity.”*
18. Officer’s comment: The previous tarmac surface has been accepted by the few horse riders that have historically used the path and the authority is under no obligation to supply differing surfaces for different users.
19. *“We note the Planning Officers appear to have made no mention of this path, when giving Approval to this amended Application on the 18th November, not even noting that that a Diversion Order was required with a pre-order deadline date of 9th December.”*
20. Officer’s comment: The plans submitted did show the alignment of the original path and the proposed alignment of the new path.
21. *“Any Diversion Order should be completed before any work is started on the site, with a cycle route available at all times during the development. Diverting temporarily onto the nearby footpath is unacceptable, especially in view of the state of the surface drainage.”*
22. Officer’s comment: The developers have provided an acceptable alternative route which has the same surface treatment (tarmac) and is of a similar width of the original cycle path, the alignment and specification of which has been approved by the council.

The specification of the path mitigates the past state of the surface drainage and was approved by the council.

23. *"We would not wish the process to drag out in a similar fashion to the DWH development at the former Strensall Tannery. We await further comment from yourselves and DWH."*
24. Officer's comment: As long as there are no objections and/or representations outstanding to the proposed diversion, this should not be the case.
25. The Ramblers (Local Rep) (received 22/02/2107) – *"Many thanks for your responses, which appear to satisfy most of our observations."*
26. *"The tree hereabouts should also be removed and moved further into the Open space, to give better access for pedestrians onto the proposed route from the Estate Road. It may be there is a grass footway available, but should any footway be present, it would be obstructed by yet another tree, which again should be moved to a more appropriate position nearby. The legislation (S257 TCPA 90) states that it is necessary to divert the path in order to enable development to be carried out; the built environment is not affected by our comments regarding the two trees and ask that they be moved to more appropriate positions. The original proposals can be altered, without affecting the layout of the houses."*
27. Officer's comments: The planning consent for the scheme will include a landscaping condition the details of this will need to be agreed by the relevant officers. The position of the tree could be amended to avoid compromising visibility, in accordance with national guidance. Furthermore the design of the internal highway layout is such that vehicle speeds will be restricted to 20mph or below.
28. *"Some of the proposals that emanate via Newcastle have been modified between the original proposals and the Orders. We have our York Group Footpath Sub-committee meeting next Monday 27th February and I would hope to respond on the Tuesday."*
29. Byways and Bridleways Trust: *"Thank you for consulting the Byways and Bridleways Trust about the proposed development at Derwenthorpe. The diversion seems sensible to me; the only comment I would like to put forward is on behalf of the occasional*

horse, that the tarmac surface is not given too fine and slippery a finish.”

30. No objections were received from the Utility Companies consulted.

Options

31. Option 1: Authorise the Assistant Director of Governance and ICT to make the required Order, under s257 of the Town and Country Planning Act 1990, to divert the path onto the proposed new alignment and,
- i) if no objections or representations are received, to confirm the Order as an unopposed Order.
 - ii) if objections or representations are received and not withdrawn, to bring the proposal back to Decision Session for further consideration.

This is the recommended option

32. Option 2: Do not authorise the making of the making of the Order to divert the path. This option is not recommended.

Analysis

33. Option 1: This option would allow the path to be diverted onto the proposed new alignment to enable the construction of the two new dwellings to take place.
34. If objections or representations are received the Council has 2 options, a) not to confirm the Order and b) send the Order to the Secretary of State for determination. It should be noted that any Order made to divert the path is required to be confirmed before the development is substantially complete. Both the above will delay the development of the site.
35. It should also be noted that the Secretary of State has no power to amend a planning permission so as to facilitate what any objectors to the Order claim to be a preferable diversion. Objectors are also not allowed to use any subsequent public inquiry or hearing to re-argue the merits of a development for which planning permission has been granted.

36. Option 2: This option would leave the definitive line of the path on its current alignment. The construction of the two new dwellings for which planning permission has been granted will not be able to go ahead, as they will obstruct the legal line of the path. This option will effectively halt/delay the development taking place.

Council Plan

37. The Plan is built around 3 key priorities:
- **A Prosperous City for All**
 - **A Focus on Frontline Services**
 - **A Council that Listens to Residents**
38. The proposal to divert the path relates to the Council's corporate priorities by ensuring a valued community facility remains open and available for use by the public, the use of which takes vulnerable users off the roads and encourages modal shift away from the car to more sustainable forms of travel around the city.

Implications

- **Financial:** The cost of advertising the required legal orders (Making and Confirmation) will be met by existing budgets as necessary.

Should objections or representations be received to the Order and should the council decide to continue with it, the Order could be referred to the Secretary of State for determination. This may lead to a Public Inquiry or Hearing which the council will be required to fund. Approximate cost £3,000 to £5,000.

The newly diverted route will be constructed by the developer and continue to be maintained by the authority.

- **Human Resources (HR):** There are no HR implications.
- **Equalities:** A Community Impact Assessment (CIA) has been carried out. It is regarded that there are no negative impacts associated with this proposal

- **Legal:** The Council as planning authority for the area has powers (in respect of footpaths, bridleways, and restricted byways) to make orders under s257 of the Town and Country Planning Act 1990 to stop up or divert highways affected by development for which planning permission has been granted.

For the power to be exercisable the authority must be satisfied that it is 'necessary' to stop up or divert the way '*in order to enable development to be carried out*'. Bearing this in mind the order is required to be made before the development is substantially complete.

It is not sufficient that the making of the order would facilitate the carrying out of the development. The order must be necessary in the sense that without the order development could not be carried out.

In this instance it is considered that the above legislative criteria have been met. Both plot Nos 444 and 445 of the revised layout of Phase 4 are to be built on the line of the path.

- **Crime and Disorder:** There are no Crime and Disorder Implications.
- **Information Technology (IT):** There are no IT implications.
- **Property:** There are no Property Implications.
- **Other:** There are no other implications.

Risk Management

39. Planning permission has already been granted by the authority for Derwenthorpe Phase 4. Any delays to the making and confirmation of the Order required to divert the section of path affected by the development would delay that part of the development being concluded, leading to possible financial loss to the developer. Notwithstanding this, the granting of planning permission does not give authority for the interference of a right of way and the developers have been made aware of this.

Contact Details

Author:

Alison Newbould
Rights of Way Officer
(Transport Service)

Tel No. 01904 551481

Chief Officer Responsible for the report:

Neil Ferris
Corporate Director of Economy and Place

Report Approved



Date 28 February 2017

Specialist Implications Officer(s)

Financial

Jayne Close
Principal Accountant
4175.

Legal

Sandra Branigan
Senior Solicitor
1040.

Wards Affected: Osbaldwick and Derwent Ward



For further information please contact the author of the report

Annexes

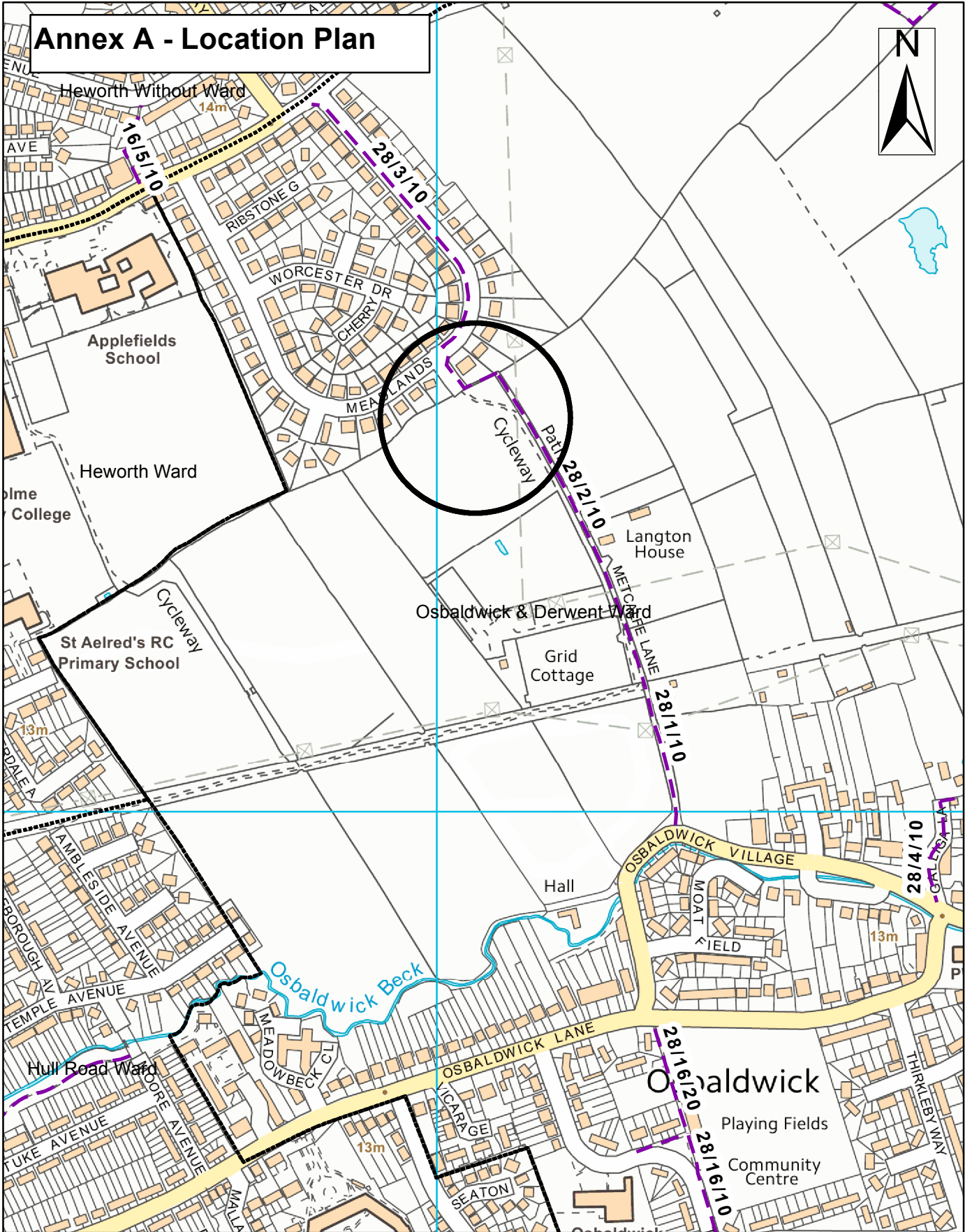
Annex A – Location Plan

Annex B – Layout Plan

Annex C - CIA

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Annex A - Location Plan



West Offices, Station Rise, York,
YO1 6GA
Telephone: 01904 551550

Public Bridleway, Meadlands to Metcalf Lane

Scale 1:5,000

Drawn By:

Date:

Public Rights of Way

Reference:

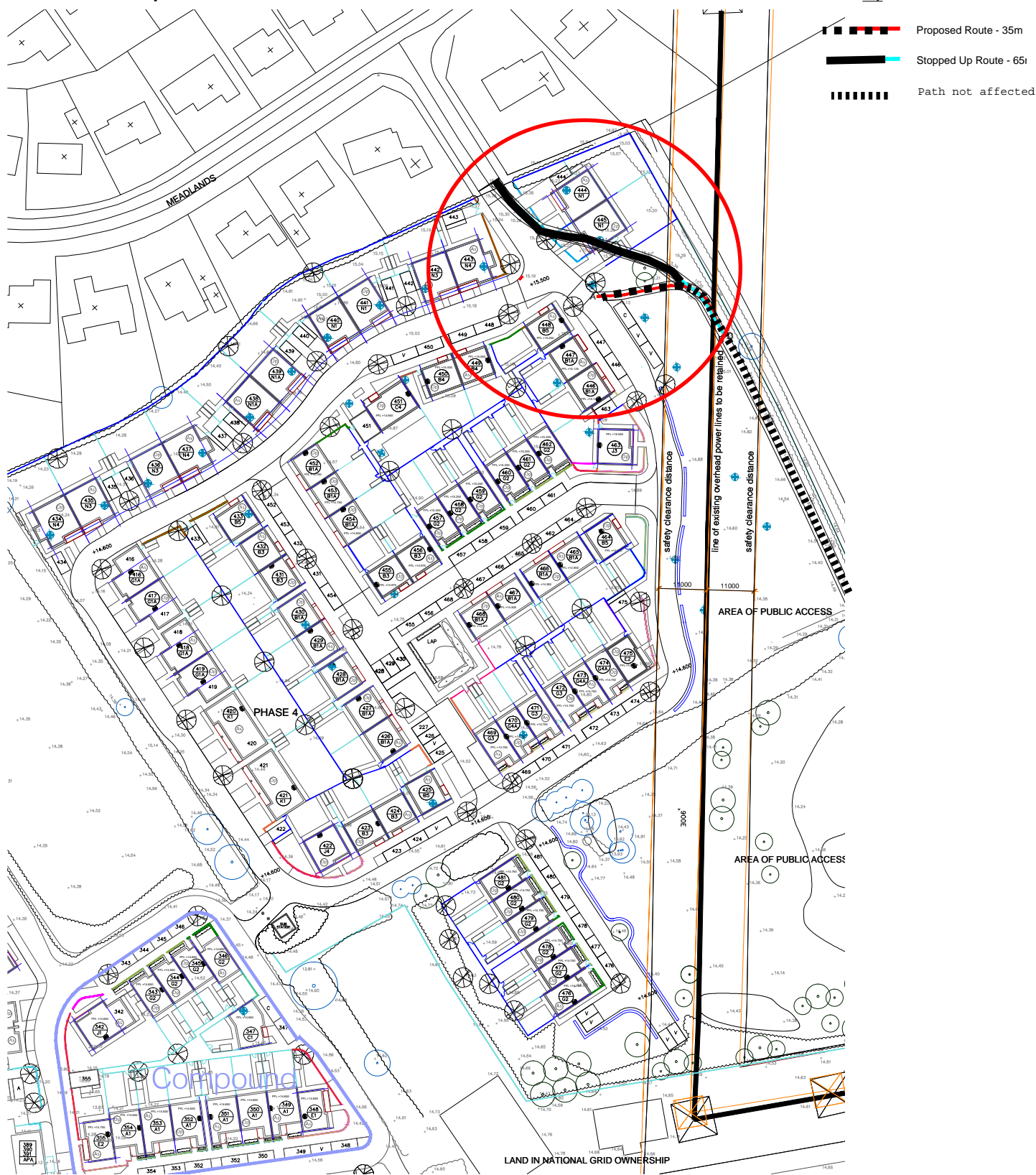
Drawing No.

Contains Ordnance Survey data © Crown copyright and database right 2017

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Annex B: Layout Plan

Derwenthorpe



Proposed Bridleway

| | | | | |
|-----------------|------------------|--------------------------------------|-----------------|-----------------------|
| Development : | Derwenthorpe | Drawing Title: Proposed Bridleway | | |
| Location: | York | Drawing Number: PROW PH.4 | Date Started: | Scale @ A4: 1:1250 |
| Marketing Name: | Rowntree Quarter | Revision: 01 | Drawn By: MM | Checked - |



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SECTION 1: CIA SUMMARY

Community Impact Assessment: Summary

1. Name of service, policy, function or criteria being assessed:

Public Bridleway, Metcalfe Lane to Meadlands, Derwenthorpe, Osbaldwick – Proposed Path Diversion under section 257 of the Town and Country Planning Act 1990

2. What are the main objectives or aims of the service/policy/function/criteria?

A path diversion under s257 of the Town and Country Planning Act 1990 is a Legal Order that can divert public rights of way onto new alignments. They are requested to enable development to take place that has received planning permission. In this case the diversion is requested as 2 dwellings within Phase 4 of the Derwenthorpe development are to be built on the current line of the northern section of the path.

3. Name and Job Title of person completing assessment:

Alison Newbould – Rights of Way Officer

4. Have any impacts been Identified? (Yes/No)

Yes

Community of Identity affected:

Age; Carers of older and disabled people;
Disability;
Pregnancy and maternity

Summary of impact:

The impact is considered to be **positive/neutral**. The proposed diversion of the path will filter the normal traffic of the path onto a new shared use estate road, which is just as, if not slightly more convenient than the current layout to those Community of Identity groups affected. The proposal will:

- Provide a permanent and slightly wider surface to the current path.
- See the removal of the current cycle/vehicle barriers at the Meadlands end of the path, making it more convenient for all users.

5. Date CIA completed: 14/02/17

6. Signed off by:

7. I am satisfied that this service/policy/function has been successfully impact assessed.

Name:

Position:

Date:

8. Decision-making body:

Date:

Decision Details:

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

9 March 2017

Send the completed signed off document to ciasubmission@york.gov.uk It will be published on the intranet, as well as on the council website.

Actions arising from the Assessments will be logged on Verto and progress updates will be required

Community Impact Assessment (CIA)

**Community Impact Assessment
Title:**

Public Footpath, New Earswick No 1 – Proposed Public Path Diversion Order

What evidence is available **to suggest that the proposed service, policy, function or criteria could have a negative (N), positive (P) or no (None) effect** on quality of life outcomes? (Refer to guidance for further details)

Can negative impacts be justified? **For example: improving community cohesion; complying with other legislation or enforcement duties; taking positive action to address imbalances or under-representation; needing to target a particular community or group e.g. older people.** NB. Lack of financial resources alone is NOT justification!

Community of Identity: Age

| Evidence | Quality of Life Indicators | Customer Impact (N/P/None) | Staff Impact (N/P/None) |
|--|---|--|--|
| <p>Public rights of way officers, as an important part of their work, are required to be aware of the need for paths to be made as accessible as possible, having regard to the effect that their location and physical environment is likely to have on their potential use.</p> <p>Extensive consultation with the public and user groups including those representing older people and people with mobility problems (including wheelchair and buggy users) was carried out to inform the council's Draft Rights of Way Improvement Plan, a requirement of which was to have specific regard to the accessibility of local rights of way to blind or partially sighted persons and those with mobility problems. Responses showed that there is a significant demand for paths to be made more accessible.</p> <p>In this case, the diversion is required as the northern end of the path is affected Phase 4 of the Derwenthorpe development in that 2 houses are to be built on this section. Planning permission has already been granted by the Council in his respect.</p> | <p>Access to Services; Health; Productive and valued activities; Individual, family and social life</p> | <p style="text-align: center;">Positive</p> | <p style="text-align: center;">Positive</p> |

| Details of Impact | <i>Can negative impacts be justified?</i> | Reason/Action | Lead Officer | Completion Date |
|---|---|---------------|--------------|-----------------|
| <p>Positive: The path will be diverted from its current alignment to come out onto a new estate road linking in to Meadlands. On completion the proposed new route will have a like for like tarmac surface similar to the surface of the current path that is to be diverted. The new section of path will be 2 metres wide, which is slightly wider than the current arrangement. The extensive barriers at the path's junction with Meadlands will be removed allowing easier access for those with mobility problems, wheelchair users, buggies and cyclists.</p> <p>Negative: None</p> | N/A | None required | A Newbould | |

Community of Identity: Carers of Older or Disabled People

| Evidence | | Quality of Life Indicators | Customer Impact (N/P/None) | Staff Impact (N/P/None) |
|--|---|---|-------------------------------|----------------------------|
| As above. | | Access to Services; Longevity; Health; Productive and valued activities; Individual, family and social life | Positive | Positive |
| Details of Impact | <i>Can negative impacts be justified?</i> | Reason/Action | Lead Officer | Completion Date |
| <p>Positive: As above The proposed diversion would make the path more accessible to a wider range of users including Carers of Older or Disabled People who may be accompanying other users of the path.</p> <p>Negative: None</p> | N/A | None required | A Newbould | |

Community of Identity: Disability

| Evidence | | Quality of Life Indicators | Customer Impact (N/P/None) | Staff Impact (N/P/None) |
|--|---|--|-------------------------------|----------------------------|
| As above | | Access to Services; Health; Productive and valued activities; Individual, family and social life | Positive | Positive |
| Details of Impact | <i>Can negative impacts be justified?</i> | Reason/Action | Lead Officer | Completion Date |
| <p>Positive: The surface of the new path will be slightly wider than at current with a tarmac surface.</p> <p>Negative: None</p> | N/A | None required | A Newbould | |

Community of Identity: Gender

| Evidence | | Quality of Life Indicators | Customer Impact (N/P/None) | Staff Impact (N/P/None) |
|---|--|-----------------------------------|---------------------------------------|------------------------------------|
| Not applicable | | Not applicable | None | None |
| Details of Impact | <i>Can negative impacts be justified?</i> | Reason/Action | Lead Officer | Completion Date |
| There is not expected to be either a positive or negative impact on this community of identity group. | | None required | | |

Community of Identity: Gender Reassignment

| Evidence | | Quality of Life Indicators | Customer Impact (N/P/None) | Staff Impact (N/P/None) |
|---|--|-----------------------------------|---------------------------------------|------------------------------------|
| Not applicable | | Not applicable | None | None |
| Details of Impact | <i>Can negative impacts be justified?</i> | Reason/Action | Lead Officer | Completion Date |
| There is not expected to be either a positive or negative impact on this community of identity group. | | None required | | |

Community of Identity: Marriage & Civil Partnership

| Evidence | | Quality of Life Indicators | Customer Impact (N/P/None) | Staff Impact (N/P/None) |
|---|--|-----------------------------------|---------------------------------------|------------------------------------|
| Not applicable | | Not applicable | None | None |
| Details of Impact | <i>Can negative impacts be justified?</i> | Reason/Action | Lead Officer | Completion Date |
| There is not expected to be either a positive or negative impact on this community of identity group. | | None required | | |

Community of Identity: Pregnancy / Maternity

| Evidence | | Quality of Life Indicators | Customer Impact (N/P/None) | Staff Impact (N/P/None) |
|---|---|--|---------------------------------------|------------------------------------|
| As above | | Access to Services; Health; Productive and valued activities; Individual, family and social life | Positive | Positive |
| Details of Impact | Can negative impacts be justified? | Reason/Action | Lead Officer | Completion Date |
| There is not expected to be either a positive or negative impact on this community of identity group. | N/A | None required | A Newbould | |

Community of Identity: Race

| Evidence | | Quality of Life Indicators | Customer Impact (N/P/None) | Staff Impact (N/P/None) |
|---|---|-----------------------------------|---------------------------------------|------------------------------------|
| Not applicable | | Not applicable | None | None |
| Details of Impact | <i>Can negative impacts be justified?</i> | Reason/Action | Lead Officer | Completion Date |
| There is not expected to be either a positive or negative impact on this community of identity group. | | None required | | |

Community of Identity: Religion / Spirituality / Belief

| Evidence | | Quality of Life Indicators | Customer Impact (N/P/None) | Staff Impact (N/P/None) |
|---|--|-----------------------------------|---------------------------------------|------------------------------------|
| Not applicable | | Not applicable | None | None |
| Details of Impact | <i>Can negative impacts be justified?</i> | Reason/Action | Lead Officer | Completion Date |
| There is not expected to be either a positive or negative impact on this community of identity group. | | None required | | |

Community of Identity: Sexual Orientation

| Evidence | | Quality of Life Indicators | Customer Impact (N/P/None) | Staff Impact (N/P/None) |
|---|--|-----------------------------------|---------------------------------------|------------------------------------|
| Not applicable | | Not applicable | None | None |
| Details of Impact | <i>Can negative impacts be justified?</i> | Reason/Action | Lead Officer | Completion Date |
| There is not expected to be either a positive or negative impact on this community of identity group. | N/A | None required | | |



**Decision Session-Executive Member for
Transport and Planning****9 March 2017**

Report of the Corporate Director of Economy & Place

Digital Highway Inspection Report**Summary**

1. City of York Council have procured a suite of digital highways inspection data, this innovative approach to highway asset condition assessment is now being used to form our annual maintenance programme. The data allows a richer dataset to be used to inform lifecycle planning and effective and efficient maintenance of the highway. An overview of the data can be seen in Annex 1 of this report.
2. The data will allow a more complete picture of highway condition and our plans for renewal and replacement to be communicated to the public, businesses and officers and members of the council.
3. A data led, innovative approach to highway inspection, appraisal and works delivery is at the leading edge of national highway maintenance policy. As a consequence of this work the Council has been asked to participate in a trial for usage of digital asset data to identify future road maintenance priorities and early intervention of defects by the Department for Transport (DfT) and the DfT have announced funding for the trial in January 2017 and discussions as to scope and scale have begun with the department.

Recommendations

4. The Executive Member is asked to note and endorse:
 - 1) The approach outlined in this report and Annex 1, to make recommendations for future approaches and the usage of digital highway inspection methods.

- 2) The longer term development of efficient and effective highways works programmes based on digital highways data and the lead role CYC is playing nationally in the development of innovative technologies.
- 3) A future paper will be brought to the Executive Member to highlight progress in the usage of the digital data, the DfT trial and our development of the requirements of the new code of practice.

Reason: Effective and efficient usage of highways maintenance budgets can be underpinned through the usage of innovative digital asset data.

Background

5. Highway inspectors currently manually inspect the highway network in York, a range of safety and condition inspections are carried out to proactive and reactive schedules to inform repairs and the usage of annual highway renewal funding from DfT and the council.
6. Digital highway asset data enables a wider suite of inspections to be used and allows repairs and proactive works programmes to be developed across multiple years. The greater ability to manage data thereby ensures funding is better targeted to identify sections of the network that are degrading and repairs can be carried out to redress this.
7. Physical highway inspection will always be required for safety inspections, however, it is likely that as the digital data develops and we become better able to manipulate and use it to drive our works programmes our condition assessments may be developed through the usage of such data rather than physical inspection.
8. The digital data will also be able to be used to optimise our risk based inspection and works programmes, this will be essential to realise the expectations of the new Well Maintained Highway Infrastructure Code of Practice that will be mandatory for all Highway Authorities from October 2018. This approach will also be key to ensure that we manage the risks for all users of the highway network appropriately, reduce injuries and claims against the council.

Consultation

9. Our approach to the usage of digital highway inspection data is in its early stages, we have begun to discuss the concept with officers and members of the council and this will be reinforced as part of the communication of our annual maintenance programme for 2017/18. The DfT trial has attracted a range of media interest, we will produce further communications following our discussions with DfT and the development of our proposals to deliver this trial.

Options

10. This report and the detail in Annex 1 are provided as an early review of our approach to the usage of digital highway inspection data, they are prepared to inform the Executive Member and to seek endorsement of the approach. As such the only options are those in the recommendations section of this paper.

Analysis

11. DfT funding is moving more and more to the usage of innovative approaches and wider evidence based on richer highway asset data. The DfT Challenge fund, incentive fund and national productivity investment fund will all reward new approaches to data led asset management, this places City of York Council in a strong position to maximise future highways funding allocations and enable effective targeting of any resources that are available.
12. The current DfT funded trial proposes to use vehicle mounted cameras across refuse vehicles, CYC vans or buses and to collect none carriageway data through bicycle mounted cameras. The data will be analysed by Gaist and CYC digital data analysts who will identify inspection programmes based on emerging defect evidence and risk based outputs. Resultant work will then be undertaken by dedicated works gangs utilising trials of new materials and methodologies.
13. We will record and analyse all findings and share the outputs with all stakeholders. A future paper will be brought to the Executive Member to highlight progress and the ways in which early intervention using emerging materials and applications is improving our network in a risk based approach. The paper will highlight how we have used digital data to achieve this and the adoption of the national code of practice.

Council Plan

14. The usage of digital highway inspection data to direct and target the available highways funding helps to deliver the Council Plan priority 'a focus on front line services'.

Implications

15. There are no risks and implications associated with this report, the content of the report and Annex 1 show the early stages of our digital highway inspection trials and the report only seeks to give the Executive Member an overview of our approach and to seek an early endorsement.

Contact Details

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553401

Chief Officer Responsible for the report:
Neil Ferris, Director of Economy and Place

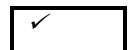
Report Approved



Date 23 February 2017

Wards Affected:

All



For further information please contact the author of the report

Annexes Annex 1 –Digital Highways Inspection Data Overview

Digital Highway Inspection Data Overview

City of York Council have procured video survey data for all of the carriageway and footway network in the city from Gaist, their innovative approach to asset data collection and assessment has supported several other local authorities in their Highways Authority duties over the last few years and has enabled them to attract additional funding.

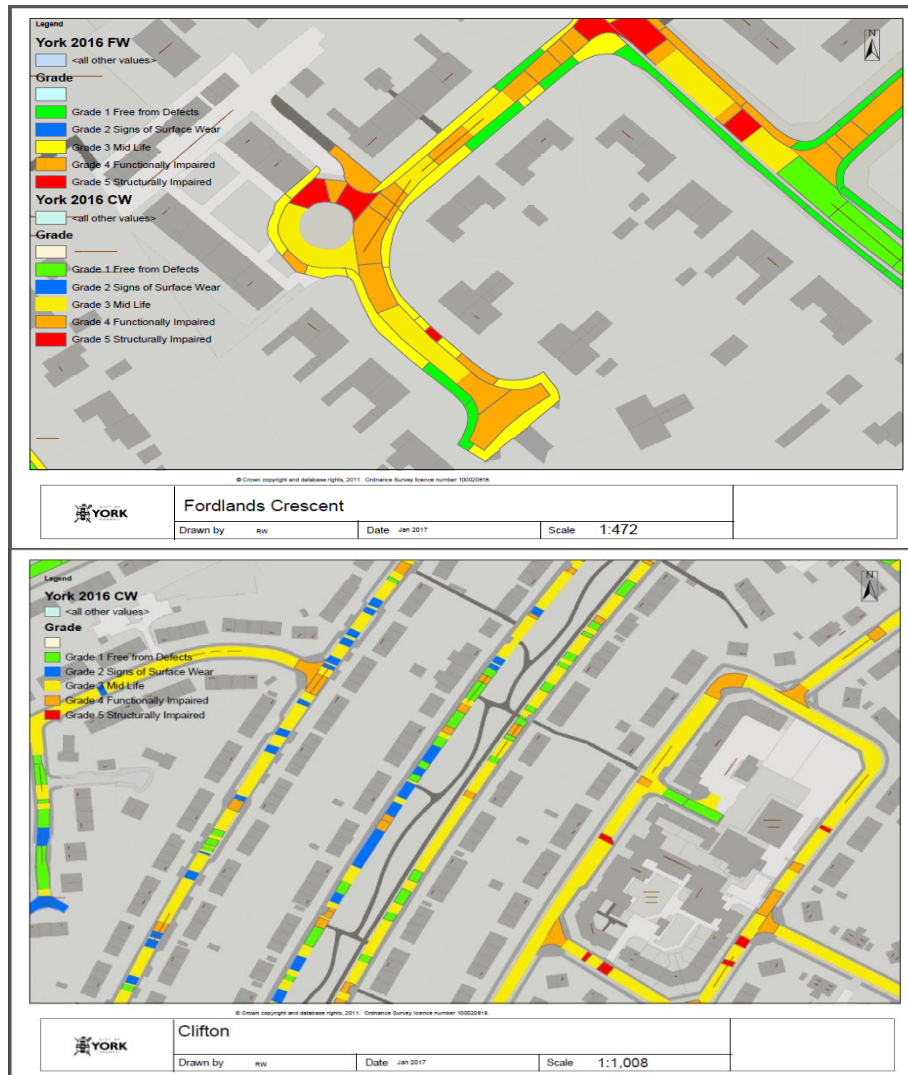
Gaist utilised their high definition survey equipment in the city in autumn 2016 and we are now able to use the outputs of this work in the development of our 2017/18 highways works programmes. We are able to interrogate any area of the city through a simple online browser which is as easy to use as Google Street View, see below for a sample screenshot:



Historically the survey data used to develop the forward carriageway and footways schemes has been carried out by a CYC Highways Inspector, an annual visual survey is carried out for all roads contained in the street gazetteer and the sections of survey are split down into its built up parts known as ESU's. Typically these have been sections of road between junctions and major features. This means that the condition was averaged out over the ESU, some ESU maybe a relatively short section of 10's of metres or on larger roads an ESU may be more than a km in length. The average condition of 1(very good) to 5(very poor) was used for the whole section but this approach does not allow for parts of the

section that may be far worse or better than the average and doesn't give an accurate representation of what was actually out on site.

The Gaist information is able to us to show individual mapped areas of condition across the whole of the network, some examples are given below:



The survey information has measured the dimensions of the entire network and is able to identify the current construction type of the footway or carriageway.

Previous works programmes were developed by manually further assessing and weighting all condition 4 and 5 sections to produce a ranked score of schemes based on condition, safety, location, usage etc. The Gaist data is analysed using datasets to consider traffic flow, pedestrian flow, schools proximity, population and work densities, defect categorisation, subsidence and impact of defective condition grading over a percentage of the street/ area.

A candidate list of schemes is auto generated using this approach and maintenance/repair costs are allocated according to the dimensions of the carriageway/footway and the works treatment type identified by the survey outputs.

Our candidate programme is therefore not purely based on a weighted subset of the (average) condition 4 and 5 ESU's as previous, now a proposed scheme will contain sections of defective condition rating (4 and 5) but its need for intervention is underpinned by a wider set of metrics.

Two complete lists of candidate schemes are currently being finalised for footway and carriageway that show all of the schemes that have been developed through the process, if all of these schemes were undertaken the entirety of our network would be in a 'better than fair' condition.

We will continue to refine how we utilise the data, this is an evolving approach and we plan to work with existing users in other highways authorities to identify how we develop this approach further.

The data will be essential to evidence our approaches to satisfy the DfT funding processes and show that we are a well performing authority and we will use the data to inform a wider risk based approach to highways maintenance as required in the recently updated code of practice.

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**Decision Session – Executive Member for
Transport & Planning****9 March 2017**

Report of the Corporate Director of Economy & Place

**Directorate of Economy & Place Transport Capital Programme –
2017/18 Budget Report****Summary**

1. This report sets out the funding sources for the Economy & Place Transport Capital Programme, and the proposed schemes to be delivered in 2017/18.

Recommendations

2. The Executive Member is asked to:
 - 1) Approve the proposed programme of schemes to be delivered in 2017/18.

Reason: To implement the council's transport strategy identified in York's third Local Transport Plan and the Council Priorities, and deliver schemes identified in the council's Transport Programme.

- 2) Approve the inclusion of the upgrade of Belisha beacons at all zebra crossings, and for the renewal of markings on the city's major roads.

Reason: To implement projects approved in the Council's budget to improve safety at Zebra Crossings and along main roads across the city funded from the Built Environment Fund.

- 3) Approve the commencement of consultation with Fossgate residents and traders on a potential scheme to reduce the impact of traffic and improve the environment in the street with the results to be brought forward to a future Executive Member Decision Session regarding any potential changes to the Traffic

Regulation Order. A subsequent report would be submitted to the Executive to consider potential physical interventions alongside proposals for taking forward the Public Realm improvement works identified in the annual budget.

Reason: To develop a scheme to enable the environment for pedestrians to be improved in the city.

Background

3. Following approval at Budget Council on 23 February 2017, the Economy & Place Transport Capital Programme budget for 2017/18 has been confirmed as **£8,038k**. This includes £2,070k of Local Transport Plan (LTP) funding, plus other funding from the Better Bus grant, the Department for Transport's Local Pinch Point grant, the Department for Transport's Cycle City Ambition grant, developer contributions, and council resources.

Proposed Transport Capital Programme

4. The proposed programme has been split into a number of blocks (shown in Table 1), which summarise the strategic aims of the council's third Local Transport Plan (LTP3). More details of the proposed allocations are included in the following paragraphs and in Annex 1 to this report.
5. The allocations shown in Table 1 include funding for schemes committed in previous years and an allowance for overprogramming. Overprogramming is used in the capital programme to allow reserve schemes to be developed and delivered if other schemes are delayed due to unforeseen circumstances.

Table 1: Proposed 2017/18 Transport Capital Programme

| Transport Capital Programme | £1,000s |
|------------------------------------|----------------|
| Public Transport | 788 |
| Traffic Management | 3,406 |
| Pedestrian & Cycle Schemes | 3,134 |
| Safety Schemes | 250 |
| Scheme Development | 600 |
| City Walls | 90 |

| | |
|----------------------------------|--------------|
| Total Transport Programme | 8,268 |
| Overprogramming | 230 |
| Total Transport Budget | 8,038 |

6. The proposed programme for 2017/18 has been developed to support the five strategic aims of LTP3, and the priorities identified in the Council Plan. It includes some schemes from the 2016/17 capital programme which have carried over into 2017/18, and schemes that were developed in 2016/17 for implementation in 2017/18.
7. Funding has been allocated for the ongoing programme of improvement works at Park & Ride sites across the city, and grant funding is available from the Department for Transport's Better Bus Area fund for work to improve public transport facilities in York.
8. As stated in the 2016/17 Capital Programme Monitor 2 report in February, funding has been slipped from 2016/17 for the installation of infrastructure at Park & Ride sites to match vehicles which may be introduced in the new P&R contract, and for the installation of a new bus shelter on Rougier Street once the work on Roman House has been completed by the developer in summer 2017.
9. Funding has been allocated to continue the programme of work to renew traffic signals across the city, following the upgrade of traffic signals at eight locations in 2016/17. Five schemes will be progressed in 2017/18, including upgrades to the traffic signals at the Lendal Gyrotory junction in the city centre. Funding has also been allocated to install new above-ground vehicle detection equipment at traffic signals as part of the traffic signals renewal programme.
10. Work on the upgrade of Variable Message Signs (VMS) will continue in 2017/18, which will allow the car park guidance signs in the city centre to be refurbished.
11. Funding has also been allocated for the ongoing review of signs and lining across the city; the continued monitoring of air quality in the city centre; and the continuation of the Urban Traffic Management & Control (UTMC) programme in 2017/18.

12. As stated in the Budget Report to Full Council in February, funding has been made available from the Built Environment Fund for the improvement of Fossgate, the upgrade of Belisha beacons at all zebra crossings in York, the delivery of a programme of road markings renewals on the major roads in York, and for Public Realm Improvement work in the city centre and secondary shopping areas. It is proposed that the Executive Member confirms use of the specific allocations for the Belisha Beacons and road markings in 2017/18 with the proposals for the physical measures to Fossgate and the Public Realm Improvements to be referred to the Executive for approval.
13. Following the introduction of new traffic restrictions on Coppergate in 2016/17, funding has been allocated to continue the review of the Footstreets Area in 2017/18. Potential changes to the traffic restrictions on Fossgate will be investigated and brought to a future Executive Member Decision Session for approval. Changes to the Traffic Regulation Order will support the potential improvements to the physical environment in Fossgate to be progressed through the Built Environment Fund which will be subject to Executive approval.
14. Funding was slipped to 2017/18 at the Monitor 2 report in February for the council's contribution to the construction of the James Street Link Road Phase 2 (Layerthorpe to Heworth Green), which should be completed in early 2017/18. Funding was also slipped to 2017/18 for the implementation of Phase 2 of the A19 Pinchpoint scheme (improvements at the A19/ Crockey Hill junction), following feasibility and design work in 2016/17.
15. As stated in the Monitor 2 report in February, funding for the installation of Rapid Charger Hubs around York (Office of Low Emission Vehicle grant), and funding for conversion work to reduce emissions from school buses (Clean Bus Technology grant) was slipped to 2017/18 due to delays progressing these schemes in 2016/17.
16. The Pedestrian and Cycling schemes block includes funding for feasibility and implementation of priority cycling schemes; funding to continue the review of pedestrian crossings across York; and allocations for smaller-scale schemes to improve pedestrian and cycling facilities across the city. Funding has also been allocated to match-fund the installation of cycle parking at businesses in York.

17. The council was awarded £2m grant funding from the Department for Transport's Cycling City Ambition grant to improve Scarborough Bridge footbridge to make it more accessible for all users. The council agreed to match-fund this grant with £1m funding from council resources and additional funding is also available from the Local Growth Fund. Network Rail are carrying out feasibility work on the proposals to widen the footbridge and construct access ramps on each side of the river, but as the feasibility work was delayed in 2016/17, funding was slipped to 2017/18 in previous monitoring reports to allow the scheme to be progressed in 2017/18. It is proposed to consult on the possible layout of the bridge in the early summer subject to an affordable and deliverable scheme being identified by the feasibility work.
18. Funding has been allocated to continue the School Safety Schemes programme, which will implement measures to improve walking and cycling facilities and address safety issues on routes to school.
19. The Local Safety Schemes and Danger Reduction allocations will fund the development and implementation of measures to address safety issues at sites with a recent history of accidents, including investigation of issues raised by the public through the Danger Reduction programme, and the allocation for Speed Management will allow measures to address issues raised through the Speed Review Process to be developed and implemented.
20. Section 106 funding has been included in the programme to develop and implement schemes linked to new developments, and details of the schemes to be progressed in 2017/18 will be provided in the Consolidated Capital Programme report later in the year.
21. Funding has been allocated to allow schemes to be developed for implementation in future years, and an allocation has been included to fund retentions, final completion works, and items identified during safety audits of schemes completed in previous years. Funding has also been allocated for staff costs incurred in the development and implementation of schemes in the Transport Capital Programme.
22. An allocation of £90k has been made to carry out restoration work on the city walls in 2017/18, and it is expected that additional funding will be carried over at the end of 2016/17 for the completion of the Micklegate Bar and Monkgate Steps city walls schemes.

23. Carryover funding for any other schemes that have not been completed in 2016/17 will be added to the 2017/18 capital programme at the Consolidated Report in summer 2017.

Consultation

24. The capital programme is decided through a formal process using a Capital Resources Allocation Model (CRAM). CRAM is a tool used for allocating the council's capital resources to schemes that meet corporate priorities.
25. Funding for the capital programme was agreed by the council on 23 February 2017. While consultation is not undertaken on the capital programme as a whole, individual scheme proposals do follow a consultation process with local councillors and residents.

Options

26. The Executive Member has been presented with a proposed programme of schemes, which have been developed to implement the priorities of the Local Transport Plan (LTP3) and the Council Plan.

Analysis

27. The programme has been prepared to meet the objectives of LTP3 and the Council Plan as set out below; implement the remaining schemes in the Better Bus programme; implement the A19 Local Pinch Point improvements; and implement the Scarborough Bridge footbridge improvements scheme.

Council Plan

28. The Council Plan has three key priorities:
 - **A Prosperous City for All.**
 - **A Focus on Frontline Services.**
 - **A Council That Listens To Residents**

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

Implications

32. The following implications have been considered.
 - **Financial:** See below.
 - **Human Resources (HR):** In light of the financial reductions in recent years, the Executive Member's attention is drawn to the fact that the majority of Highways and Transport staff are now funded either through the capital programme or external funding. This core of staff are also supplemented by external resources commissioned by the council to deliver capital projects, which provides flexible additional capacity and reflects the one-off nature of capital projects.
 - **Equalities:** There are no Equalities implications.
 - **Legal:** There are no Legal implications.
 - **Crime and Disorder:** There are no Crime & Disorder implications.
 - **Information Technology (IT):** There are no IT implications.
 - **Property:** There are no Property implications.
 - **Other:** There are no other implications.

Financial Implications

33. The LTP allocation for 2017/18 was confirmed by the Department for Transport on 24 July 2014. Following approval at Budget Council on 23 February 2017, the full Economy & Place Transport Capital Programme budget is **£8,038k**. The programme will be amended to include carryover funding from 2016/17 at the Consolidated Report in summer 2017.
34. The programme is funded as follows:

| Funding | 2017/18 |
|--|--------------|
| | £1,000s |
| Local Transport Plan | 2,070 |
| Section 106 | 590 |
| Rapid Charger Hubs Grant | 800 |
| A19 Pinchpoint Grant | 763 |
| Better Bus Area Fund | 212 |
| Better Bus Area 2 Grant | 236 |
| Clean Bus Technology Grant | 308 |
| Scarborough Bridge (Cycle City Ambition Grant) | 2,037 |
| CYC Resources (Scarborough Bridge) | 797 |
| CYC Resources (City Walls) | 90 |
| Built Environment Fund | 135 |
| Total Budget | 8,038 |

35. If the allocations proposed are accepted, the total value of the Economy & Place Transport Capital Programme for 2017/18 would be **£8,268k** including overprogramming. The overprogramming level of £230k is felt to be appropriate for the level of LTP funding available in 2017/18.

Risk Management

36. The Capital Programme has been prepared to assist in the delivery of the objectives of the Local Transport Plan. Owing to the lower availability of funding for LTP schemes, there is a risk that the targets identified within the plan will not be achievable.

For larger schemes in the programme, separate risk registers will be prepared and measures taken to reduce and manage risks.

Contact Details

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Tel No. 01904 551641

**Chief Officer Responsible for the
report:**

Neil Ferris

Corporate Director – Economy & Place

**Report
Approved**



Date 28 February
2017

Specialist Implications Officer(s)

Wards Affected:

All



For further information please contact the author of the report

Background Papers:

E&P 2016/17 Capital Programme Monitor 2 Report – 9 February 2017

<http://modgov.york.gov.uk/ieListDocuments.aspx?CId=738&MId=9482&Ver=4>

Annexes

Annex 1: Proposed 2017/18 E&P Transport Capital Programme

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| Scheme Ref | 2017/18 Economy & Place Capital Programme | Total 17/18 Budget | Comments |
|------------|---|--------------------|----------|
| | | £1,000s | |

| Public Transport Schemes | | | |
|--------------------------------------|--|-----|---|
| PT01/17 | Park & Ride Site Upgrades | 100 | Upgrades at existing Park & Ride sites |
| Var. | BBA2 Schemes | 276 | Upgrades to public transport facilities across York |
| Public Transport - Carryover Schemes | | | |
| PR02/16 | Park & Ride Ultra Low Emission Vehicle (ULEV) Infrastructure | 200 | Installation of charging equipment for buses at P&R sites |
| PT10/12b | Rougier Street Bus Shelter | 212 | Replacement of shelter attached to Roman House |

| | |
|-------------------------------|------------|
| Total Public Transport | 788 |
|-------------------------------|------------|

| Traffic Management | | | |
|--|---|-------|--|
| TM01/17 | Traffic Signals Asset Renewals | 500 | Upgrade of traffic signals across the city |
| TM02/17 | Signal Detection Equipment Programme | 100 | Installation of new vehicle detection equipment at traffic signals |
| TM06/15 | Variable Message Signs (VMS) Upgrade | 70 | Refurbishment of Car Park Guidance VMS |
| TM03/17 | Signing & Lining | 20 | Review of existing signing and lining across the city to reduce street clutter |
| TM04/17 | Air Quality Monitoring | 20 | Purchase of air quality monitoring equipment |
| TM05/17 | Urban Traffic Management & Control (UTMC) | 50 | Continuation of UTMC communications upgrades |
| TM06/17 | Footstreets Review | 50 | Further improvements to the Footstreets area |
| TM07/17 | Belisha Beacon Upgrades | 65 | Upgrade of belisha beacons on all zebra crossings in York |
| TM08/17 | City-Wide Lining Works | 70 | Renew and replace road markings on major routes into the city |
| Traffic Management - Carryover Schemes | | | |
| TM06/16 | James Street Link Road Phase 2 | 290 | Contribution to construction of missing section of James Street Link Road (Layerthorpe to Heworth Green) |
| TM07/16 | Rapid Charger Hubs (Go Ultra Low York) | 800 | Installation of rapid charger hubs around the outer ring road and city centre areas |
| TM03/13 | A19 Pinchpoint Scheme (Phase 2) | 1,063 | Improvements to the A19/ Crockey Hill junction (outbound) |
| TM08/15 | School Bus Exhaust Refits | 308 | Refit of school buses to reduce polluting emissions |

| | |
|---------------------------------|--------------|
| Total Traffic Management | 3,406 |
|---------------------------------|--------------|

| Pedestrian & Cycling Schemes | | | |
|------------------------------|---|-----|---|
| CY01/17 | Cycle Schemes | 150 | Improvements to cycle infrastructure across the city |
| Var. | Ped & Cycle Minor Schemes | 75 | Minor improvements for pedestrians and cyclists |
| PE01/17 | Pedestrian Crossings - Review of Requests | 50 | Investigation & implementation of requests for new pedestrian crossings |
| CY02/17 | Business Cycle Parking Match Funding (Park That Bike) | 25 | Match funding for cycle parking at businesses |

| Scheme Ref | 2017/18 Economy & Place Capital Programme | Total 17/18 Budget | Comments |
|------------|---|--------------------|----------|
| | | £1,000s | |

Pedestrian & Cycling - Carryover Schemes

| | | | |
|---------|---------------------------------|-------|--|
| CY04/15 | Scarborough Bridge Improvements | 2,834 | Development of scheme to improve existing footbridge at Scarborough Bridge |
|---------|---------------------------------|-------|--|

| | |
|---|--------------|
| Total Pedestrian & Cycling Schemes | 3,134 |
|---|--------------|

Safety Schemes

| | | | |
|------|-----------------------|----|--|
| Var. | School Safety Schemes | 70 | Continuation of the Safe Routes to School programme |
| Var. | Local Safety Schemes | 80 | Implementation of schemes to address safety issues at sites with a recent history of accidents, including issues raised by residents |
| Var. | Danger Reduction | 50 | |
| Var. | Speed Management | 50 | Implementation of schemes identified in the Speed Management Review process |

| | |
|-----------------------------|------------|
| Total Safety Schemes | 250 |
|-----------------------------|------------|

Scheme Development

| | | | |
|------|---------------------------------|-----|--|
| Var. | Development-Linked Schemes | 300 | Development and implementation of schemes linked to new developments |
| Var. | Future Years Scheme Development | 50 | Development of schemes for implementation in future years |
| - | Previous Years Costs | 50 | Budget required for minor completion works and retention payments |
| - | Staff Costs | 200 | Staff resources required to support transport capital programme |

| | |
|---------------------------------|------------|
| Total Scheme Development | 600 |
|---------------------------------|------------|

| | |
|---|--------------|
| Total Integrated Transport Programme | 8,178 |
|---|--------------|

Maintenance Schemes

City Walls

| | | | |
|---------|------------------------|----|--|
| CW01/17 | City Walls Restoration | 90 | Repairs and restoration work on the City Walls |
|---------|------------------------|----|--|

| | |
|-------------------------|-----------|
| Total City Walls | 90 |
|-------------------------|-----------|

| | |
|----------------------------------|-----------|
| Total Maintenance Schemes | 90 |
|----------------------------------|-----------|

| | |
|--|--------------|
| Total E&P Capital Programme | 8,268 |
|--|--------------|

| | |
|------------------------------|------------|
| Total Overprogramming | 230 |
|------------------------------|------------|

| | |
|-----------------------------|--------------|
| Total Capital Budget | 8,038 |
|-----------------------------|--------------|