



Notice of meeting of

Executive Members for City Strategy and Advisory Panel

To:	Councillors Steve Galloway (Executive Member), Reid (Executive Member), Vassie (Chair), Simpson-Laing (Vice-Chair), D'Agorne, Holvey, Hyman and Merrett
Date:	Monday, 17 July 2006
Time:	5.00 pm
Venue:	Guildhall

AGENDA

Notice to Members - Calling In:

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

10:00 am on Friday, 14th July 2006, if an item is called in *before* a decision is taken, *or*

4:00 pm on Wednesday, 19th July 2006, if an item is called in *after* a decision has been taken.

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

1. **Declarations of Interest**

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

- 2. Minutes** (Pages 1 - 14)
To approve and sign the minutes of the meeting of the Executive Members for City Strategy and Advisory Panel held on 7th June 2006.
- 3. Public Participation**
At this point in the meeting members of the public who have registered their wish to speak regarding an item on the agenda or an issue within the Panel's remit can do so. Anyone who wishes to register or requires further information is requested to contact the Democracy Officer on the contact details listed at the foot of this agenda. The deadline for registering is Friday, 14th July 2006 at 10am.
- 4. Exclusion of Press and Public**
To consider excluding the public and press from the meeting during consideration of Annex B to agenda item 14 - 'Tenders for Provision of Subsidised Bus Services' on the grounds that it contains information relating to 'the financial or business affairs of any particular person (including the authority holding that information)'. This information is classed as exempt under Paragraph 3 of Schedule 12A to Section 100A of the Local Government Act 1972, as amended by the Local Government (Access to information) (Variation) Order 2006.

BUSINESS FOR THE EXECUTIVE LEADER

ITEMS FOR DECISION

- 5. Science City York: Future Direction** (Pages 15 - 34)
The attached report (Annex A) was considered by the Economic Development Partnership Board on 20 June 2006 and is now brought to the Advisory Panel, together with additional information relating to the use of £2.63m Northern Way funds, to obtain endorsement for the Science City York action plan and to authorise the submission of proposals for the Northern Way funds on behalf of the Science City York partners.

BUSINESS FOR THE EXECUTIVE MEMBER FOR CITY STRATEGY

ITEMS FOR DECISION

6. **Proposed improvements to the Moor Lane, (Pages 35 - Askham Lane & Askham Bryan Lane Junctions 68) on the A1237 York Outer Ring Road**

The purpose of this report is to advise Members on the results of the recent public consultation on the proposals to replace the Moor Lane, Askham Lane and Askham Bryan Lane junctions on the A1237 York outer ring road with a roundabout.

7. **Public Rights Of Way – Proposed Diversion of Part of Public Footpath, York (Dunnington) No9 (Pages 69 - 74)**

This report seeks authority to make the required order to divert part of Public Footpath York (Dunnington) No9 from a cross-garden section, to the driveway of the same property, using S119 of the Highways Act 1980. The Executive Member is recommended to approve Option A and authorise the making of the proposed public path diversion order.

8. **Public Rights Of Way – Proposed Diversion of Public Footpath, York (Murton) No4 (Pages 75 - 80)**

This report seeks authority to make the required order to divert Public Footpath York (Murton) No4 from a cross field section, to the headland of the same field, using S119 of the Highways Act 1980. The report recommends that the Executive Member approves Option A and authorise the making of the proposed public path diversion order.

9. **City Strategy Capital Programme 2006/07 - (Pages 81 - Consolidated to include Carry-Overs from 98) 2005/06**

The purpose of this report is to consolidate the 2006/07 programme to include the carry-over schemes that were not completed in 2005/06, and to make adjustments to schemes and blocks to reflect individual underspends and overspends within the programme. The report asks the Executive Member for City Strategy to approve the amendments to the 2006/07 budget as set out in the report.

10. Annual Review of Traffic Regulation Orders (Pages 99 - 184)

This report brings to Members attention requests for Traffic Regulation Orders, the results of investigations and seeks authority to advertise proposals where appropriate.

11. Automatic Teller Machine (ATM) Defensible Space (Pages 185 - 190)

This report brings to Members attention a request for markings on the public highway at the Royal Bank of Scotland ATM in Nessgate to improve security, and seeks approval to develop a policy for when and where such markings are appropriate.

12. Code of Practice for Highway Maintenance (Pages 191 - 204)

This report provides a brief overview of the code of practice, 'Well Maintained Highways 2005' and asks Members to approve the policies determining standards of highway maintenance within this authority, particularly where they vary from the recommendations of the Code of Practice.

13. Code of Practice for Highway Lighting Management (Pages 205 - 214)

This report provides a brief overview of the code of practice 'Well Lit Highways November 2004' and asks Members to note and approve the recommended standards of highway lighting management.

14. Tenders for Provision of Subsidised Bus Services (Pages 215 - 232)

This report asks the Executive Member to consider tenders received for continuation of most bus services subsidised by the Council, in either their existing or modified form, and to decide on appropriate action in respect of the bus services involved.

15. Any other business which the Chair considers urgent under the Local Government Act 1972

Democracy Officer

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

- Registering to speak
- Business of the meeting
- Any special arrangements
- Copies of reports

Contact details are set out above.

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City of York Council

Minutes

MEETING	EXECUTIVE MEMBERS FOR CITY STRATEGY AND ADVISORY PANEL
DATE	7 JUNE 2006
PRESENT	COUNCILLORS STEVE GALLOWAY (EXECUTIVE MEMBER), VASSIE (CHAIR), HOLVEY, HYMAN, D'AGORNE, HILL, SIMPSON-LAING (VICE-CHAIR), BRADLEY AND MERRETT
APOLOGIES	COUNCILLOR REID

1. **Declarations of Interest**

Members were invited to declare any personal or prejudicial interests they may have in the business on this agenda.

Councillor Holvey declared a personal non-prejudicial interest in agenda items 4 and 5 (Chief Executive's Performance and Financial Year End Report 2005/06 and Economic Development Programme 2006/07) as an employee of Leeds City Council.

Councillors D'Agorne and Merrett declared a personal non-prejudicial interest in agenda item 11 (Public Rights of Way – Petition Seeking Closure of a Snicket Leading from Stratford Way, Huntington, onto New Lane) in so far as discussion related to cycling as they were members of the Cycling Touring Club and Cycling England.

Councillor D'Agorne declared a personal non-prejudicial interest in agenda item 12 (Car Club – Update) as he had registered an interest in joining the Car Club.

2. **Minutes**

- RESOLVED: i) That the minutes of the meeting of the Executive Leader and Advisory Panel held on 20 March 2006 be approved and signed as a correct record;
- ii) That the minutes of the meeting of the Executive Member for Planning and Transport and Advisory Panel held on 28 February 2006 be approved and signed as a correct record;

In answer to a question, Officers confirmed that the report back on Minute 83(iii) (The "Cycle Challenge" Project – Planning and Transport EMAP, 28 February 2006) would come back to the September meeting of the Panel.

3. **Public Participation**

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

Peter Garbutt, a resident of Stratford Way, Huntington spoke regarding agenda item 11 (Public Rights of Way – Petition Seeking Closure of a Snicket Leading from Stratford Way, Huntington, onto New Lane) (minute 11 refers). He requested Members to consider residents concerns regarding crime and anti-social behaviour when looking at the implementation of a Traffic Regulation Order and signing of the snicket.

Councillor David Scott, Ward Member spoke regarding agenda item 9 (Petition from the residents of St Philip's Grove requesting traffic calming or the road to be blocked off) (minute 9 refers). He referred to residents perceptions of traffic dangers on St Philip's Grove and their request that members examine alternatives to Speed Watch.

Val Whittle, Denise Dodd and Heather Dolling all spoke regarding agenda item 10 (Petition from residents of Copmanthorpe requesting a new footway on Temple Lane) (minute 10 refers). Representations were made on behalf of residents of Copmanthorpe regarding difficulties encountered by residents in not having a footpath on Temple Lane. In particular they referred to the narrow verge, lack of street lighting which made the area more unsafe at night for use by residents and the Lanes regular use by caravans and large agricultural vehicles.

4. Chief Executive's Performance And Financial Year End Report 05/06

Members considered an out-turn report which informed them of the 2005/06 year end position on performance against actions and targets relating to high level deliverables, critical success factors and Local and Best Value Performance Indicators. The report also reported on the capital and revenue financial out-turns for the Chief Executive's Directorate.

Members questioned the Civic, Democratic & Legal Services under spend in particular relating to the External Consultancy budget in Legal Services. Concern was also expressed regarding the low number of performance appraisals completed by the end of July, response times to Stage 3 complaints, project slippage on Ward Committee schemes and the reasons for no savings being made in Corporate Human Resources.

Advice of the Advisory Panel

That the Executive Leader be advised:

- i) That the performance and financial out-turn position for 2005/06 be noted subject to carrying forward bids totalling £80K as detailed in paragraph 58 of the report;
- ii) Carrying forward £98K of capital slippage as outlined in paragraph 60 of the report;

- ii) That Officers email Members of the Panel additional information in relation to the following points
- Details of the under spend in the Safer Cities budget (Civic, Democratic & Legal Services)
 - York Pride Action Line (YPLA) customer contact satisfaction details
 - Reasons for lack of improvement in response times to Stage 3 complaints (Customer First)
 - No savings being made in the Corporate HR budget
 - Details of the Ward Committee capital schemes which have slipped

Decision of the Executive Member

RESOLVED: That the advice of the Advisory Panel be accepted and the suggested decisions, above, be endorsed.

REASON: To prevent further slippage or non completion on the projects and actions identified and to ensure that schemes can be completed.

5. Economic Development Programme 2006/07

Members considered a report which set out key issues, priorities and actions for the Economic Development Programme for 2006/07. The wider, strategic framework for the Council's economic development programme which was provided by the "Thriving City" theme within the Community Plan for 2004/014, for which the Economic Development Board had lead responsibility.

Members questioned aspects of the points raised in the consultation section of the report.

Advice of the Advisory Panel

That the Executive Leader be advised to approve the report and the Economic Development Programme for 2006/07;

Decision of the Executive Member

RESOLVED: That the advice of the Advisory Panel be accepted and the suggested decision, be endorsed.

REASON: For the effective delivery of activity and achieving corporate objectives.

6. 2005/06 Economic Development Finance & Performance Outturn

Members considered a report which set out draft out-turn figures for Economic Development for capital and revenue expenditure for the 2005/06 financial year and the out-turn for 2005/06 performance against target for a number of key indicators.

The key indicators were made up of

- Best Value Performance Indicators owned by Economic Development
- Customer First targets (letter answering)
- Staff Management Targets (sickness absence)

In answer to Members concerns regarding the fall in take up of stalls on Newgate Market Officers confirmed that an action plan had been prepared and additional measures were being put in place to try and reverse the decline.

Advice of the Advisory Panel

- i) That the Executive Leader be advised to note the Economic Development provisional performance, revenue and capital out turn for 2005/06;
- ii) That, subject to the approval of the Executive, the Executive Leader be advised to approve the carry forward of the City Centre Partnership budget as detailed in paragraph 10.

Decision of the Executive Member

RESOLVED: That the advice of the Advisory Panel be accepted and the suggested decisions, above, be endorsed.

REASON: In accordance with budgetary and monitoring procedures.

7. The Electoral Administration Bill and Secondary Legislation

Members considered an update report on the Electoral Administration Bill and secondary legislation and which put forward a bid for future Government funding.

Officers confirmed that the Electoral Administration Bill was currently before Parliament and sought to introduce significant changes to the administration and conduct of electoral registration and elections. It was expected that all the measures would be introduced in time for the May 2007 local government elections.

Advice of the Advisory Panel

That the Executive Leader be advised to approve the £40K funding set aside for the Electoral registration budget for 2006/07

Decision of the Executive Member

RESOLVED: That the advice of the Advisory Panel be accepted and the suggested decision, above, be endorsed.

REASON: In order to comply with and introduce the measures which will be introduced by the Electoral Administration Bill and secondary legislation.

8. York Central Steering Board Update

Members considered a report, circulated following publication of the agenda, which confirmed that good progress was being made on the York Central project since the previous update in March 2006. Details were reported of the meeting of the York Central Steering Board held on 19 May 2006 and it was indicated that the programme was on course to appoint a developer in Spring 2007.

In answer to Members questions Officers confirmed that the majority of the results of studies by environmental and rail consultants would be confined to the Steering Board and that it was not anticipated that this information would be made public.

Officers also confirmed that there may be possible funding available from Yorkshire Forward to employee additional resources to shorten the timescales involved in this scheme.

Advice of the Advisory Panel

That the Executive Leader be advised to note the contents of the report.

Decision of the Executive Member

RESOLVED: That the advice of the Advisory Panel be accepted and the suggested decision, above, be endorsed.

REASON: To keep Members updated with progress on the York Central project.

9. Petition From The Residents Of St Philip's Grove Requesting Traffic Calming Or The Road To Be Blocked Off

Members considered a report which reported receipt of a petition from residents of St Philip's Grove, Clifton requesting traffic calming or the road to be blocked off.

Officers outlined details of the "mean" speed used when undertaking the speed survey on St Philip's Grove which indicated that although the road was perceived by residents as a "rat run" the evidence did not back this up.

In answer to questions Officers confirmed that data from this survey would be retained as a comparator for other streets.

Members requested that if the recommendation was approved that a timescale should be set for reporting back on the success of the initiative.

Consideration was then given to the following options

1. Respond to resident's concerns with the Community Speed Watch initiative. The road safety team recognised that resident's could feel threatened by traffic speed even when data showed that there was not a measurable speed problem. The initiative would help residents to take a stance against any drivers who felt that it was acceptable to drive too fast on St Philip's Grove.
2. Implement traffic calming on St Philip's Grove. However, road safety capital expenditure was evidence led and the data did not justify spending on physical measures.
3. Block off St Philip's Grove. The speed survey did not justify this course of action. Network Management would object to this option as there was no safe location for any vehicle to turn around and insufficient highway land to allow the construction of suitable facilities at any point along its length. Without such facilities large vehicles such as refuse wagons would either have to reverse into the street and then up to the point of closure or reverse out. Either scenario would put pedestrians and property at risk in St Philip's Grove and the latter would pose a safety problem at the two main junctions.
4. Take no action.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised:

- ii) That the content of the petition be noted;
- ii) That approval be given to the Community Speed Watch initiative in response to the petition;
- iii) That Officers reply to the lead petitioner on the outcome of the report;
- iv) That Officers, in consultation with Ward Members, be given delegated authority to consider a report on the success of the initiative in 6 months.

Decision of the Executive Member

RESOLVED: That the advice of the Advisory Panel be accepted and the suggested decisions, above, be endorsed.

REASON: To try and alleviate the perceived danger problems on St Philip's Grove and to empower the residents in this respect.

10. Petition From Residents Of Copmanthorpe Requesting A New Footway On Temple Lane

Consideration was given to a report which reported receipt of a petition from residents of Copmanthorpe requesting a new footway link on Temple Lane.

Officers confirmed that this scheme had been one of several put forward as a result of the Copmanthorpe Village Traffic Study in 1999/2000 and was included as a reserve scheme in the 2005/06 capital programme but funding pressures meant the scheme was deferred. Feasibility work undertaken at the time had shown several areas of concern that would affect the cost of the scheme relating to the presence of utilities on the verge, potential problems with drainage and the fact that land may have to be acquired to provide a footway of sufficient width.

Local Members supported the provision of this essential link in the footway and requested costing of the scheme and implementation as soon as possible. Officers confirmed that in the short term a vehicle activated sign was to be erected out of Ward Committee funds but that all aspects of safety would be examined in the feasibility study which may include other safety features.

Members considered the two options available

- a) to investigate the costs of providing the footway by commissioning further feasibility work, or;
- b) to reject the proposal.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised:

- i) That the contents of the petition be noted and Officers be asked to commission further feasibility work ;
- ii) That it be noted that the results of the feasibility work will be fed into the annual scheme prioritisation process;
- iii) That Officers reply to the lead petitioner on the Panels decision;
- iv) That Officers report back to the Panel on the outcome of the feasibility work.

Decision of the Executive Member

RESOLVED: That the advice of the Advisory Panel be accepted and the suggested decisions, above, be endorsed.

REASON: To contribute towards making Temple Lane, Copmanthorpe safer for pedestrians.

11. Public Rights Of Way - Petition Seeking Closure of a Snicket Leading from Stratford Way, Huntington, onto New Lane

Members considered a report which reported receipt of a petition signed by 70 residents living in Stratford Way, Huntington, requesting the closure of a snicket leading from Stratford Way, Huntington. The request related to problems encountered in the area with criminal activity and anti-social behaviour.

Officers confirmed that the snicket was an adopted highway in the control of the City of York Council and was therefore a public right of way. Its purpose was to provide an emergency access and route for pedestrians from New Lane into Stratford Way, which was a cul de sac.

Members questioned if the proposed gates would be adequate for disabled users and complied with DDA (Disability Discrimination Act) guidelines, if details were available of the incidences of crime in the area and whether better signage could be erected.

Consideration was given to the following options

Option A. Do nothing and leave the snicket open to public use.

Option B. Use S118 of the Highways Act 1980 to close the snicket.

Option C. Close the snicket by means of a Gating Order.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to accept Option A and agree to

- i) Note the petitioners' request for closure; and
- ii) Refuse the request on the grounds that there is presently no available legislation, which would allow the closure of this emergency access route.
- iii) Explore the possibility of installing a metal construction combined vehicle and pedestrian access gate at each end of the snicket, which would still allow the lawful use by pedestrians, cyclists and the emergency services, but deter unlawful use by

motorcyclists. Further consultations on the access gates to be undertaken with local residents and Ward Members.

- iv) Consider the effectiveness of the gates in 12 months time, against updated crime statistics. If required, consider applying for a Gating Order under the Clean Neighbourhoods and Environment Act 2005, in accordance with the revised City of York Council Alleygating Policy, which is currently under review.
- v) Refer the matters raised in the petition to North Yorkshire Police, for them to try and address the problems faced by the residents of Stratford Way, by the use of target led patrols in the area, in line with new Neighbourhood Policing Team strategies.
- vi) Officers to investigate further the request for a Traffic Regulation Order.

Decision of the Executive Member

RESOLVED: That the advice of the Advisory Panel be accepted and the suggested decisions, above, be endorsed.

REASON: To try and alleviate problems with criminal activity and anti social behaviour in this area as there is presently no available legislation, which would allow the closure of this emergency access route.

12. Car Club - Update

Members considered an update report on the position regarding the city car club project, the development of which had been contained within the Council's second Local Transport Plan. Consideration was also given to a further update report, circulated at the meeting, which detailed the selection process undertaken in the choice of the final operator and the Officers recommendation.

Officers displayed a map of the area which showed areas of the city where surveys had been undertaken and positive interest received. The map also showed new developments where Section 106 negotiations had taken place, together with reasonably new development areas highlighted.

Members thanked Officers for progress made and the work undertaken in the selection process for obtaining a operator for the club. They questioned the type of vehicles proposed, length of partnership, the need for consultation on how the vehicle bays would be marked up and consultation with the Police on siting etc.

The report presented two options for consideration

- a) Approval of the previous report agreed to a discounted tariff for the bays in Council car parks. Subsequent officer consideration

of this (including discussions with the independent advisory charity CarPlus), leads to the conclusion that the Council should waive any tariff for at least the first 2 years of operation, with a review after this period and then annually thereafter.

- b) The alternative would be for the Council to impose a charge on the operator for the designation of bays for sole use by car club cars.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised

- i) To note the contents of this report, together with the supplementary update made at the meeting.
- ii) To agree that a further progress report is presented in the late Autumn.
- iii) Approve the appointment of WhizzGo as the selected operator to provide a car club in York for a 5 year period.
- iv) To approve that for the first two years of operation no parking tariff will be sought by the Council relating to car club bays established within Council car parks. This will be reviewed at the end of this period and annually thereafter.

Decision of the Executive Member

RESOLVED: That the advice of the Advisory Panel be accepted and the suggested decisions, above, be endorsed.

REASON: To encourage the development of a car club in the city in accordance with Council Policy and wider objectives.

13. Planning And Transport Capital Programme 2005/06 – Outturn Monitoring Report

Consideration was given to a report which set out progress on the major schemes in the Planning and Transport capital programme during the 2004/06 financial year. This included reports on outturn for 2005/06 and budget spend to the end of March 2006.

Members made the under mentioned comments in relation to the report

- Need to sort out parking problems related to the kerb height for buses at the Low Ousegate bus stop.

- There were gaps in the CCTV system eg Nexus/McMillans which needed addressing.
- Disappointment with aspects of the BLISS bus information system displays.
- Haxby Station questioned progress with the scheme.
- Rufforth School Safety Zone, questioned overspend.
- Queen Street bridge cycle lane which was narrow and in close proximity to railings.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to

- i) note the significant progress made in 2005/06 in implementing the Planning and Transport capital programme.
- ii) note the financial implications indicated in paragraphs 132 - 133.
- iii) approve the proposed funding of the overspend as indicated in paragraph 132, subject to the approval of the Executive.
- iv) approve the proposed carryovers as outlined in paragraphs 134 - 137, subject to the approval of the Executive.

Decision of the Executive Member

RESOLVED: That the advice of the Advisory Panel be accepted and the suggested decisions, above, be endorsed.

REASON: To manage the Capital Programme effectively.

14. 2005/06 Planning & Transport Finance & Performance Outturn Report

Members considered a report which presented the out turn figures for revenue and capital expenditure for the Planning and Transport portfolio together with the 2005/06 out turn performance against target for a number of key indicators that were made up of the following

- Best Value Performance Indicators owned by Planning and Transport
- Customer First targets (letter answering)
- Staff Management Targets (sickness absence)

Members expressed their thanks to Officers for the balancing the budget and for the provisional out turn figures.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to approve the financial and performance position of the portfolio.

Decision of the Executive Member

RESOLVED: That the advice of the Advisory Panel be accepted and the suggested decision, above, be endorsed.

REASON: To update Members on the budgetary and performance monitoring procedures.

15. Report on the performance of the Member Enquiry system - 2005

Members considered a report which set out the performance of the City Strategy Member Enquiry system, based in Business and Policy Development, from 1 January 2005 to 31 December 2005.

Officers referred to the increase in items received, improvements in performance together with an increase in compliments received.

Members congratulated Officers on the significant improvements made to the service.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised

- i) To note the increase in performance and other key areas from 2004 to 2005.
- ii) To note the content of this report and to continue to support the Member enquiry system.

Decision of the Executive Member

RESOLVED: That the advice of the Advisory Panel be accepted and the suggested decisions, above, be endorsed.

REASON: To update the Executive Member on the performance of the Member Enquiry System in City Strategy.

A REID
Executive Member City Strategy

C VASSIE
Chair of Advisory Panel

The meeting started at 5.00 pm and finished at 7.35 pm.

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Meeting of the Executive Members for City Strategy and Advisory Panel

17 July 2006

Report of the Director of City Strategy

Science City York: Future Direction

Summary

1. The attached report (Annex A) was considered by the Economic Development Partnership Board on 20 June 2006 and is now brought to the Advisory Panel, together with additional information relating to the use of £2.63m Northern Way funds, to obtain endorsement for the Science City York action plan and to authorise the submission of proposals for the Northern Way funds on behalf of the Science City York partners.

Background

2. The report covers 5 areas:
 - i) The Science City York four year plan which is subject to a £2.85 million contract with Yorkshire Forward within the Sub Regional Investment Plan.
 - ii) The outputs emerging from the national Science Cities collaboration with the other five Science Cities (Manchester, Newcastle, Birmingham, Nottingham and Bristol), aiming to produce a joint agenda for action that can be fed into the Government's autumn Comprehensive Spending Review.
 - iii) The latest stakeholder discussions between the Council, University and Yorkshire Forward on whether a revised (more formal) partnership arrangement is appropriate for the future.
 - iv) Details of the British Association for the Advancement of Science (BA) Conference in September 2007.
 - v) Information on how Science City York is linking up with other service areas: lifelong learning and skills, education, culture and tourism for example.
- 3 Discussion at the Economic Development Partnership Board covered the following areas:
 - * Science City York plays a central role in the economic strategy to generate (in its own sector and elsewhere) quality employment opportunities for local people – addressing under-employment that exists in the workforce and providing progression routes to allow local people to enhance careers and

improve incomes (50% of the workforce within the sector is recruited locally).

- * Skills development work within schools and public awareness activity is therefore an important element of future activity and needs to be a high priority for the SCY Board.
 - * Contact with schools (including primary schools) established at the annual Festival of Science needs to be maintained and followed up through the year. Again, this should be prioritised within future activity.
 - * SCY is at the heart of economic policy for the city – aimed at strengthening the economy through its knowledge base and creating sustainable economic success around a balanced, diversified, economic base. It is recognised that some of the outputs (business growth/jobs) generated by will be located in other parts of the sub-region and city region/region – but it is important to take action that will maximise the full potential of SCY in order to retain York’s competitive advantage. The city then needs to provide accommodation for a range of business activity within the immediate area in order to avoid becoming a purely research city – which would not generate the wider employment opportunities that local people need. The Northern Way funds enhance the potential of achieving this. Benefits will, however, extend well outside the immediate York area.
 - * The stakeholder discussions will need to be brought more formally into the Council’s (and other partner’s) decision-making process – not least, in the council’s case, reflecting the strategic role SCY plays within both city (LSP) and council policy. It was confirmed that this would be taking place.
4. An outline of the proposals for the £2.63m capital funding from Northern Way was given to the Economic Development Board. This funding has been made available very recently and the development of proposals had not reached a stage where detail could be incorporated in the report to the Board. Negotiations and discussions with Yorkshire Forward/Northern Way are still in progress but it is now possible to provide more detail and seek the authorisation to progress the plans on behalf of Science City York.
5. The following extracts from the concept proposal put to Yorkshire Forward and Northern Way provide that detail:
- * The Science City York (SCY) Business ‘Hub & Spoke’ is a major innovative and integrated infrastructure project across the City of York to ensure the continued growth and development of knowledge-based businesses particularly in bioscience, digital and creative technology clusters. The SCY ‘Hub & Spoke’ will provide specialist mentoring, incubation and grow-on facilities at three key strategic business sites in order to support the realisation of SCY’s vision of generating 15,000 new jobs by 2021. The allocation of £2.63m from Northern Way will ensure that capital requirements of this model can be allocated to support high specification infrastructure within and across each strategic location as well as wider links nationally.
 - * The rationale for this model is supported through independent feasibility assessments commissioned over the last 2 years which have

demonstrated a significant business need to provide specialist dedicated facilities and support for early stage knowledge-based ventures in order to continue to maximise SCY's track record in stimulating cluster and business growth.

* The key components of the SCY Business 'Hub & Spoke' concept includes:

1. **SCY 'Business Hub'** –providing specialist business mentoring and support services to nurture early stage businesses - supported through a North Yorkshire Sub Regional Investment Plan (SRIP) £2.85m programme over the next 4 years which is currently underway.
2. **'Spoke Centres'** which include three strategic site locations:
 - Digital & Creative Technologies Centre of c. 40,000 sq ft, at Terry's, the "Chocolate Works"
 - Knowledge Venture Centre (again, around 40,000 sq ft), at Vangarde
 - Innovation & BioCentre Central, at York Science Park

* The central part of the 'Hub' will be to embed a supportive culture, business development and mentoring provision through SCY services based from the city centre and at each 'Spoke'. This has already a proven track record and successful programme of intervention which is geared to meet the needs of knowledge based businesses through each stage of company growth – proof of concept funds, technology growth packages, technical and business mentoring and all aspects of workforce development. This is being scaled up through SRIP investment with £2.85m to further develop the SCY model and deliver services within York and North Yorkshire, and extend links into the Leeds City Region.

* The concept for the Northern Way funding will be to offer in-depth services on site at each 'Spoke', with specialist business 'surgery' space and to use each facility as part of integrated model to gear business space requirements at each site to support specific cluster needs. Each SCY business 'Spoke' will incorporate high quality specification facilities, linked virtually across the city, with scope for shared management infrastructure and also having the potential to link with other Northern Way Science City proposals.

* The SCY Business 'Hub & Spoke' will be able to provide:-

- Bespoke specialist SCY mentoring services for early stage businesses
- Flexible high specification business space appropriate for creative and knowledge based companies from hot desking services to flexible space between 800-3,000 sq. ft.
- Meeting Room, Conference Room, Gallery and Networking facilities with high specification broadband and IT services.
- Informal meeting space with catering facilities to be a focal point to stimulate knowledge and collaboration between cluster businesses and with Higher York partners.

- * Each building will have due regard for environmental and sustainability requirements as a key feature of their concept design.
- * Developers are on board with the proposals, and detailed discussions have been taking place to enable a more detailed submission to be made to Yorkshire Forward.
- * A possible fourth component may yet emerge, linked to the University, but no details are yet available on this.

Consultation

6. Consultation within Science City York is built into the way that decisions are taken through its Strategy Board, Committees and Cluster Groups. This ensures that business and community interests are taken into account. The Economic Development Partnership Board's comments will also be fed back to the Science City York Strategy Board.
7. The Northern Way proposals have the agreement of the SCY Strategy Board.

Options/Analysis

8. Again, this forms an integral part of the Science City York process – engaging with partners through the cluster and networking activity to keep a clear focus on demand and need.

York Corporate and LSP Objectives

9. See attached report.

Implications

10. Financial, HR, equalities, legal, and crime and disorder implications are covered through the Council budgeting and service planning processes. There are no IT implications.

Risk Management

11. See attached report.
12. The Northern Way proposals will involve a risk management assessment as part of the business planning framework required by Yorkshire Forward. All costs will be covered within the Science City York project budgets.

Recommendations

13. Members are asked to:
 - i) Give comments/advice on the issues covered in the report, to be fed back to the Science City York Strategy Board.
 - ii) Support and endorse the actions being taken.

- iii) Give authorisation for the submission of the Northern Way proposals on behalf of the Science City York partnership.
- iv) Await a further report on the stakeholder discussions.

Reason: To ensure that SCY delivers and addresses both Council and Local Strategic partnership objectives.

Contact Details

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Chief Officer Responsible for the report:

Bill Woolley
Director of City Strategy

Report Approved

Date 3 July 2006

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

All

For further information please contact the author of the report or Bryn Jones, Head of Economic Development

Background Papers:

Annex – Report to Economic Development Board 20 June 2006

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Economic Development Partnership Board

20 June 2006

Report of the Director of City Strategy

Science City York: Future Direction**Summary**

1. The report provides the Board with information on current and future plans for the development of Science City York (SCY) which has been a key part of the city's economic strategy for the last 8 years. The Board is invited to provide their input and comments, particularly the wider economic perspective in taking forward this work through the Science City York Strategy Board. This reports covers the following areas:-

- The current SCY 4 year business plan which has been agreed and supported through the Sub Regional Investment Plan (SRIP). This delivers intervention within clusters of: bioscience and health, IT & digital and creative technologies.
- The outputs from joint work on the National Science Cities agenda, working with the other five Science Cities – Newcastle, Manchester, Nottingham, Birmingham and Bristol.
- The latest stakeholder discussions between the City of York Council, the University of York and Yorkshire Forward on the development of Science City York and its future partnership structure.
- Details on the British Association for the Advancement of Science (BA) Conference in September 2007.
- SCY's wider input into the economic agenda in areas which cover skills and workforce development, schools and education synergies, public engagement in science and links to tourism investment projects.

Background

The background for each of the five theme areas within this report are detailed below:

SCY SRIP Business Plan

2. The current, agreed, Sub-Regional Investment Plan runs to March 2009, and SCY has been identified as one the major priorities for investment in York as well as rolling out activities across North Yorkshire. Over £2.85m has been secured for the delivery of this integrated business plan which has been developed to build on the success of the initiative to date in stimulating 2,600 employment opportunities and 70 new businesses. Annex A sets out the current 3 year budget profile, the

detailed profile year 4 will be agreed with Yorkshire Forward later this year following a 2 year review of the contract and performance.

3. This follows 18 months of liaison with partners and Yorkshire Forward, to take forward Science City York activity within creative, science and technology sectors through in-depth cluster work, business partnering, and supply chain and skills development activity. The overall objective of this proposal is to continue and accelerate the rate of business growth within York and to cascade benefits across the local community and identify synergies within the wider North Yorkshire sub region. This will include activity across the supply chain, fostering business start-ups and spin-offs, workforce development and increasing learning opportunities.
4. The Business Plan aims to build capacity and expand Science City York (SCY) activities within York and into North Yorkshire including:
 - Providing mentoring to York's growing high technology community and helping to generate new businesses in key parts of North Yorkshire.
 - Creating new employment opportunities in knowledge based sectors.
 - Guiding education, training and skills needs to ensure the ongoing development of local workforce science and technology skill base.
 - Raising awareness of science and technology opportunities and fostering international links and synergies.
5. Further details of the Action Plan and targets are set out in Annex B.
6. Science City York, as a partnership between the City of York Council, University of York, private sector and Yorkshire Forward draws together all stakeholders within a Strategy Board which meets every quarter. Science City York secures senior high-level engagement in this Strategy Board as well as the supporting Committees which advise on the direction of priorities and policies for cluster specific activities. Each Committee draws together business, research and public inputs, with Chairs rotated on an annual basis. This structure has just been reviewed, to reflect the new Business Plan priorities. Annex C sets out the structure of the Science City York Board and Committees.
7. As part of the new SRIP bid, a review of resources was required to undertake the 4-year programme. A report to Urgency Committee on 9 March 2006 set out the new team structure for the delivery of the programme. Following Council HR policy, a number of positions within the structure were filled through the 'at risk process', the remaining 5 vacant positions have been advertised, with interviews scheduled for late June 2006. Annex D sets out the current organisational chart.
8. Key issues that the Board might focus on include:
 - *The Action Plan priorities, and future objectives for the development of the Science City York.*
 - *Science City York's role in the sub-region (and with the Leeds City Region and wider region)*

The Board's views on these are invited – to be fed into the development and planning of Science City York's future priorities and delivery of outputs as detailed in Annex B.

National Science Cities Agenda

9. Following from the previous updates, Board Members will be aware that in the budget report issued in March 2005, the Chancellor confirmed the Government's continued investment in science and technology to drive forward the UK's position in the global economy. As well as York, Manchester and Newcastle being promoted by the Regional Development Agencies as 'Science Cities', other cities including Bristol, Birmingham and Nottingham have also been confirmed as important drivers for this initiative.
10. The budget report emphasised the importance of collaboration between the six Science Cities in boosting regional centres of world-class scientific excellence and creating closer regional links between industry and the public research base are key to the Government's long-term ambitions for science and innovation. Within the budget statement it states:

"The Government will continue work with the science cities to explore how local, regional, and national policies can best support the development of science cities, in areas such as business-university collaboration, support for enterprise, infrastructure development, skills and public engagement with science."
11. The first national Science Cities workshop, held in York in September 2005, brought together the six science cities to present their initial plans and formulate a vision for the future development of science cities. These plans have been developed in more detail in recent months, and a further national meeting was held in Manchester in May 2006 to discuss further.
12. Consultants SQW have been commissioned by the six Science Cities to develop proposals for policies which could be encouraged to further support Science Cities in the promotion of knowledge-based economic development. SQW have worked up draft policy proposals in discussion with the six cities and relevant parts of Government. Each Science City is at different stages of partnership development, with York as the most established partnership. Overall common themes have emerged which address public awareness, planning, knowledge-transfer, support to early stage businesses and skills development.
13. The next stage in the process will be to scope more detailed priorities so that this can influence central Government thinking. SQW will be producing a discussion paper which will be reviewed by a new inter-departmental Government group which is being drawn together by HM Treasury following the Manchester Summit. This will ensure that Science City proposals can be fed into the Comprehensive Spending Review process later this year.
14. Key issues that the Board might focus on include:
 - *The national role of Science City York in influencing Government priorities and collaboration with the other Science Cities (each a core city).*
 - *What should the role be of Science City York as the regional Science City? How might this relationship be extended beyond the sub-region and Leeds City Region agenda?*

The Board's views and comments are invited on this increasing regional and national role for Science City York in influencing Government priorities for knowledge-based growth.

Science City York Stakeholder Discussions

15. As highlighted in Annex A, Science City York has been operating as a partnership body over the last 8 years – with high levels of engagement and appropriate consultation mechanisms, as set out in Annex B. This has ensured involvement and ownership from the business community in the development and formation of policy priorities. Given the increased status of York as a National Science City, the University of York has taken the initiative to convene a high-level stakeholder group comprising senior leaders within each main stakeholder, to review the development of the future of the initiative.
16. A series of discussions have taken place over the last 12 months, and a consultancy report commissioned by the University of York was produced. This report advocated that Science City York should review and potentially formalise its partnership status and 'step-up' activity in the face of increased competition from other areas now pursuing a Science City agenda. This work has prompted the senior stakeholders (Vice Chancellor, University of York; Chief Executive, City of York Council; Director, Business Directorate, Yorkshire Forward; Chair, Science City York and an independent Chair of the group) to review the appropriate partnership structure to move forward this work.
17. The stakeholders have formed a Stakeholder Board in the last few weeks, to review this issue and determine the priorities and future management capability required. This should hopefully have regard to the organisational assessment which has already been undertaken by the Stakeholder Board as highlighted in paragraph 7. The relationship with the current Strategy Board has yet to be formalised but close integration obviously will be required.
18. Some additional consultancy work is to be commissioned which will examine the appropriate model for Science City York potentially setting up the partnership as a Company Limited by Guarantee (CLG) and reviewing whether the position of a high-level 'Chief Executive' is required to assist in the aspirations for SCY to 'step up a gear' to influence activity on a national stage. A focus on local delivery should be still part of this role function. The parameters for this work are currently being defined, and discussions are due to take place with the SCY Strategy Board to ensure they are on board with the process. Clearly additional consultation would be required with members of the Economic Development Board Partnership during the process of the work.
19. Key issues that the Board might focus on include:
 - *The input that the Economic Development Board Partnership would like to have as part of this review of the partnership structure of SCY and its future priorities?*

The Board's views on this are sought on the process and development of the Science City York partnership model.

British Association Festival 10-14 September 2007

20. The British Association for the Advancement of Science (the BA) is national foundation which promotes the public engagement and understanding in a broad spectrum of science disciplines. It is the national coordinating body for National Science Week and was originally founded in York (linked to the Yorkshire Philosophical Society) in the 1870's.
21. Every year it organises an Annual Festival of Science, which is a 4 day event to draw together world experts in science to assist in the communication of science through a series of events aimed at schools, public and media. It has a scientific programme aimed at researchers. The BA Festival is regarded as a major international platform for the promotion of science and all of the key national and scientific media attend. The BA is planning their 2007 event to take place in York between 10-14 September, with the academic programme content taking place at the University of York campus and a whole series of schools and community activities taking place across the City. A substantial amount of sponsorship will need to be generated nationally and locally.
22. It is a major opportunity to help promote York globally as a Science City, the research excellence of the University of York and as a City of Festivals. A local Advisory Committee has been set up to represent local stakeholders involved in the coordination and organisation of the York activities. This is being chaired by Sir Ron Cooke and will involve representation from across the Council, SCY, University, the BA and Yorkshire Forward.
23. Amy Parkinson, Skills Coordinator for Science City York and SETPOINT North Yorkshire is supporting the local coordination of activities in the city and within schools. This will feature as a key skills development activity within the new SRIP business plan, and the development of programmes can be built into the delivery of learning opportunity outcomes.
24. Currently a list of local organisations and groups that can be involved in delivering content for the event is being drawn together, with a view to invite them to an initial awareness session. This is due to take place on 26 June at the University of York.
25. Key issues that the Board might focus on include:
 - *The key messages to promote about York as part of this BA Festival, together with themes/topics and possible support opportunities,*
 - *Business and community content ideas to feed into the early stage planning of the city and schools based activities.*

The Board's views on this Festival are sought to support the development of the initial programme.

Science City York and the wider agenda

26. Science City York is an integral part of the Economic Development Strategy and wider city strategy priorities. The concept of Science City York has always been holistic to view all aspects of engagement and 'embedding' within the local economy. Key to the success of SCY has been the ability to link with other

Economic Development Programmes and this is part of the current SRIP business plan including -

- Work with Future Prospects and York Training Centre – to review workforce development programmes such as bespoke leadership and management training courses, bite-size taster courses as part of outreach activities and graduate retention programmes within local SCY businesses.
- Programme delivery with the Learning & Skills Council and North Yorkshire Business Education Partnership – to help raise the aspiration levels in the community of interest in science, assist the take-up of science and technology related subjects across all York schools and delivery of bespoke training support to SCY cluster businesses.
- Synergies with the First Stop York – through the promotion of Science City York and working to secure additional science based events in York, helping to transform the tourism infrastructure and product development in the City through links with SCY businesses for content ideas and concepts.
- Business support delivery – in conjunction with partners including Business Link North Yorkshire, Connect Yorkshire and the University of York – to ensure effective customer orientated delivery of services to assist knowledge transfer, employment and business opportunities.

27. Key issues that the Board might focus on include:

- *The importance of embedding Science City York within City Strategy to maximise synergies in other programme areas.*
- *Other opportunities for Science City York to exploit in the wider economy and community.*

The Board's views on the integration of SCY activities are sought to shape the ongoing development of City Strategy priorities.

Consultation

28. The Board's discussion of these issues forms part of the consideration of options for development of ongoing priorities for Science City York across all these areas. Consultation within Science City York is built into the way the project is run through the Strategy Board, its Committee structure, and the cluster groups and networking activity. In this way, the action is geared to need.

Options and Analysis

29. SCY programme of activity across all these areas is ongoing and is all part of the process of engaging with key stakeholders and partners through the SCY Strategy Board process. At this stage the Board is asked to provide input to this process and suggest options, where appropriate, that can be referred to the SCY Strategy Board for further examination.

York Corporate and LSP Objectives

29. Science City York as a major part of York's economic priorities are firmly embedded within the Council's corporate objectives and the Without Walls initiative.
- * The "Thriving City" theme of the WOW Community Plan has the following strategic objective:

"To support the progress and success of York's existing businesses and to encourage new enterprises in order to maintain a prosperous and flourishing economy that will sustain high employment rates."
 - * The Council's corporate objective 3 – "strengthening York's economy", sets out the following strategic objectives:
 - Generate business growth and start-ups in science, creative tourism and other key business sectors to protect existing jobs and provide higher quality, sustainable and higher paid jobs.
 - Attract investment to strengthen the city's high growth sectors and generate quality jobs.
 - Ensure that the University and other higher education providers contribute to business growth and generate quality jobs and underpin skills-training opportunities for local people.
 - Support residents into learning and work, and improve skill levels in key areas of the economy.
30. This highly focused approach – identifying key priorities that have generated real economic change in the city has been key to the success of Science City York since its formation in 1998. Key to the heart of SCY moving forward must be ensure that the needs of the business and community remain the central priority, to ensure that real action is delivered effectively and efficiently on the ground. The current SCY Strategy Board and Committee structure can ensure that this can happen. The Board can reflect these priorities in responding and making an input.

Implications

31. Implications and risk for SCY have been fully assessed through the SRIP approval process and are also a main part of the Committee structure. There are substantial processes in place to review all aspects of SCY activity on performance, monitoring and delivery:
- **Financial:** Financial implications have been considered as part of the overall SRIP allocation and normal Council budget forward planning process. There is no additional commitment to Council resources.
 - **Human Resources:** All related HR issues have been considered and reviewed as part of the Urgency Committee report in March 06.
 - **Equalities:** There are no equalities implications

- **Crime & Disorder:** There are no crime and disorder implications.
- **Information Technology:** There are no IT implications.

Risk Management

32. In compliance with the Councils risk management strategy the main risks that have been identified in this report are those which could lead to the inability to meet business objectives (Strategic) and to deliver targets, services (Operational), leading to financial loss (Financial), damage to the Council's image and reputation and failure to meet stakeholders' expectations (Governance).
33. Measured in terms of impact and likelihood, the risk score all risks has been assessed at less than 16, this means that at this point the risks need only to be monitored as they do not provide a real threat to the achievement of the objectives of this report.
34. The SCY Audit & Finance Committee meets regularly every 2-3 months to review activity against business plan objectives and targets. A full risk register is in place and is reviewed regularly by the SCY Strategy Board. Progress reports will be brought to future meetings of the Board.

Recommendations

35. a) The Board's views and advice on the issues covered are requested, in relation to maximising the potential impact of Science City York; and
- b) The Board is asked to support and endorse the actions being taken.

Reason: To ensure that SCY delivers and meets both Council and LSP objectives.

Contact Details

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Chief Officer Responsible for the report:

Tony Bennett
Assistant Director, Economic Development

Report Approved



Date 5/6/06

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

All



For further information please contact the author of the report

Background Papers: None

Annexes: Annex A – Science City York Budget
Annex B – Science City York SRIP Action Plan
Annex C – Science City York Board & Organisational Structure
Annex D – Science City York Organisational Structure

Activity	2005/2006				2006/2007				2007/2008				
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
1) Expenditure (£000s)													
1a) Revenue Costs (£000s)													
Management, Finance		30,000	13,000	10,000	8000	8000	8000	8000	8000	8000	7000	7000	115,000
Evaluation, mapping, financial appraisal		0	0	20,000	15000	25000	30000	30000	30000	35000	35000	30000	250,000
Cluster, supply chain		40,000	40,000	20,000	20,000	30000	50000	55,000	60,000	60000	55,000	50000	480,000
Business promoter		40,000	35,000	30,000	50000	60000	60000	60000	60000	60000	60000	60000	575,000
Micro fund		0	0	80,000	30000	30000	35000	35000	30000	20000	20000	20000	300,000
Skills, enterprise, workforce development		0	0	5,000	20000	30,000	30000	30000	40000	30,000	30,000	30000	245,000
YPI Action Plan				10,000	5000	5000	6000	7000	10000	8000	8000	6000	65,000
Marketing, web, PR		25,000	15,000	10,000	25,000	30,000	25,000	25000	25,000	25,000	25,000	25,000	255,000
Revenue Costs SUBTOTAL		135,000	103,000	185,000	173000	218000	244000	250000	263000	246000	240000	228000	2,285,000
1b) Capital Costs (£000s)													
Office Space and new business accommodation								40,000	30,000	20,000	10,000	0	100,000
Capital costs - SUBTOTAL							0	40,000	30,000	20,000	10,000	0	100,000
TOTAL COSTS (revenue+capital)		135,000	103,000	185,000	173,000	218,000	244,000	290,000	293,000	266,000	250,000	228000	2,385,000
2) Income by Funding Source													
Project Sponsor's Own Funds		15,000	27,000	65,000	50,000	55,000	50,000	50,000	50,000	55,000	50,000	48,000	515,000
Yorkshire Forward Single Pot		122,000	76,000	70,000	80,000	120,000	150,000	180,000	180,000	150,000	135,000	132,000	1,395,000
Private Sector				45,000	30,000	30,000	30,000	30,000	35,000	35,000	35,000	40,000	310,000
Income from project activities													
Other (please specify) ¹													
University of York		0	0	5,000	13,000	10,000	10,000	20,000	18,000	14,000	15,000	5,000	110,000
DA/ Business Link						3,000	4,000	10,000	10,000	12,000	15,000	3,000	57,000
Total (Gross) Income		135,000	103,000	185,000	173,000	218,000	244,000	290,000	293,000	266,000	250,000	228,000	2,385,000

Note: Year 4 project will be determined later in 2006/7 following review of activity and outputs by YF.

Science City York: SRIP Action Plan

Overview

This project aims to continue and build on the success of the Science City York initiative in fostering the development of knowledge-based clusters in order to stimulate the creation and retention of employment, business growth and workforce development opportunities in York and North Yorkshire. Science City York nurtures growth through the development of key sectors in bioscience and health, IT & digital and creative technologies, as a leading partnership between the University of York, City of York Council and industry established in 1998.

Science City York's vision is to create value at a city, region and national level by stimulating
Prosperity from knowledge.

Science City York seeks to extend activity in York and North Yorkshire through the following areas of activity:

1. ***Build and strengthen existing sectors supported by Science City York*** developing virtual, spatial and inter-cluster connectivity in York and North Yorkshire. This includes the creation of a dedicated specialist development technician officer, working alongside the Chair and stakeholder committee(s) to drive knowledge sharing and network building activities, as well as signpost business development referrals. Specifically within each sector, this will include: -
 - Develop medical and healthcare core competencies within bioscience.
 - Build and expand IT & Digital cluster strengths
 - Re-shape and expand creative technologies, to include additional heritage and arts technology strengths.

2. ***Enhance and expand activities to stimulate an entrepreneurial business environment to support the development of ideas and growth of new start-ups***
 - Develop and expand SCY business support activities to accelerate rate of growth and creation of new start-ups through specialist technology and business development provision through extending capacity with Business Promoter services and business surgery sessions.
 - Extend and develop the Micro Fund for pre-start-up ventures to provide essential proof of concept funding to assist the viability and creation of technology start-ups.
 - Facilitate the creation of flexible business space to support creative and digital businesses in major development areas within York and across key parts of the sub region.

3. ***Develop a supportive framework for creating a culture, which embeds enterprise, training and skills actions across SCY and supporting sectors***
 - Implementation of activities creative, science and technology workforce development needs, identified in the Impact Research feasibility assessment in 2003.

- As part of the workforce development plan, deliver continued professional development support, targeted local community and education skills development 'taster' sessions, supporting the continuation of management and providing support to early stage employer networks.
- Expand the inter-connectivity and synergies between SCY businesses and the supporting professional sectors through joint work within York Professional Initiative.

The key activities delivered in York and North Yorkshire would be reviewed by the SCY Board, which is led by industry with key representatives from the University of York and City of York Council. Regular reports on progress and consultation on proposals will be reported to EMAP and EDB.

Flexibility will remain at the heart of the partnership, enabling new priorities to be developed following regular review of performance and priorities

Targets & Outputs

The implementation of this Business Plan will continue to generate significant employment and business outputs to benefit the local economy, namely: -

- Establish 10-15 new businesses per annum
- Create 300-400 jobs per annum
- Generate 80 Learning Opportunities per year for local people
- Assist 30-50 businesses per annum
- Leverage over £100k per annum from private sector to invest in SCY activities

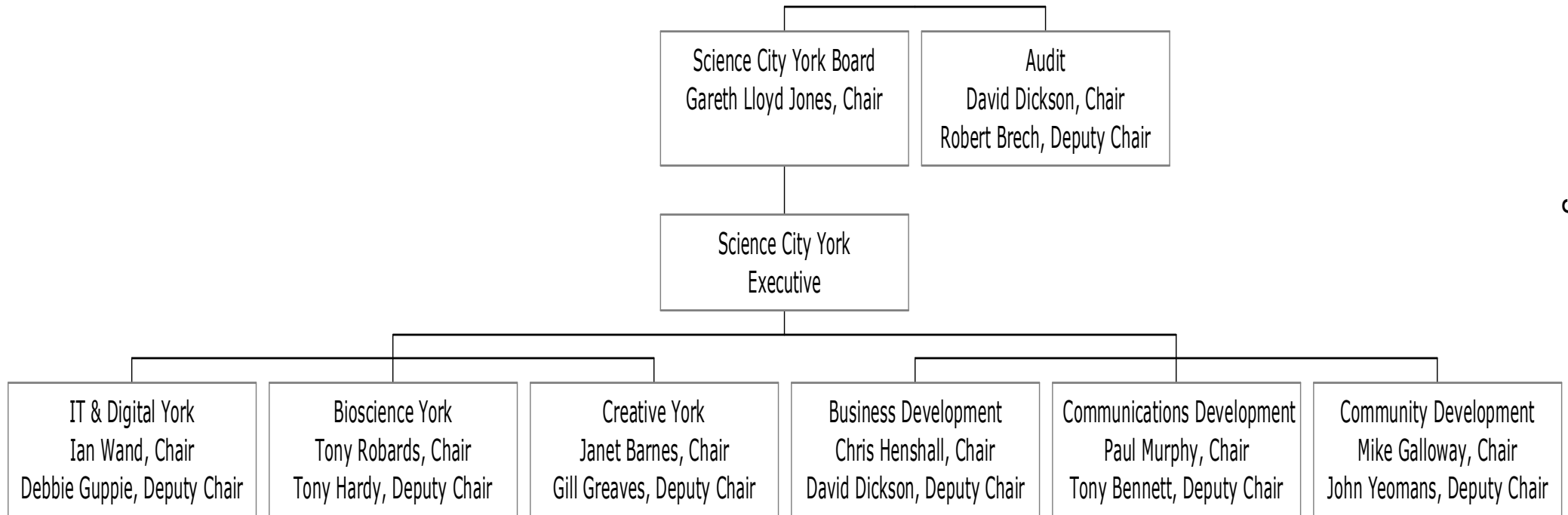
This will complement and contribute to the overall targets and vision of SCY, in stimulating direct growth of average of 5% employment growth per annum.

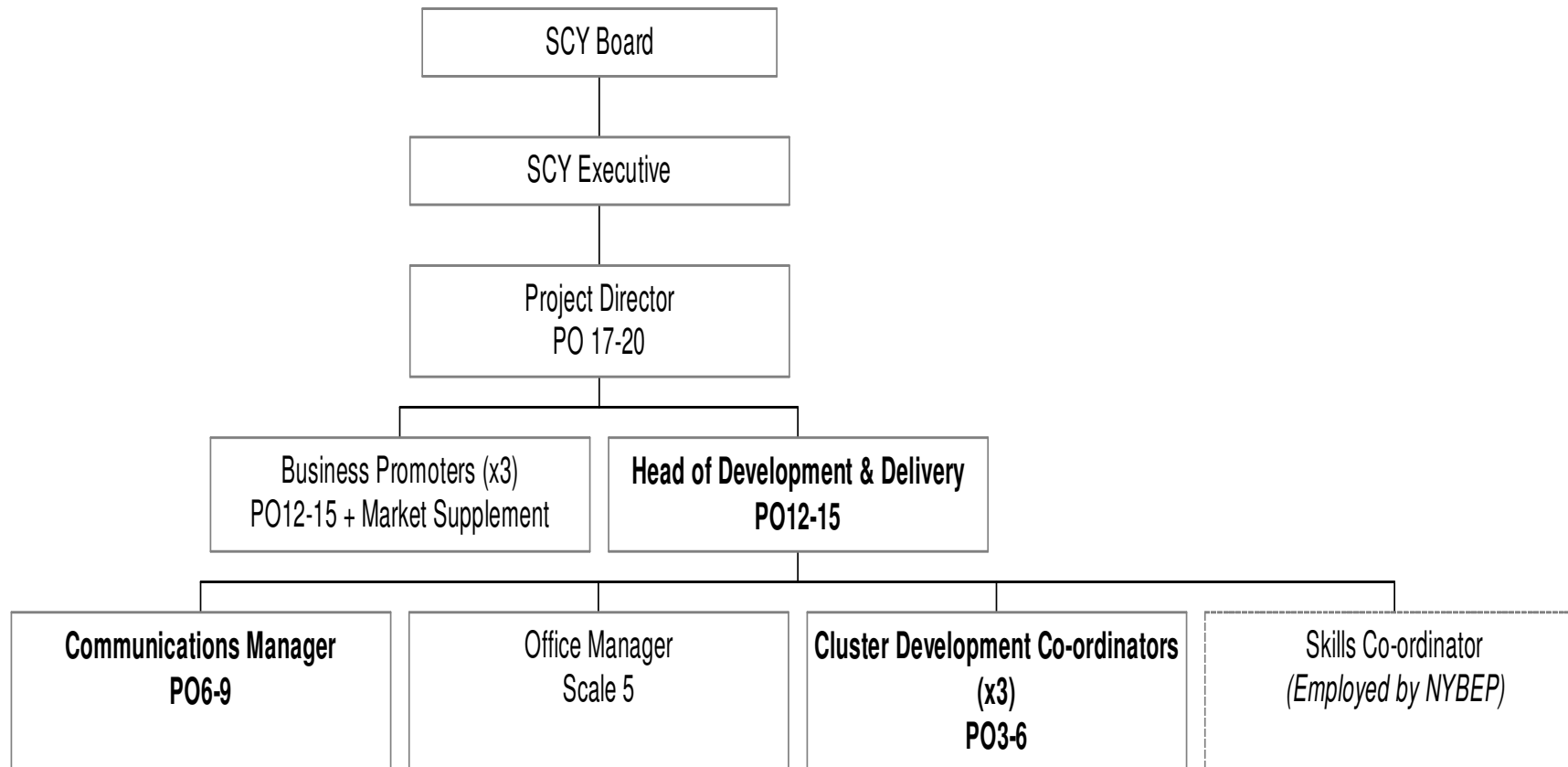
Local Workforce

A major part of SCY strategy since inception, has to ensure that business and employment growth can benefit the local community. The work undertaken by Impact Research in 2003, demonstrated that over 50% of employees with SCY clusters are from the local workforce. The next phase Business Plan for SCY is to maximise opportunities for the local community in developing skills and training initiatives to address perception issues and entry barriers.

The views of residents were evaluated as part of the Impact Research project through the *Talk About* panel. A high proportion of residents (33%) would consider a job in SCY clusters (an encouraging figure considering that at present the clusters account for around 10% of total employment in York), but more than half of respondents would never consider a job in the clusters due to perception issues on entry levels, qualifications and the possible career paths.

A key component of SCY activity under SRIP proposals therefore is to promote greater awareness of the range and diversity of careers that are available locally and skills development opportunities. The target for generating new Learning Opportunities is specifically geared to this objective.





Positions highlighted in bold are being recruited.

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Meeting of Executive Members for City Strategy and Advisory Panel

17 July 2006

Report of the Director of City Strategy

PROPOSED IMPROVEMENTS TO THE MOOR LANE, ASKHAM LANE, & ASKHAM BRYAN LANE JUNCTIONS ON THE A1237 YORK OUTER RING ROAD

Summary

1. The purpose of this report is to advise members on the results of the recent public consultation on the proposals to replace the Moor Lane, Askham Lane and Askham Bryan Lane junctions on the A1237 York outer ring road with a roundabout.
2. The report seeks approval to the preferred scheme prior to submitting a planning application. The report also seeks approval to:
 - commence detailed design on the preferred scheme;
 - commence associated land acquisition negotiations; and
 - advertise any associated Traffic Regulation Orders (TROs) and to make the orders subject to successful resolution of any objections;
3. Approval is also sought to purchase the additional land and to implement the scheme subject to:
 - the scheme receiving planning approval;
 - the land being acquirable through negotiation; and
 - the scheme being within the approved budget.

Background

4. The Executive Member for Planning and Transport and Advisory Panel, at its meeting on 28 February 2006, considered a report updating them on the progress of investigations to replace the existing priority junctions on the A1237 York outer ring road (ORR) at Moor Lane, Askham Lane, and Askham Bryan Lane with a roundabout. They agreed to consultation being carried out on three broad options and to progress design and land issues. They also

agreed to receive a further report following public consultation to enable a decision to be made as to the preferred scheme to form the basis of a planning application.

Consultation

5. Subsequently public consultation was carried out on the roundabout options. Over 6,000 consultation leaflets were distributed to residents of Askham Bryan, Westfield and Woodthorpe and public meetings were held in each area. Details of the consultation and responses are contained in **Annex A**. The following is a summary of the main findings:

Option	Preferred Option		Support Option		Do Not Support Option	
	Westfield & Woodthorpe	Askham Bryan	Westfield & Woodthorpe	Askham Bryan	Westfield & Woodthorpe	Askham Bryan
A	53%	30%	64%	38%	23%	51%
B	16%	18%	23%	17%	67%	65%
C	27%	44%	45%	44%	34%	41%

- 38% of Westfield and Woodthorpe respondents indicated that they currently use alternative routes such as Wetherby Road and Beckfield Lane to access the north of the city, primarily because they say it avoids having to make a right turn on to the A1237 and because it is safer.
 - Over 50% of those who responded said a roundabout would make their journeys safer with a significant proportion indicating that the roundabout would make access to and from the A1237 easier.
 - 65% of respondents are in favour of buying additional land if this helps minimise disruption during the construction phase.
 - 56% of Westfield and Woodthorpe residents think planting should be nominal and land purchase kept to a minimum whereas 44% would prefer substantial planting to screen the new roads, even if this means purchasing additional land. 62% Askham Bryan residents, however, would prefer substantial planting along the new roads even if this means buying additional land whereas 38% think planting should be nominal and land purchase kept to a minimum.
 - 67% of respondents are satisfied with the proposals for at-grade crossing facilities for cyclists and pedestrians. 3% indicated that they were dissatisfied and 5% felt that an underpass should be built.
6. There were some concerns raised by Askham Bryan residents about potential adverse impacts that a roundabout could have on Askham Bryan, and the particular adverse impacts that Option A has on the nearby residents of the Askham Lane cul-de-sac. As a result a further meeting was held and consultation carried out to try to identify a solution that would be acceptable to them. Details of the consultation and responses are contained in **Annex B**. The following is a summary of the main findings:

- 89% indicated a preference for Askham Bryan Lane to be kept open whilst 11% indicated a preference for it to be closed at its junction with the A1237.

Of those who wanted Askham Bryan Lane kept open:

- 22% indicated support for Askham Bryan Lane to be connected directly to a roundabout north of the existing Askham Bryan Lane junction (as Option A), whilst 53% do not support it.
 - 49% indicated support not to provide a direct connection to a roundabout north of Askham Bryan Lane but to retain the existing Askham Bryan Lane junction as both left and right in but left out only (in the direction of the roundabout). 26% do not support it.
 - 68% indicated support for Askham Bryan Lane to be connected directly to a roundabout south of the existing Askham Bryan Lane junction (as Option C), whilst 19% do not support it.
 - 25% indicated support not to provide a direct connection to a roundabout south of Askham Bryan Lane but to retain the existing Askham Bryan Lane junction as left in but left out only. 47% do not support it.
7. Askham Bryan Parish Council have indicated a strong preference for Option C. They have requested that, if Option A is to be considered, the roundabout be located as far away from the Askham Lane cul-de-sac properties as possible and the impact of the scheme on those residents minimised. They have also requested that a previous weight restriction through the village should be re-introduced and “access only” or similar signs erected at appropriate locations.
 8. The councillors for Dringhouses & Woodthorpe and Westfield wards strongly support the scheme and have a strong preference for Option A. They have asked for improvements to the signing of the goods vehicle restrictions on Askham Lane and Moor Lane. The zones would need to be amended as part of any improvements and new signing would be provided at appropriate locations to better inform goods vehicle drivers of the restrictions.
 9. Whilst the councillors for Rural West York ward strongly support the provision of a roundabout on safety grounds, they share the concerns expressed by Askham Bryan residents. As such their preference is for Option C with the roundabout at or to the south of the Askham Bryan Lane junction. They have requested that, if Option A is to be adopted, the position of the roundabout and associated link roads be such as to minimise the impact on the residents of Askham Lane cul-de-sac. The councillors have further requested that the lighting be designed to only illuminate the highway and not be seen by nearby properties. The street lighting will be designed to be “dark sky compliant” to minimise the amount of light pollution. The ward councillors also support the request from Askham Bryan residents for a goods vehicle restriction through their village similar to those on Askham Lane and Moor Lane.

10. The views of the key stakeholders groups who have responded to the consultation can be summarised as follows:
 - The Police comments are generally issues to be considered at the detailed design stage. They have requested that, if a roundabout is to be provided, all movements should be via the roundabout and the existing junctions be physically closed to prevent motorists from attempting banned turns at risk to themselves and other motorists.
 - The Fire & Rescue Services support the provision of a roundabout in view of the history of serious and fatal injury accidents and prefer Option A.
 - Transport 2000, the York Cycle Campaign, and the Cyclists Touring Club are opposed to the scheme as they perceive it to be solely for the benefit of motorists. The cycling groups have suggested a subway should be provided to help cyclists to cross without having to dismount. Sustrans have also indicated a preference for a subway crossing.

11. The following is a summary of conclusions based on the above consultations:
 - Option A is the preferred scheme of residents on the east side of the A1237 whilst Option C is preferred by those living to the west in Askham Bryan.
 - There is a high proportion who do not support Option B and hence Option B can be discounted from further consideration.
 - The main issues of concern for Askham Bryan residents are the adverse impact Option A would have on the local area, in particular the nearby properties on Askham Lane cul-de-sac, and the potential for increased traffic through the village if Askham Bryan Lane is directly connected to the roundabout. These concerns would be reduced by moving the roundabout to the east of the A1237, and retaining the existing Askham Bryan Lane junction rather than providing a direct connection to the roundabout.

12. The following issues were also raised as part of the consultation which do not relate directly to the roundabout scheme:
 - Request for traffic calming or other appropriate measures to control speeding on Moor Lane.
 - Request for an off-carriageway cycle and footpath and continuous kerbing and lighting along Askham Lane.

These do not relate directly to the roundabout scheme and are being or will be considered separately.

Options

13. There are four options for a preferred scheme. Two of the three consultation options are put forward for consideration together with a modified option and a new option which have been developed to address the issues raised during the consultation.

Option A

14. This option, which is shown in **Annex C**, is one of the consultation options and involves a five-arm roundabout located at or very close to the existing summit between Askham Lane and Moor Lane. Askham Lane, Moor Lane, and Askham Bryan Lane would be diverted to suit and connected directly to the roundabout. The three existing junctions would be closed to motor vehicles, however access for cyclists and pedestrians would be maintained with connections to crossing facilities on the A1237.
15. The location of the roundabout is such as to strike an equal balance between Askham Lane and Moor Lane. In addition, being at the summit with the main approaches uphill, it is the best from a road safety viewpoint. Whilst the number of injury accidents may be similar to the existing arrangement, the severity of injuries should be reduced as speeds will be significantly lower.
16. This option would be likely to require approximately 5.0Ha of additional land to be acquired. The estimated cost of this option is now £2.8m. Since the previous report topographical surveys have been carried out which indicate that more works would be required to compensate for the level differences between the A1237 and Askham Lane cul-de-sac. Whilst this estimate allows for land acquisition it does not include potential Land Compensation Act claims so the cost is likely to be higher.

Amended Option A

17. This option, which is shown in **Annex D**, is based on Option A, but has been amended since the consultation to take account of concerns raised by Askham Bryan residents and their ward councillors. The amendments move the roundabout substantially to the east of the existing A1237 and, rather than upgrading the Askham Lane cul-de-sac to provide a connection, a new link road would be constructed to link Askham Bryan Lane directly to the roundabout. The remaining portions of the existing field west of the A1237 would contain noise mitigation measures and be substantially landscaped in an attempt to screen the new roads. These amendments, whilst requiring more land than initially envisaged, should help to reduce the impact on the two properties on Askham Lane cul-de-sac.
18. This option has the same benefits in terms of the location and safety of the roundabout as Option A.
19. This option would be likely to require approximately 5.5Ha of additional land to be acquired, and the estimated cost is £3.0m.

Option C

20. This option, which is shown in **Annex E**, is also one of the consultation options and involves a five-arm roundabout in the vicinity of the Moor Lane / Askham Bryan Lane junctions. Moor Lane, Askham Lane and Askham Bryan Lane would be diverted to suit and connected directly to the roundabout. The three existing junctions would be closed to motor vehicles, however access for cyclists and pedestrians would be maintained with connections to crossing facilities on the A1237.
21. The location of the roundabout is such as to have less impact on nearby residents than the other options. However the location of the roundabout would be on a downward gradient for traffic approaching from the north with limited forward visibility of queuing traffic, increasing the risk of accidents compared with both versions of Option A. In addition it favours Moor Lane and may discourage movements between Askham Lane and the A1237(N).
22. This option would be likely to require approximately 4.2Ha of additional land to be acquired, and the estimated cost is £3.5m.

Option D

23. This option, which is shown in **Annex F**, has been developed since the consultation and takes account of the Askham Bryan residents preference to retain the junction rather than have a direct connection to the roundabout. It involves a four-arm roundabout at the same location as Amended Option A. Askham Lane and Moor Lane would be closed and diverted as for Amended Option A. However the existing Askham Bryan Lane junction would be retained, but with the right turn out of Askham Bryan Lane banned. Physical measures would be required between the junction and the roundabout to prevent the banned right turn or dangerous u-turns. This option would allow for Askham Bryan Lane to be connected directly to the roundabout in the future should the need arise.
24. This option has the same attributes in terms of location as Amended Option A. The amount of non-village traffic using Askham Bryan Lane is likely to be less with access from a junction rather than directly from the roundabout. This arrangement appears to be preferred by Askham Bryan residents based on the recent consultation.
25. Whilst the potential accident rate at a four-arm roundabout would be lower than for the other options, this would be offset by the risk of accidents at the retained Askham Bryan Lane junction.
26. On the assumption that the field between the Askham Lane cul-de-sac and the A1237 would be acquired and landscaped, the amount of additional land to be acquired would be similar to Amended Option A (5.5Ha), however if this field is not acquired the amount of additional land required would be 3.5Ha.
27. This option is estimated to cost between £2.8m and £2.9m dependent on whether the field is acquired and landscaped.

Provision of a subway

28. The provision of a subway under the roundabout would enable cyclists and pedestrians to cross without conflict with traffic on the A1237 and would also create opportunities for new equestrian routes. However the existing and potential demand is low and, because of its isolated location, most pedestrians and some cyclists would still wish to cross at-grade and hence the subway would be in addition to at-grade crossing facilities. The provision of a subway and associated approach ramps would increase the cost of the scheme by at least £0.7m.

Analysis

29. **Option A** meets the initial aims of replacing the three existing junctions with a roundabout. The location of the roundabout is such as to strike an equal balance between Askham Lane and Moor Lane and be the best from a road safety viewpoint being at the summit with the main approaches uphill.
30. Whilst this is the preferred option of residents of Westfield and Woodthorpe, it is not the preferred option of residents of Askham Bryan. This option would have the most impact on the two nearby properties on the existing cul-de-sac section of Askham Lane, which increases the risk of objections and Land Compensation Act payments.
31. **Amended Option A** has all the benefits of Option A. Moving the roundabout eastwards and providing a new link to Askham Bryan Lane, rather than making use of the Askham Lane cul-de-sac, helps to reduce the impact on the nearby residents and hence should make this option more acceptable to the residents of Askham Bryan than the consultation option. The amendments provide increased scope for appropriate amelioration measures to minimise the environmental impact.
32. This option will require more land than Option A. Whilst the estimated cost is slightly higher than the revised cost of Option A, it may ultimately be cheaper than Option A if the potential costs resulting from objections and compensation payments are taken into account.
33. **Option C** meets the initial aims of replacing the three existing junctions with a roundabout. Whilst it is the preferred option of Askham Bryan residents, it did not receive as much support from Westfield and Woodthorpe residents as Option A.
34. This option has a higher accident potential than either Option A or Amended Option A. In addition it is less likely to encourage movements between Askham Lane and the A1237(N) and has a higher estimated cost than both versions of Option A.
35. As such this option cannot be recommended.

36. **Option D** does not fully meet the initial aims of replacing the three existing junctions with a roundabout, in that the Askham Bryan Lane junction would be retained albeit with restricted movements. However it does provide a scheme in line with the preferred option of residents of Westfield and Woodthorpe and takes account of the views of Askham Bryan residents.
37. Whilst there will be a slight reduction in the accident potential at the roundabout compared with the other options, this could be more than off-set by accidents at the retained junction. The Police have expressed particular concerns about retaining the existing junction, even with restricted movements.
38. As such this option cannot be recommended.
39. In view of the above **Amended Option A** is recommended as the preferred scheme.
40. If a subway is provided it would benefit cyclists and open up a new equestrian route across the A1237. However its isolated location is unlikely to make it attractive to pedestrians and at-grade crossing facilities would also need to be provided. In view of the relatively low potential utilisation and the estimated additional cost (£0.7m), the provision of a subway crossing is not recommended.

Corporate Priorities

41. The provision of a roundabout on the A1237 to replace the existing Moor Lane and Askham Lane junctions has been accorded a high priority in the Council's Local Transport Plan for 2006 – 2011.
42. The programme of outer ring road improvements, of which this scheme is part, supports the Council's Corporate Aim 1, "take pride in the city, by improving quality and sustainability, creating a clean and safe environment."

Implications

- **Financial**

43. An allocation is currently included in the LTP programme of £0.5m for 2006/07 and £2.5m for 2007/08.

- **Human Resources**

44. There are no Human Resource implications.

- **Equalities**

45. There are no Equalities issues.

- **Legal**

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

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

47. As all the roundabout options extend well beyond the existing highway boundaries, it will be necessary to obtain the relevant planning approvals. Subject to the agreement of this EMAP, a planning application for the preferred option will be submitted in accordance with the Town and Country Planning Act 1990.

48. As it is not possible to provide a roundabout and associated link roads within the existing Council owned land, it will be necessary to acquire additional land in accordance with the powers and provisions of the afore mentioned Highways Act.

49. New or amended Traffic Regulation Orders (TROs) are likely to be required, as a result of the proposed changes to the road layout, to cover the following:

- Changes to the extent of existing speed limits.
- Changes to existing parking, loading, and clearway restrictions.
- Changes to existing access restrictions.
- New access and / or goods vehicle restrictions to protect Askham Bryan village.
- Motor vehicle prohibitions on redundant sections of side roads (cycle and pedestrian access to be maintained).
- Banned turns should Option D be adopted.

These would be advertised in accordance with the afore mentioned Road Traffic Regulation Act.

- **Crime and Disorder**

50. The scheme would enable motorists to join and leave the A1237 in a safer manner, and should help to significantly reduce the numbers of people killed or seriously injured on this section of road.

51. Whilst a subway would provide a safer crossing by avoiding the conflict between motorists and those wishing to cross, its isolated location would pose

a crime risk and discourage many people, in particular pedestrians, from using it.

- **Information Technology**

52. There are no ITT implications.

- **Land & Property**

53. All the roundabout options extend beyond the existing highway boundary and on to land which is not in the ownership of the Council. Subject to the agreement of this EMAP, negotiations will commence with the respective land owner(s) regarding the purchase of additional land required for the preferred scheme. The purchase of land will only be completed once planning consent has been received and the scheme being within the approved budget.

- **Other**

54. There are no other implications.

Risk Management

55. The following risks have been identified which could significantly affect the cost, programming, and / or implementation of this scheme.

- If significant objections are received to the planning application, the Secretary for State may call for a public inquiry. Not only would there be the additional cost of the inquiry, but the scheme would be likely to be delayed by at least six months.
- If the additional land cannot be acquired through negotiation, compulsory purchase orders will be required. This process can only commence when the Secretary for State has approved the scheme and hence could result in the scheme being delayed by six months if there is no public inquiry and 12 months if there is a public inquiry. There would be additional costs in addition to the adverse impact on the programme.
- There is also the risk of Land Compensation Act payments to those adversely affected by the scheme.
- There is the risk of objections when the Traffic Regulation Orders (TROs) are advertised. This could delay the scheme, however advertising the TROs would be programmed sufficiently early to minimise the risk of delays.
- There are potential financial and programming risks arising from the site investigation, detailed design, and contractors tender submissions. Project management procedures will be put in place to manage and control these.

- Any significant changes to the budget for this scheme or issues which would significantly affect the programme will be reported back to Members.

Recommendations

56. That the Advisory Panel advises the Executive Member for City Strategy that:
- a) The contents of the report and the results of the consultation processes be noted.
Reason: For background information and for assisting in the decision making progress.
 - b) Amended Option A (a five-arm roundabout located at or very close to the existing summit between Askham Lane and Moor Lane) be adopted as the preferred scheme to form the basis of a planning application;
Reason: To improve the Moor Lane, Askham Lane, & Askham Bryan Lane junctions on the A1237 York outer ring road.
 - c) A subway should not be provided under the A1237 as part of the project;
Reason: The small numbers who would be likely to make use of this facility in an isolated location would not justify the additional costs.
 - d) That a planning application be submitted for the preferred scheme;
Reason: To obtain planning approval for those parts of the scheme not within the existing highway boundary.
 - e) That detailed design of the preferred scheme commence in advance of receiving planning approval;
Reason: To minimise delays to the scheme.
 - f) That negotiations with any affected land owner(s) commence in advance of receiving planning approval;
Reason: To minimise delays to the scheme.
 - g) That, subject to the scheme receiving planning approval, to successful negotiations with the affected land owner(s), and the scheme being within the approved budget, authorisation be given to acquire the additional land;
Reason: To enable the scheme to proceed.
 - h) That any Road Traffic Regulation Orders associated with the scheme be advertised and, subject to no objections being received, the Order(s) be

made. Any unresolved objections to be referred back to Members for consideration;

Reason: To enable any restrictions on access, turning movements, parking, loading, and stopping, and any changes to speed limits to be implemented.

- i) That, subject to the scheme receiving planning approval, the land being acquired through negotiation, and the scheme being within the approved budget, authorisation be given to proceed with construction of the scheme.

Reason: To enable the scheme to proceed.

- j) That the Executive Member be kept fully apprised of the progress of the scheme and that a further report be submitted to Members should issues arise which significantly affect the scheme.

Reason: For monitoring and decision making purposes.

Contact Details

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Damon Copperthwaite
Acting Assistant Director (Development & Transport)

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Date 03-07-06

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Wards Affected:

Dringhouses and Woodthorpe; Westfield; and Rural West York

All

For further information please contact the author of the report

Background Papers:

Proposed Improvements to the Moor Lane, Askham Lane, & Askham Bryan Lane junctions on the A1237 outer ring road report – Meeting of Executive Member for Planning and Transport and Advisory Panel on 28 February 2006.

Annexes

Annex A – Consultation on Roundabout Options

Annex B – Consultation on Askham Bryan Lane Options

Annex C – Option A

Annex D – Amended Option A

Annex E – Option C

Annex F – Option D

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Consultation on Roundabout Options

Residents of Askham Bryan and about 6,000 properties in Westfield and Woodthorpe were consulted on three possible outline options for the roundabout:

- Option A** A five-arm roundabout between Askham Lane and Moor Lane with Moor Lane, Askham Lane and Askham Bryan Lane diverted to connect directly to it.
- Option B** A four-arm roundabout near the Moor Lane junction with Moor Lane and Askham Bryan Lane diverted to access it directly. A new link road would connect Askham Lane to Moor Lane.
- Option C** A five-arm roundabout near the Moor Lane junction with Moor Lane, Askham Lane and Askham Bryan Lane diverted to connect directly to it.

The consultation also tried to identify their current travel patterns and how the provision of a roundabout would change these. Views were also sought on the priorities of minimising delays and disruption during construction and providing substantial planting to screen the new roads against minimising the purchase of additional land.

The consultation documents were supplemented by a public meeting in Askham Bryan as well as attendance at the Dringhouses and Woodthorpe, Rural west York, and Westfield Ward Committee meetings.

Views of Westfield and Woodthorpe residents

849 responses to the consultation document were received, giving a response rate of 14%. Of those who responded:

- 53% prefer Option A. 64% gave it support whilst 23% do not support it.
- 16% prefer Option B. 23% gave it support whilst 67% do not support it.
- 27% prefer Option C. 45% gave it support whilst 34% do not support it.

Westfield and Woodthorpe residents were asked how they currently travel to and from the A64 and to and from the north of the city (A59, A19, Clifton Moor). The vast majority use Moor Lane or Askham Lane for trips to or from the A64 direction. However 38% of respondents indicated that they use alternative routes such as Wetherby Road and Beckfield Lane to reach the north of the city, primarily because they say it avoids having to make a right turn on to the a1237 and because it is safer.

Views of Askham Bryan residents

61 responses to the consultation document were received, giving a response rate of 36%. Of those who responded:

- 30% prefer Option A. 38% gave it support whilst 51% do not support it.
- 18% prefer Option B. 17% gave it support whilst 65% do not support it.
- 44% prefer Option C. 41% gave it support whilst 40% do not support it.

Askham Bryan residents were asked how often they currently travel via Askham Bryan Lane and Askham Fields Lane on a weekly basis, to access the A1237.

- On average Askham Bryan Lane is used 17.0 times a week for trips to the north and to Askham Lane and Moor Lane and 17.8 times a week for return trips. On average residents travel via Askham Bryan Lane to the north of the city just under seven times a week, and to and from all other areas between 5.2 and 5.9 times a week.
- On average Askham Fields lane is used 16.8 times a week for trips to the north and to Askham Lane and Moor Lane and 13.6 times a week for return trips. On average residents travel via Askham Fields Lane just over seven times a week to Askham Lane, and between 3.9 and 5.8 times a week to and from other areas.

Perceived impact of a roundabout on residents journeys

All residents were asked how a roundabout would affect their journeys on the A1237.

- 54% said a roundabout would make their journeys safer;
- 18% said access onto and across the A1237 would be easier;
- 15% said it would be easier to turn right onto the road;
- 15% said that a roundabout would make their journeys quicker;
- Only four per cent of respondents feel that a roundabout will make no difference to their journeys on the A1237. Askham Bryan residents (15%) are significantly more likely to feel this way.

Reasons for supporting each option

Respondents were asked to give their reasons for supporting each of the options. Looking at the supporters for each of the options in turn:

- Option A supporters feel that it would give easy access for all routes joining the roundabout (22%) and would be the most cost effective option (21%).
- Option B supporters feel this option would be the most cost effective option (20%) and would be the sensible (17%) and safest option (17%).
- Option C supporters feel this option is the most cost effective option (36%) with 15% feeling it will cause least disruption to traffic on the A1237 during construction.

Land acquisition

It is not possible to provide a roundabout within the existing council owned land and some agricultural land will need to be purchased.

Bearing this in mind, respondents were asked whether they would prefer to minimise delays during construction, even if this requires buying additional land, or whether additional land purchase should be kept to a minimum, even if this might increase disruption during construction.

- Overall, 65% of respondents are in favour of buying additional land if this helps minimise disruption during the construction phase. Opinion is even across the Westfield and Woodthorpe and the Askham Bryan areas.
- This view does not change significantly with the roundabout option respondents prefer. The relevant views are Option A supporters 61%, Option B supporters 68% and Option C supporters 71%.

Respondents were also asked whether they consider that more substantial planting to screen the new road should be a priority, even if requires buying additional land, or whether additional land purchase should be kept to a minimum, even if this might result in only nominal planting alongside the new roads.

- Overall, 45% would prefer substantial planting to screen the new roads, even if this means purchasing additional land, whereas 55% think planting should be nominal and land purchase kept to a minimum.
- The above view is stronger amongst supporters of Option A (59%:41%) whereas for Option B and C supporters it is almost 50:50.
- Askham Bryan residents, however, would prefer substantial planting along the new roads even if this means buying additional land (62%).

Overall satisfaction with the proposed cycle and pedestrian crossings

Respondents were asked to comment on the proposed cycle and pedestrian crossings as part of their preferred scheme.

- Overall, 67% of respondents are satisfied with the proposed cycling and pedestrian provision and this view is shared almost equally between supporters of each option.
- 3% indicated they were dissatisfied and 5% felt that an underpass should be built.
- 25% did not answer this question.

Other features respondents would like to see

Respondents were asked if there are any other features that they would like to see provided as part of this scheme.

- Overall 71% of respondents had no further comments to make.
- Respondents that gave comments said the roundabout would need good lighting (six per cent), be accompanied by traffic calming measures (five per cent), and a pedestrian and cycling underpass should be provided (four per cent).

Views of other key stakeholders

The Police comments are generally issues to be considered at the detailed design stage. They have requested that, if a roundabout is to be provided, all movements should be via the roundabout and the existing junctions be physically closed to prevent motorists from attempting banned turns at risk to themselves and other motorists.

The Fire & Rescue Services support the provision of a roundabout in view of the history of serious and fatal injury accidents and prefer Option A.

Transport 2000, the York Cycle Campaign, and the Cyclists Touring Club are opposed to the scheme as they perceive it to be solely for the benefit of motorists. The cycling groups have suggested a subway should be provided to help cyclists to cross without having to dismount. Sustrans have also indicated a preference for a subway crossing.

Summary

A significant proportion of respondents have indicated that the provision of a roundabout would make joining and leaving the A1237 easier and safer. In particular those who are currently discouraged from joining the A1237 to go north from Moor Lane and Askham Lane indicated that they would be more likely to use the A1237 rather than the local road network if a roundabout is provided.

Whilst Option A is the preferred option of those living to the east of the A1237 in Westfield and Woodthorpe, residents of Askham Bryan prefer Option C. The potential impact of Option A on two properties on Askham Lane cul-de-sac appears to be an influencing factor.

The majority support buying additional land if this helps minimise disruption during the construction phase. Whilst the majority of residents on the east side think planting should be nominal and land purchase kept to a minimum, Askham Bryan residents would prefer substantial planting along the new roads even if this means buying additional land.

Other Issues raised as part of this consultation process

The following issues were raised which, whilst relating to Moor Lane or Askham Lane, do not affect the choice of roundabout option.

- Request for traffic calming or other appropriate measures to control speeding on Moor Lane.

This is an ongoing issue which is being considered separately. However it should be noted that Moor Lane is a priority route on the Speed Management Plan and, as such, physical traffic calming measures would not normally be installed. An appropriate gateway treatment would be provided at the start of the 30 zone on Moor Lane as part of the roundabout scheme.

- Request for the provision of an off carriageway cycle and footpath on Askham Lane.

This issue would need to be considered separately as part of the cycle and pedestrian schemes programme.

- Request for consideration of a formal lay-by with litter bins. Provision of lighting and measures to dissuade drivers from parking on the verges and in field entrances and dumping litter along Askham Lane.

Consideration will be given to a lay-by on the new section of Askham Lane. It is currently proposed to only provide lighting on the approach to the roundabout. Kerbing and other measures on the existing section of Askham Lane would need to be considered in conjunction with the footway / cycleway request above.

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A1237 (York outer ring road)

Proposed Moor Lane/Askham Lane/Askham Bryan Lane roundabout

Leaving and joining the A1237 at Moor Lane, Askham Bryan Lane and Askham Lane is difficult because of the amount of traffic on the main road and will worsen as traffic increases. There are several options to make it easier and safer, but the council thinks that a roundabout will be the most appropriate solution. It will improve accessibility to and from the southwest area of the city and make it safer for turning traffic. It will also minimise delays to traffic on the ring road.

Three options have been identified for consultation and outlines of these can be found overleaf. The possible locations of the roundabouts are approximate and may change as a result of this consultation. It is not possible to provide a roundabout within the existing council owned land and some agricultural land will need to be purchased. The amount of land required will increase if the roundabout is built just off the existing road. The roundabout and approaches will be lit for safety reasons and the area landscaped. The options, which are currently estimated to cost between £2.5 and £3.5 million, will be funded out of the Local Transport Plan grant from the government.

Consultation – your views count

The council is keen to hear your views on the options. It would also like to hear your views on purchasing agricultural land, the extent of landscaping and any suggestions about minimising disruption during construction. You may also have views about other aspects of the scheme which you would like the council to be aware of. If you would like to make your views known, please complete the enclosed questionnaire and return to the freepost address shown, by **Friday 5 May 2006**. Your views will help the council to make a decision on the way forward and select the preferred option.

For more information

Council officers will be attending the following meetings to give a brief presentation on the proposals and answer questions. There will also be an exhibition from 7pm onwards:

Dringhouses and Woodthorpe Ward Committee meeting at 7.30pm on Tuesday 18 April, 2006
Location – Woodthorpe School, Summerfield Road

Askham Bryan public meeting at 7.30pm on Wednesday 19 April, 2006
Location – Askham Bryan Parish Hall

Westfield Ward Committee meeting at 7.30pm on Wednesday 26 April, 2006
Location – Westfield School, Askham Lane

What happens next

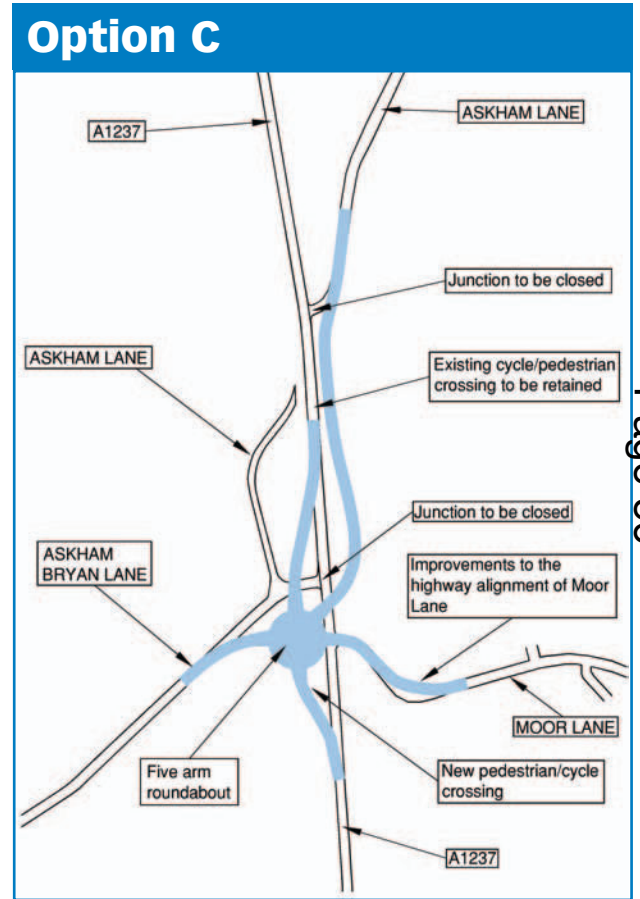
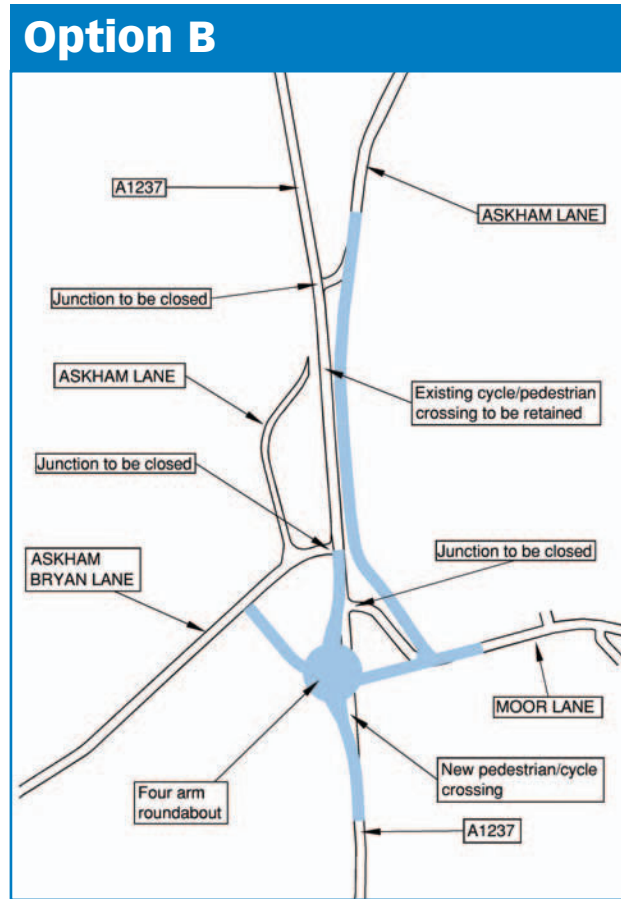
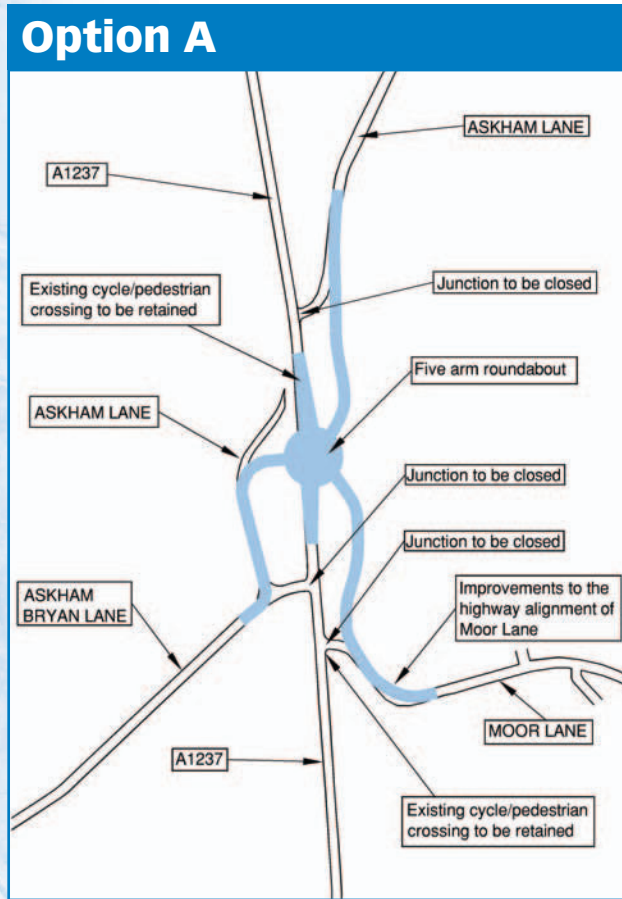
The results of this consultation will be reported to a council meeting, together with the views of other interested parties.

If an option is agreed by councillors, a planning application for the preferred scheme would then be submitted. At the same time, negotiations will take place to secure any land required for the project.

Subject to obtaining the necessary approvals and acquiring the additional land needed, construction is expected to start in 2007.

A1237 (York outer ring road)

Proposed Moor Lane/Askham Lane/Askham Bryan Lane roundabout



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Write to: City of York Council
Engineering Consultancy
Directorate of City Strategy
FREEPOST (YO239)
York YO1 7ZZ

Location of roundabout and alignment of highway improvements (indicative only)

If you would like this information in an accessible format (for example in large print, on tape or by email) or another language please email major.projects@york.gov.uk

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☎ (01904) 613161

Consultation on Askham Bryan Lane Options

As a result of comments made during the roundabout options consultation, a further consultation of Askham Bryan residents was carried out seeking their views as to whether they wished to see Askham Bryan Lane closed to motor vehicles at its existing junction with the A1237 or kept open. For those who wished to see it kept open, their views were also sought as to whether it should be linked directly into the roundabout or the junction retained with restricted turning movements.

81 responses to the consultation document were received, giving a response rate of about 50%.

Closure of Askham Bryan Lane

Residents were asked whether they would like to see Askham Bryan Lane closed to motor vehicles at its junction with the A1237 or whether it should be kept open. It was noted that if the road were to be closed, access would be retained for cyclists, pedestrians, and emergency vehicles, and that Askham Fields Lane would become the only access for motor vehicles to and from Askham Bryan.

- 11% indicated a preference for the road to be closed;
- 89% indicated a preference for the road to be kept open.

Roundabout north of the existing Askham Bryan Lane junction

Respondents who favoured keeping Askham Bryan Lane open were asked for their views on the form of the Askham Bryan Lane connection to the A1237 if the roundabout were to be located north of the existing Askham Bryan Lane junction. (Location similar to roundabout consultation option A).

The first option would be to connect Askham Bryan Lane directly to the roundabout via the existing Askham Lane cul-de-sac. It was noted that this option would have an adverse impact on the two properties on the Askham Lane cul-de-sac.

- 22% gave it support whilst 53% do not support it.

The second option would be to not provide a direct connection to the roundabout but to retain the existing Askham Bryan Lane junction as both left and right in but left out only (in the direction of the roundabout). This option would go some way to reducing the impact of the northern roundabout scheme on the two Askham Lane properties. It was noted that access would be available in all directions either directly or indirectly via the roundabout.

- 49% gave it support whilst 26% do not support it.

Roundabout south of the existing Askham Bryan Lane junction

Respondents who favoured keeping Askham Bryan Lane open were also asked for their views on the form of the Askham Bryan Lane connection to the A1237 if the roundabout were to be located south of the existing Askham Bryan Lane junction. (Location similar to roundabout consultation options B & C).

The first option would be to connect Askham Bryan Lane directly to the roundabout.

- 68% gave it support whilst 19% do not support it.

The second option would be to not provide a direct connection to the roundabout but to retain the existing Askham Bryan Lane junction as left in / left out only. It was noted that access to Moor Lane, to Askham Lane (to Acomb), and to the A1237 South would not be available, however all other movements would be available either directly or indirectly via the roundabout.

- 25% gave it support whilst 47% do not support it.

Public meeting in Askham Bryan

The residents of Askham Bryan were given an opportunity to discuss the above issues at a meeting in Askham Bryan on 14 June 2006 arranged in conjunction with the Parish Council.

At this meeting, which was very well attended, there was strong support to keep Askham Bryan Lane open. Although there were some residents who are concerned that traffic flows through the village have increased recently and could increase further with a roundabout, the vast majority were more concerned about the adverse impact a closure would have on access, journey distances and times, and on farmers and other local businesses.

There were strong concerns about the adverse impact the northern (Option A) roundabout would have on nearby properties and strong support for the southern roundabout with Askham Bryan Lane connected directly to it (Option C).

As a related issue there were strong views that the signing on the A1237 and on Askham Fields Lane should be such as to indicate local access only, to discourage through traffic. There were also concerns about the impact of lighting on the environment and strong requests that the lighting be designed in such a way to illuminate the highway but be shielded from adjacent areas. These are issues that relate to all options and have been noted and will be taken into account at the detailed design stage.

Views of Askham Bryan Parish Council

Askham Bryan Parish Council's views are in line with those expressed at the public meeting. They have indicated a strong preference for Option C. They have requested that, if Option A is to be considered, the roundabout be located as far away from the Askham Lane cul-de-sac properties as possible and the impact of the scheme on those residents minimised.

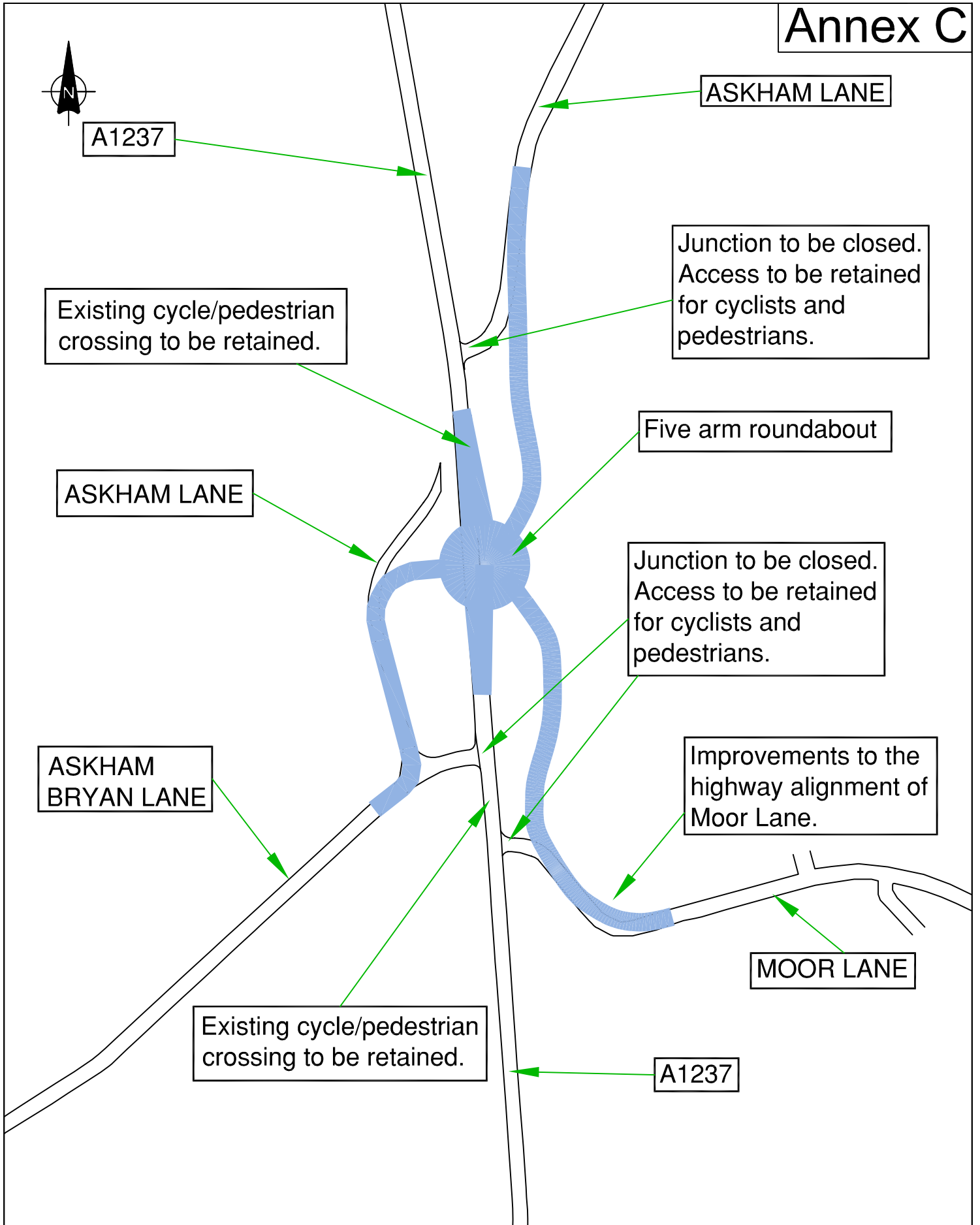
They have also requested that a previous weight restriction through the village should be re-introduced and "access only" or similar signs erected at appropriate locations.

Summary

Based on the above there is strong support to keep Askham Bryan Lane open and connected to the A1237. The preference of Askham Bryan residents and businesses is for the roundabout to be located to the south, in the vicinity of Askham Bryan Lane or Moor Lane. Askham Bryan residents have concerns about the impact Option A has on nearby properties and the prospect of increased traffic through the village resulting from a direct connection to the roundabout. Should the roundabout be located to the north of the Askham Bryan Lane junction their preference is to retain the existing junction rather than provide a direct connection to the roundabout.

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Annex C



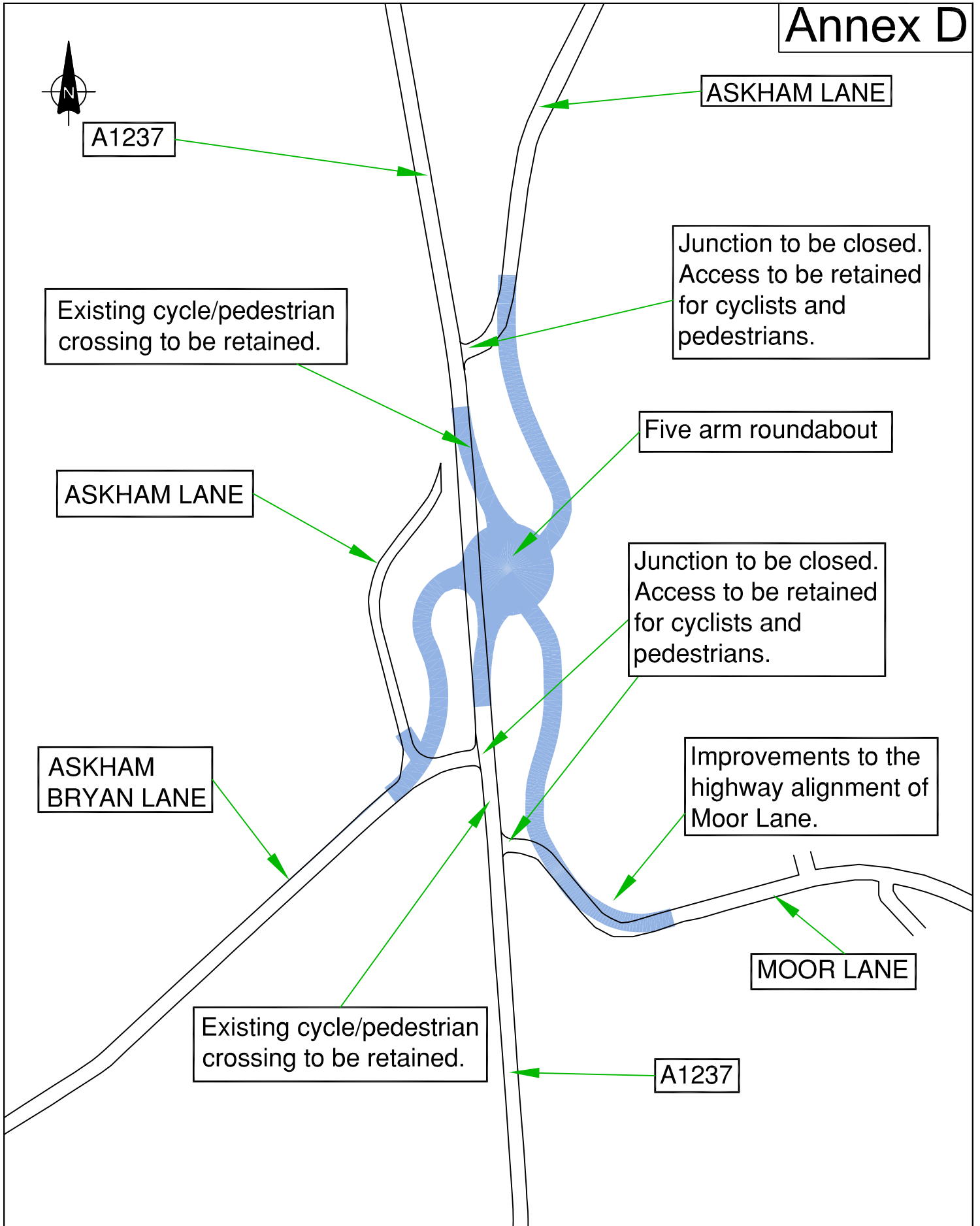
Proposed A1237 / Moor Lane / Askham Lane / Askham Bryan Lane Roundabout – Option A

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REV	AMENDMENTS	DATE	Annex C	SCALE	NTS
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			Checked: DW		

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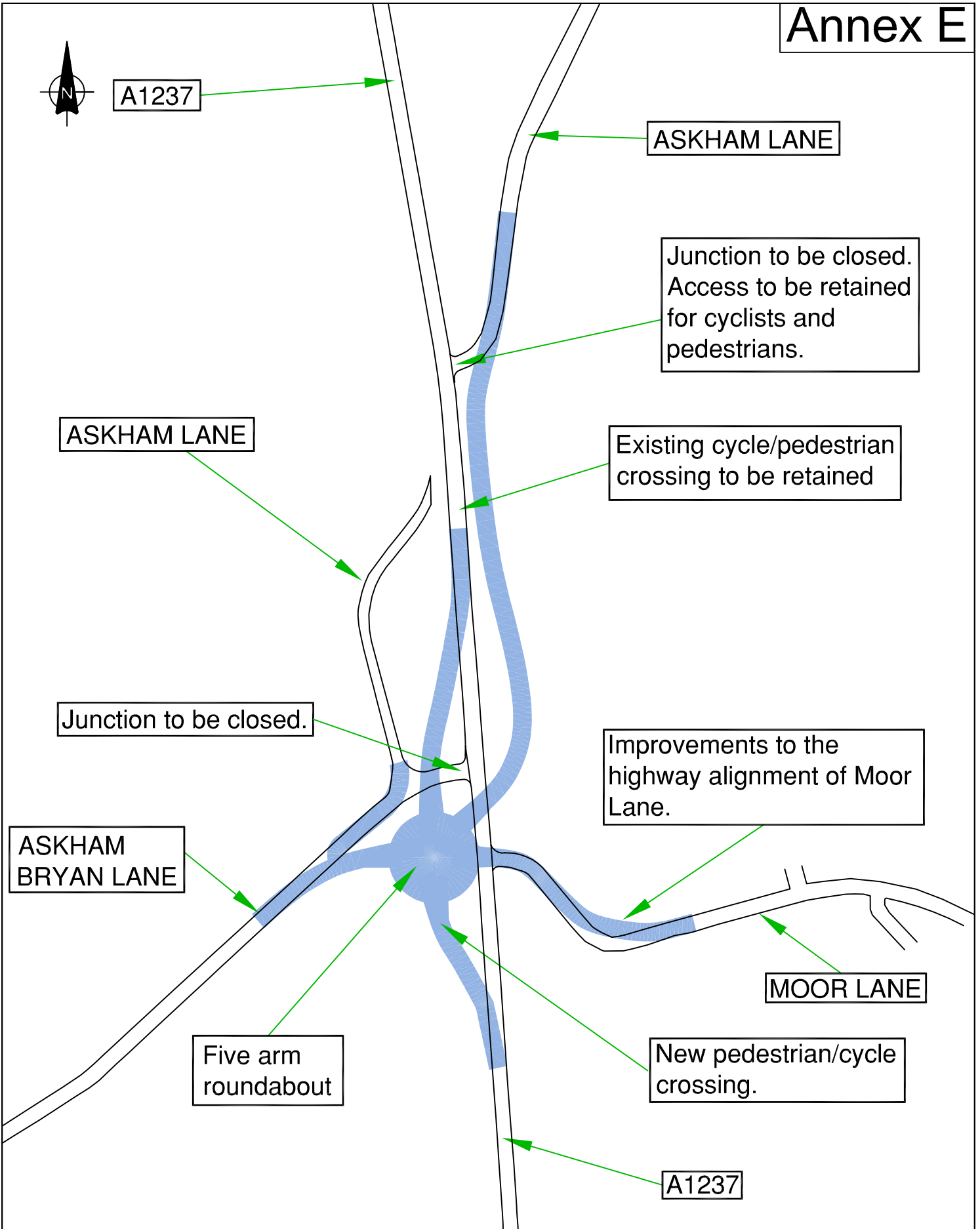
Annex D



<p>York Consultancy Consultants of first choice</p>	<p>CITY OF YORK COUNCIL</p>	<p>Proposed A1237 / Moor Lane / Askham Lane / Askham Bryan Lane Roundabout – Amended Option A</p>																			
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Annex E



York Consultancy
Consultants of first choice

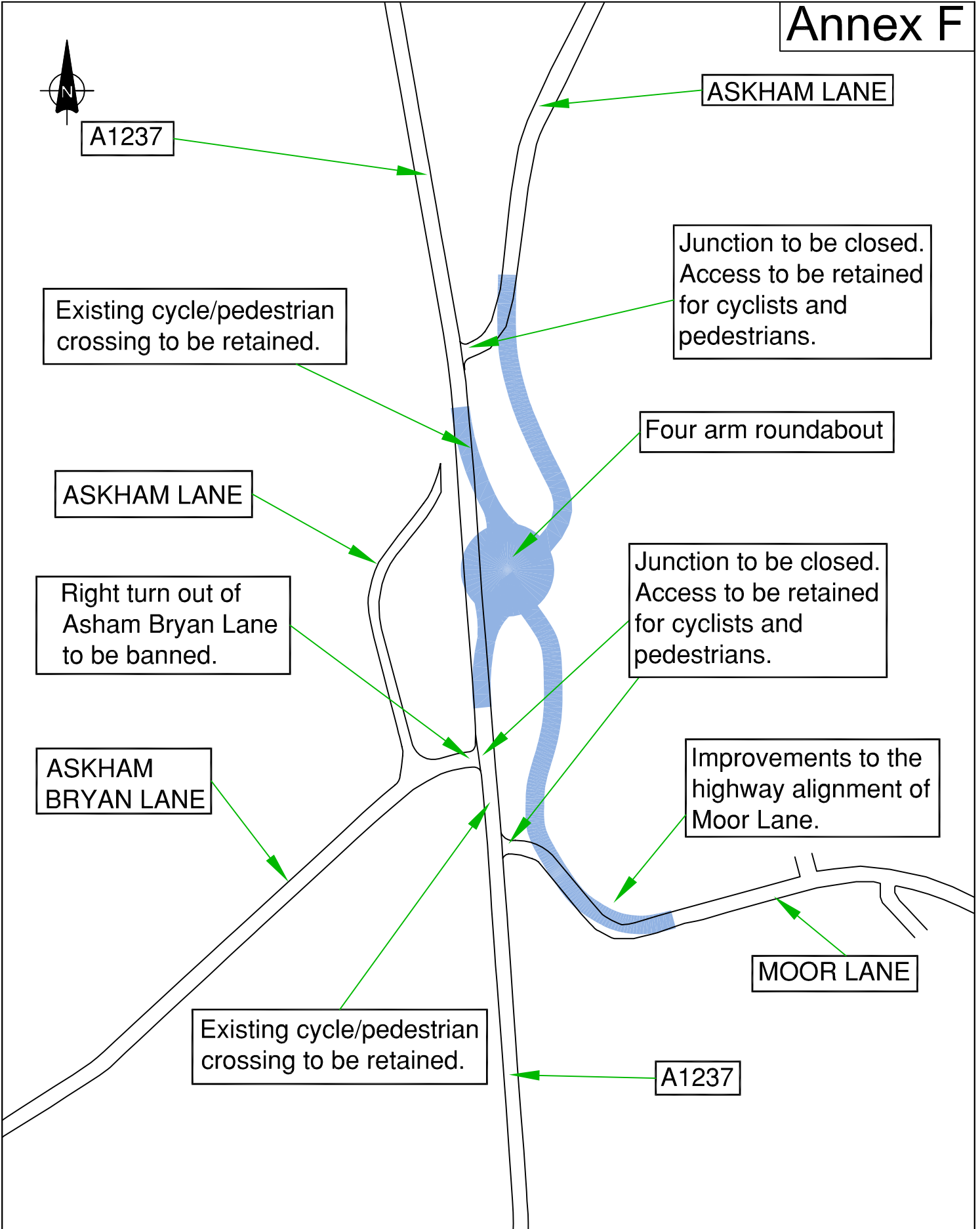
CITY OF YORK COUNCIL

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Proposed A1237 / Moor Lane / Askham Lane / Askham Bryan Lane Roundabout – Option C			
REV	AMENDMENTS	DATE	Annex E
			SCALE NTS
		Drawn: RJM	Checked: DW
		DATE	26/06/06

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Annex F



Proposed A1237 / Moor Lane / Askham Lane / Askham Bryan Lane Roundabout – Amended Option D

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REV	AMENDMENTS	DATE	Annex F	SCALE	NTS
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			Checked: DW		

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Meeting of the Executive Member for City Strategy and Advisory Panel

17 July 2006

Report of the Director of City Strategy

Public Rights Of Way – Proposed Diversion of Part of Public Footpath, York (Dunnington) No9.

Summary

1. This report seeks authority to make the required order to divert part of Public Footpath York (Dunnington) No9 from a cross-garden section, to the driveway of the same property, using S119 of the Highways Act 1980.
2. The report recommends that the Executive Members approve Option A and authorise the making of the proposed public path diversion order.

Background

3. Public Footpath (Dunnington) No9 leaves the A1079 Hull Road approximately 15metres south west of the driveway to Hall Garth, Dunnington, a private residence. It then carries on in a northerly direction across the private garden of that property, where it joins a track, which continues into open countryside in the Dunnington area (see attached plan).
4. Section 119 of the Highways Act 1980, allows the diversion of a public right of way if it is in the interests of the landowner, or of the public and it is expedient to do so.
5. The owners of Hall Garth are wanting to make use of the section of their garden over which the first 34 metres of this footpath runs and have requested that this part of the path be diverted, to start at their driveway.
6. The proposed route is of benefit to the landowner, as it will provide greater privacy to the garden. It could also be said that the proposed diversion is of benefit to the public as, instead of climbing a stile and crossing a private garden, they will be able to use a surfaced driveway to access the rest of the path. The extra distance anyone would have to walk, at most, amounts to 12 metres. There are no other landowners affected by this diversion.

Consultation

7. Pre Order consultation has been carried out in accordance with the Parliamentary Rights of Way Review Committee's Code of Practice for consultation on proposed changes to rights of way. These consultees include The Ramblers' Association, British Horse Society, Open Spaces Society and other similar organisations and all relevant utility companies such as gas companies, telephone companies, electricity companies etc. No objections have been received.

Options

8. Option A. Divert the public right of way, from its present alignment across a private garden, to the driveway of the same property.
9. Option B. Do nothing and leave the footpath open to the public along its present alignment.

Analysis

10. Option A – Make a public path diversion order to divert the first part of the path onto the driveway of the property. The landowner will be able to improve the appearance of the garden of his property and provide greater privacy. This new section of footpath would be vehicle width instead of an undetermined width as at present. This would be a more pleasant route, especially in wet weather. This is recommended.
11. Option B – Refuse to make a diversion order and leave the footpath open for public use along its present alignment. This will be less convenient for the landowner, who will not be able to improve the appearance of his property and thereby increase its market value. It will also be less convenient to users, who will have to continue traversing a stile and crossing a private garden. This is not recommended.

Corporate Priorities

12. The recommended option meets the council's Corporate Aim 1: *Take pride in the City, by improving quality and sustainability, creating a clean and safe environment.*
13. Although this aim relates mainly to the environment, it incorporates the second Local Transport Plan (LTP2), where the *hierarchy of transport users* is firmly embedded within this plan, with pedestrians and cyclists being at the top of our priority when considering travel choice. The encouragement of travel by sustainable modes also corresponds with other 'wider quality of life objectives' as contained in the Community Strategy, such as those relating to health. Although the preferred option has no bearing on vehicle usage, it does assist in making the diverted route more pleasant for users and encourages its use, which would tie in to Objective 1.3 to: *Make getting around York easier, more reliable and less damaging to the environment.*

Implications

- **Financial**
14. The landowner has agreed to cover all costs which may become payable in consequence of the coming into force of this order and has agreed to defray any compensation.
- **Human Resources (HR)**
15. There are no HR implications.
- **Equalities**
16. There are no Equalities implications.
- **Legal**
17. Other than the relevant legal orders being made, there are no legal implications.
- **Crime and Disorder**
18. There are no crime and disorder implications.
- **Information Technology (IT)**
19. There are no IT implications.
- **Property**
20. There are no property implications.
- **Other**
21. There are no other implications.

Risk Management

22. Not applicable.

Recommendations

23. It is recommended that the Advisory Panel advise the Executive Member to accept **Option A**, and resolve to:
1. To authorise the Director of City Strategy to instruct the Head of Legal Services to make a Public Path Diversion Order, York Footpath (Dunnington) No9.
 2. That if no objections are received to the making of the order, or that if any objections that are received are subsequently withdrawn, the Head

of Legal Services be authorised to confirm the Order recommended in 1. above.

3. That if objections are received and not subsequently withdrawn, a further report be placed before the Committee, to enable Members to consider whether or not to pass the Order to the Secretary of State for determination.

Reason: The reason for making this decision is that it meets the criteria of the legislation, as set out in paragraph 4, where allowing the diversion will be to the benefit of the landowner and also the public.

Contact Details

Author:

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Public Rights of way Unit
9, St Leonard's Place
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YO1 7ET

Chief Officer Responsible for the report:

Damon Copperthwaite
Acting Assistant Director
City Development and Transport

Report Approved Date 30/06/06

Tel: 551338

Report Approved Date

Specialist Implications Officer(s)

Not Applicable

Wards Affected:

All

Dunnington Parish, Derwent Ward

For further information please contact the author of the report




Background Papers:

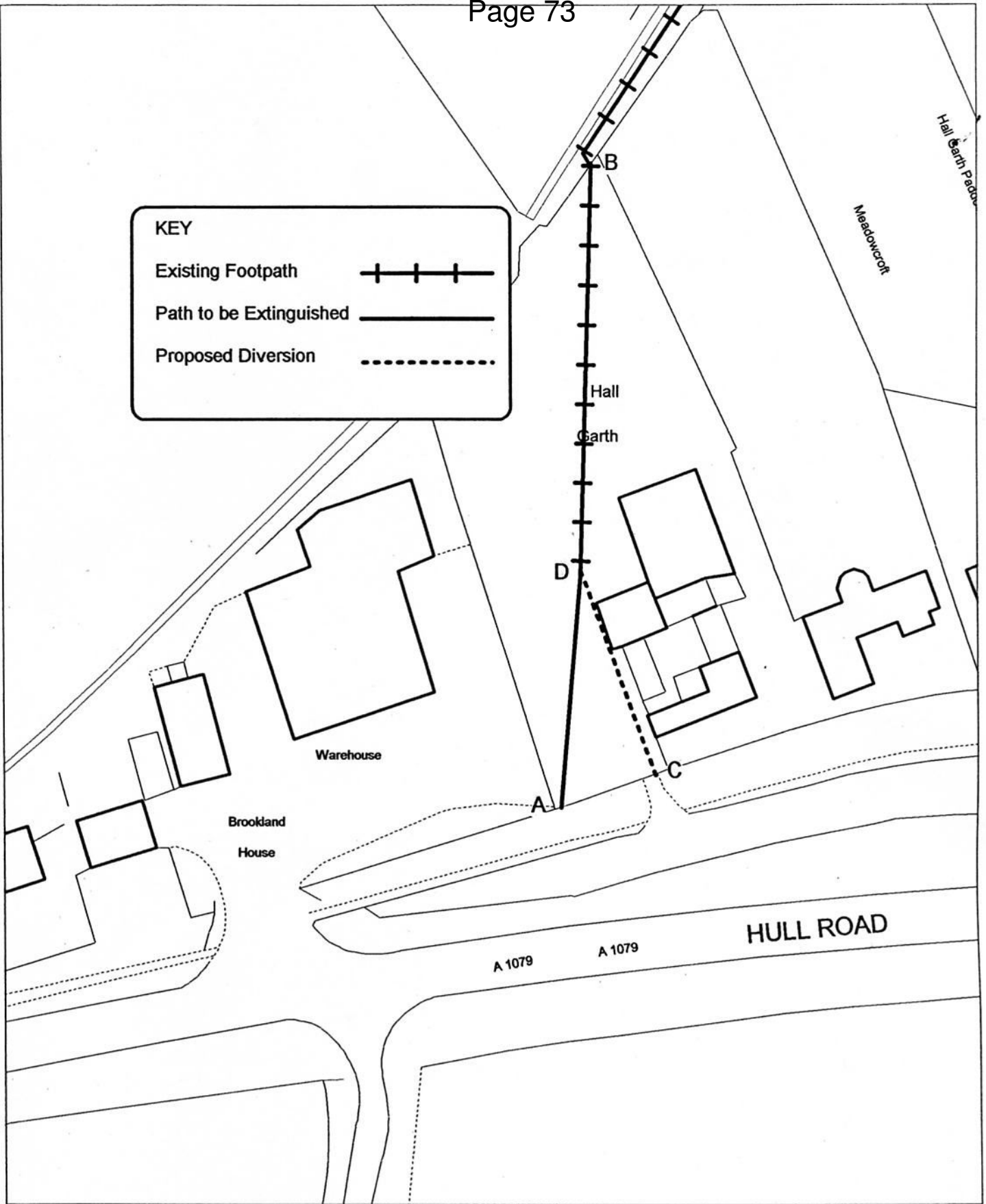
File – PROW/064 Dunnington No9
Highways Act 1980

Annexes

1. Plan of proposed diversion.

KEY

- Existing Footpath 
- Path to be Extinguished 
- Proposed Diversion 



Highways Act 1980 Section 119
 Public Path Diversion Order No PROW/064 Dunnington No9 Grid Ref SE6751

Scale 1:750 Drawn By: Stephen Bushby Date: 24 April 2006

Originating Group: Project: Drawing No.

Public Rights of Way



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

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**Meeting of the Executive Member for
City Strategy and Advisory Panel**

17 July 2006

Report of the Director of City Strategy

**Public Rights Of Way – Proposed Diversion of Public Footpath,
York (Murton) No4.****Summary**

1. This report seeks authority to make the required order to divert Public Footpath York (Murton) No4 from a cross field section, to the headland of the same field, using S119 of the Highways Act 1980.
2. The report recommends that the Executive Members approve Option A and authorise the making of the proposed public path diversion order.

Background

3. Public Footpath (Murton) No4 leaves the A166 Stamford Bridge Road approximately 25metres north east of the driveway to Hope Cottage, Dunnington, from an opening in the hedge-line which is signposted. It then carries on in a north-westerly direction across a ploughed field where it then joins a track known as York Footpath (Murton) No11 at Smary Lane, Murton in the northwest corner of the field (see attached plan, points A to C).
4. The path has been used for a number of years, although not frequently and it appears that users tend to walk around the headland of the field, rather than across the field which is the definitive alignment.
5. Section 119 of the Highways Act 1980, allows the diversion of a public right of way if it is in the interests of the landowner, or of the public and it is expedient to do so.
6. The landowner has requested that the footpath in question be diverted from its present cross-field route, to the one generally used by the public around the headland of the field. The location point of each end of the path will remain the same, A - B - D - C on the plan.
7. The proposed route is of benefit to the landowner as it means that he will not have to reinstate a path as required by legislation, which is seldom used. It will also benefit the public, as, instead of a 1metre wide path through ploughed

crops, they will be able to enjoy the use of a 1.5metre wide path around the crops.

Consultation

8. Pre Order consultation has been carried out in accordance with the Parliamentary Rights of Way Review Committee's Code of Practice for consultation on proposed changes to rights of way. These consultees include The Ramblers' Association, British Horse Society, Open Spaces Society and other similar organisations and all relevant utility companies such as gas companies, telephone companies, electricity companies etc. No objections have been received.

Options

9. Option A. Divert the public right of way, from its present alignment across a ploughed field, to the headland of the same field.
10. Option B. Do nothing and leave the footpath open to the public along its present alignment.

Analysis

11. Option A – Make a public path diversion order to divert the path around the headland of the field which is the route used by the public at the moment. This new section of footpath would be a minimum of 1.5 metres wide instead of 1metre wide at present. This would be a more pleasant route, especially in wet weather. It also means that the landowner will not have to reinstate a little used route through growing crops. This is recommended.
12. Option B – Refuse to make a diversion order and leave the footpath open for public use along its present alignment. This will be less convenient for the landowner, who will have to continue to reinstate a path, on an alignment, which will probably not be used. It will also be less convenient to users, who will probably continue using the headland rather than the official line. This is not recommended.

Corporate Priorities

13. The recommended option meets the council's Corporate Aim 1: *Take pride in the City, by improving quality and sustainability, creating a clean and safe environment.*
14. Although this aim relates mainly to the environment, it incorporates the second Local Transport Plan (LTP2), where the *hierarchy of transport users* is firmly embedded within this plan, with pedestrians and cyclists being at the top of our priority when considering travel choice. The encouragement of travel by sustainable modes also corresponds with other 'wider quality of life objectives' as contained in the Community Strategy, such as those relating to health. Although the preferred option has no bearing on vehicle usage, it does assist in

making the diverted route more pleasant for users and encourages its use, which would tie in to Objective 1.3 to: *Make getting around York easier, more reliable and less damaging to the environment.*

Implications

- **Financial**

15. The landowner has agreed to cover the costs of advertising the legal notices and has agreed to defray any compensation which may become payable in consequence of the coming into force of this order. The Public Right of Way Unit has agreed to donate officer time and expertise.

- **Human Resources (HR)**

16. There are no HR implications.

- **Equalities**

17. There are no equalities implications.

- **Legal**

18. Other than the relevant legal orders being made, there are no legal implications.

- **Crime and Disorder**

19. There are no crime and disorder implications.

- **Information Technology (IT)**

20. There are no IT implications.

- **Property**

21. There are no property implications.

- **Other**

22. There are no other implications.

Risk Management

23. Not applicable.

Recommendations

24. It is recommended that the Advisory Panel advise the Executive Member to accept **Option A**, and resolve to:

1. To authorise the Director of City Strategy to instruct the Head of Legal Services to make a Public Path Diversion Order, York Footpath (Murton) No4.
2. That if no objections are received to the making of the order, or that if any objections that are received are subsequently withdrawn, the Head of Legal Services be authorised to confirm the Order recommended in 1. above.
3. That if objections are received and not subsequently withdrawn, a further report be placed before the Committee, to enable Members to consider whether or not to pass the Order to the Secretary of State for determination.

The reason for making this decision is that it meets the criteria of the legislation, as set out in paragraph 5, where allowing the diversion will be to the benefit of the landowner and also the public.

Contact Details

Author:

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Tel: 551338

Chief Officer Responsible for the report:

Damon Copperthwaite
Acting Assistant Director
City Development and Transport

Report Approved Date 30/06/06

Report Approved Date

Specialist Implications Officer(s)

Not applicable

Wards Affected:

All

Murton Parish, Osbaldwick Ward

For further information please contact the author of the report

Background Papers:

File – PROW/066 Murton No4
Highways Act 1980

Annexes

1. Plan of diversion.

Murton No11

C

D

KEY

- Existing Path
- Path to be Extinguished
- Proposed Diversion

Dunnington No1

A166

Stamford Bridge

Hope Cottages



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

Highways Act 1980, Section 119
Public Path Diversion Order No PROW/066 Murton No4 Grid Reference SE6552

Scale 1:2600 Drawn By: Stephen Bushby Date: 16 May 2006

Originating Group: Project: Drawing No:

Public Rights of Way



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Meeting of Executive Members for City Strategy and the Advisory Panel**17 July 2006**

Report of the Director of City Strategy

**CITY STRATEGY CAPITAL PROGRAMME 2006/07 –
CONSOLIDATED TO INCLUDE CARRY-OVERS FROM 2005/06****Summary**

1. The purpose of this report is to consolidate the 2006/07 programme to include the carry-over schemes that were not completed in 2005/06, and to make adjustments to schemes and blocks to reflect individual underspends and overspends within the programme. The report asks the Executive Member for City Strategy to approve the amendments to the 2006/07 budget as set out below.
2. The Planning and Transport Capital Programme has been renamed as the City Strategy Capital Programme to reflect the new Council structure.

Background

3. The City Strategy Capital Programme budget for 2006/07 of **£10,464k** was agreed by the Executive Member in April 2006, and includes the Local Transport Plan Capital Programme allocation of **£6,378k**, and other elements allocated funds through the Council's budget process. These figures do not include overprogramming, which was set at **£1,900k** (including £270k of structural maintenance reserve schemes) in the 2006/07 budget report.
4. The 2005/06 Planning and Transport Capital Programme contained a level of overprogramming of **£3,358k** at consolidated report stage of 2005/06 to give some flexibility in the programme should slippage in some schemes occur. Because of this it was never intended, nor indeed would it have been possible, to deliver all the schemes programmed in 2005/06. The full programme agreed at Quarter 3 by Members in February 2006 for 2005/06 was **£10,504k** with a budget of **£10,104k**. There was therefore **£400k** worth of work outstanding that could not have been funded by the LTP in 2005/06.
5. For this reason it was necessary when planning the 2006/07 programme in early 2006 to take account of schemes that we already knew would slip from 2005/06.
6. The provisional outturn report for 2005/06 was agreed by the Executive Member in June 2006. After including the accruals for schemes undertaken at

the end of the year but not paid for until 2006/07, there was an overspend on the LTP funded schemes of £197k, which was funded through the use of developer contributions for part of the Malton Road Bus Priorities schemes.

7. There was an underspend on the non LTP funded programme of £30.6k, which it is proposed to carry forward into 2006/07 together with £25k of funding for Special Bridge Maintenance slipped at Quarter 2.
8. There are a number of schemes which were included in the 2005/06 programme which were not as complete as originally anticipated when the 2006/07 programme was prepared. An allowance for the completion of these schemes needs to be made in the 2006/07 programme, and the proposals are detailed in this report.
9. In addition there are a number of schemes which it is proposed to bring forward into the programme from future years to enable preliminary design work to be undertaken, and allow flexibility in the programme should progress on other schemes be slower than anticipated. These include improvements to the Blossom St/Queen Street junction for pedestrians, cyclists and public transport, and preliminary design works for a funding bid for the items included in the LTP strategy but not possible to fund from the current LTP settlement.

Carryovers into 2006/07

10. Known slippage in 2005/06 arising from previous monitoring reports or late changes in the programme were included in the 2006/07 programme when it was presented for Members consideration in April 2006. An indicative figure (**£100k**) for further carry-over due to remaining overprogramming was also included.
11. An important part of capital programme management is to ensure that any underspends or overspends within particular schemes or spending blocks at outturn are considered and the 2006/07 budget adjusted accordingly. Following the final outturn, the carry-overs can now be built in to the existing approved programme for 2006/07.
12. Whether funding is carried over from 2005/06 to 2006/07 is based on the following principles:
 - In some cases, where we reported slippage in the Q3 monitoring report (February 2006), sufficient funding had already been allocated in the 2006/07 programme - therefore any underspend in 2005/06 is not required to carry-over to 2006/07 (e.g. Kathryn Avenue Signals).
 - Where work has been accelerated the value of the work is added to the 2006/07 allocation for that programme area (e.g. Archbishop Holgate's School Safe Routes to School Phase 2 and 3).
 - There are also some schemes where additional money is required to complete the scheme in 2006/07. In this case the amount of money

required to complete the scheme has been added to the programme (e.g. Huntington Road Signals, Dales Lane Footway).

13. Annex 1 to this report summarises the key changes required to the 2006/07 capital programme to accommodate carry-overs and adjustments. Annex 2 indicates the current and proposed budgets for each scheme within the programme.
14. Members will be given an update on progress in delivering the 2006/07 capital programme in the first quarter budget monitoring report in September 2006.

Consultation

15. Consultation was undertaken on the LTP strategy, and detailed consultation will be undertaken on each scheme where appropriate during the design period and before construction.

Options

16. Members have been presented with a proposed programme of works for approval which it is anticipated will be deliverable within funding constraints whilst enabling the objectives of the approved Local Transport Plan to be met.

Analysis

17. The new items within the programme have been proposed to cover the consequences of any slippage in key areas and to enable preliminary design work to be undertaken on schemes proposed for later in the LTP period. In particular the Archbishop Holgate's Safe Route to School proposals, which are predominantly cycling and walking schemes, have been included to cover uncertainty on the delivery of the access ramp to the station in the cycling and walking blocks.
18. If the proposed changes are accepted the total value of the City Strategy Capital Programme excluding the new depot would increase from **£12,364k** to **£13,598k**. The overprogramming would increase from **£1,900k** to **£2,903k** (compared to £3,358 in 2005/06) which is considered to be reasonable at this stage in the year bearing in mind the uncertainty relating to the delivery programmes of some of the larger schemes.

Corporate Priorities

19. The programme was prepared in accordance with the objectives of the Local Transport Plan which was approved by the Council in March 2006.
20. The schemes in the City Strategy Capital Programme also support the following Corporate Aims and Objectives included in the Council Plan

21. Corporate Aim 1: Take Pride in the City, by improving quality and sustainability, creating a clean and safe environment.

Objective 1.3 Make getting around York easier, more reliable and less damaging to the environment. – e.g. Introduction of FTR, provision of improved cycle routes.

Objective 1.4 Protect residents and our environment from pollution and other public health and safety hazards, and act as a role model in the sustainable use of resources. – e.g. Continuation of improvements to public transport provision.

22. The City Strategy Capital Programme also supports the following Key Priority for 2006/07 in the Environment area:

Increase the use of public and other environmentally friendly modes of transport

- A. Introduction of the first phase of ftr fleet.
 - i. ftr operational in May 2006.
- B. Implementation of actions to increase usage levels of key bus services
 - i. Bus stops and shelter infrastructure to be improved.
 - ii. Preliminary design of bus priority measures being undertaken.
- C. Construction of 500 metres of off street cycle route
 - i. 1100m of off road cycle route under construction in James St. Link road, Oaklands Safe Route to School, and Clifton Green School Safe Route to School schemes.
 - ii. Additional 250m planned to be built as part of Hob Moor Link, Murton/A166 Junction, Station Ramp and Strensall Rd Roundabout schemes.
- D. Commencement of work on Moor Lane and Hopgrove outer ring road improvements
 - i. Consultation commenced on Moor Lane Roundabout; capacity improvements to Hopgrove roundabout being progressed with the Highways Agency.

23. Corporate Aim 4: Create a safe City through transparent partnership working with other agencies and the local community.

Objective 4.7 Make York's roads safer for all types of user – e.g. Local Safety Schemes (improvements to Murton Rd/A166 junction)

24. Corporate Aim 5: Work with others to improve the health, well-being and independence of York residents.

Objective 5.7 Increase participation in sport and active leisure and promote active lifestyles – Provision of Safe Routes to School and School Cycle Parking to complement cycle training.

Implications

25. The Financial Implications of the report are identified below. There are no other implications of this report.

- **Financial** – See below
- **Human Resources (HR)** – There are no human resources implications
- **Equalities** – There are no equalities implications
- **Legal** – There are no legal implications
- **Crime and Disorder** – There are no crime and disorder implications
- **Information Technology (IT)** – There are no IT implications
- **Property** – There are no property implications
- **Other** – There are no other implications

Financial Implications

26. The LTP allocation for 2006/07 was confirmed by the Government Office for Yorkshire and the Humber in December 2005. The City Strategy capital budget was agreed by the Budget Council as part of the overall CYC capital programme in February 2006, and was funded (excluding the New Depot) as follows:

	£000s
LTP element	6,378
Government Grant	57
Developer Contribution	1,537
CYC Resources	1,992
CYC Prudential Borrowing	500
Total	<u>10,464</u>

27. The changes set out above would take the value of the City Strategy Capital Programme to **£10,696k** and would be funded as follows:

	Changes £000s	Total £000s
LTP element		6,378
Government Grant		57
Developer Contribution	+176	1,713
CYC Resources	+56	2,048
CYC Prudential Borrowing		500
Total		<u>10,696</u>

28. No changes are proposed to the depot budget at this stage in the year therefore the total City Strategy Budget including the New Depot for 2006/07 would be **£19,677k**.

Risk Management

29. The Capital Programme has been prepared to assist in the delivery of the objectives of the Local Transport Plan. The Department for Transport will assess the progress of the LTP against the targets set in the plan. If the schemes included within the programme do not have the anticipated effect on the targets it is possible that the Council will receive a lower score and consequentially there is a risk that future funding will be reduced. It is therefore essential that each scheme is assessed against the key objectives of the LTP (reductions in congestion, improving safety and air quality and enhancing accessibility) before introduction into the programme.

Recommendations

30. The Executive Member for City Strategy is recommended to:
- 1) Agree to the adjustments set out in Annex 1 and 2 subject to the approval of the Executive to the proposed funding changes.

Reason: To manage the Capital Programme effectively

Contact Details

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Damon Copperthwaite
Report Approved **Date** T04-07-06

Chief Officer's name
Title

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

Specialist Implications Officer
Financial
Patrick Looker
Finance Manager – City Strategy
01904 551633

Wards Affected:

All

For further information please contact the author of the report

Background Papers:

Transport Capital Programme 2005/06 – Third Quarter Monitoring Report – 28 February 2006

Proposed 2006/07 Planning and Transport Capital Programme – 18 April 2006

Planning and Transport Capital Programme 2005/06 – Outturn Monitoring Report – 7 June 2006

Annexes

Annex 1: Summary of Key Changes Required

Annex 2: Current and Proposed Budgets for 2006/07 Planning & Transport Capital Programme

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Recommended variations to LTP Programme (changes to overprogramming only)

Scheme	Change	Budget Change
		£1,000's
James St. Link Road	Allocation increased to accommodate carryover from 2005/06	100
LTP Strategy Modelling	Proposed allocation to undertake preliminary design work for future funding bid	100
Improvements to FTR Route	Allocation increased to accommodate further route improvement costs	100
Malton Rd Bus Priorities Phase 3	Allocation increased to accommodate carryover from 2005/06	20
Blossom St/Queen St Junction Improvements	Reserve scheme added - Improvements to junction for public transport, cycling and walking	200
Pedestrian Minor Works	Was not included in pedestrian budget total in Budget Report	25
Main St Fulford	Costs from scheme completed in 05/06	15.5
A166/Murton Lane Junction	Revised cost estimate for scheme including cycling route upgrade	60
Huntington Road / Haley's Terrace - signalised junction	Costs from scheme completed in 05/06	28.5
Dales Lane Footway	Costs from scheme completed in 05/06	9
Robert Wilkinson Primary SRS	Budget increased to include SSZ Safety Audit work	8
New Earswick SSZ	Allocation reduced to allow review of scheme in 2006/07	-22
Dunnington SSZ	Revised estimate for cost of scheme	-10
Badger Hill	Further contribution to cycle parking at school no longer required	-3
English Martyrs' SSZ	Carryover from 05/06 - now complete	8
Naburn SSZ	Carryover from 05/06 - now complete	9.5
Scarcroft SSZ	Carryover from 05/06	5
Westfield Infant and Junior SSZ	Carryover from 05/06 - now complete	9
Osbalwick SSZ	Carryover from 05/06 - now complete	6
Lowfield/Oaklands SRS	Carryover from 05/06 - now complete	50
Copmanthorpe SSZ	Carryover from 05/06	5
Fishergate/St George's SSZ Review & Enhance	Scheme added in response to concerns raised by schools regarding traffic speeds on Fishergate	1
Archbishop Holgate's SRS Phase 2	Phase 2 of SRS scheme - cycling provision - added as reserve scheme	152
Archbishop Holgate's SRS Phase 3	Phase 3 of SRS scheme - cycling provision - added as reserve scheme	126

TOTAL**1,003****CYC Carryovers**

Woodlea Bank FW	Allocation increased (£9k carry over from 2005/06)	9
Moor Lane, Hessay	Carry over from 2005/06 including slippage at Quarter 2	66.35
City Walls Repair	Allocation reduced to take account of overspend in 2005/06	-19.44

TOTAL**55.91****Section 106 Funding**

James St. Link Road	Allocation increased to accommodate carryover from 2005/06	145
Designer Outlet P&R Relocation	Allocation increased to include additional signage and Designer Outlet costs	31

TOTAL**176**

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Scheme Ref	06/07 City Strategy Programme	06/07 Total Budget	06/07 LTP Budget	Proposed Consolidated Total Budget	Proposed Consolidated LTP Budget	Consolidated Report Comments
		£1000s	£1000s	£1000s	£1000s	

LTP Integrated Transport**ORR & JAMES ST LINK ROAD**

OR01/05	A64 Hopgrove Roundabout	500	500	500	500	
OR01/06	Moor Lane Roundabout	500	500	500	500	
OR01/04	Strensall Roundabout Left Turn Lane	250	250	250	250	
JS01/04	James St. Link Road	1,769	571	2,014	671	Allocation increased to accommodate carryover from 2005/06
ORR & James St. Link Road Programme		<u>3,019</u>	<u>1,821</u>	<u>3,264</u>	<u>1,921</u>	
Overprogramming		<u>-555</u>	<u>-555</u>	<u>-655</u>	<u>-655</u>	Overprogramming increased
ORR & James St. Link Road Budget		<u>2,464</u>	<u>1,266</u>	<u>2,609</u>	<u>1,266</u>	Total Budget increased

AIR QUALITY, CONGESTION & TRAFFIC MANAGEMENT

TM02/04	Inner Ring Road Signage	40	40	40	40	
TC03/02a	TCMS	150	150	150	150	
TM03/03	Coach Study Measures	96	10	96	10	
TM01/06	Lorry Park Signage	10	10	10	10	
BP01/03	Air Quality Action Plan	25	25	25	25	
TM02/06	LTP Strategy Modelling	0	0	100	100	Proposed allocation to undertake preliminary design work for future funding bid
Air Quality Congestion & Traffic Management Programme		<u>321</u>	<u>235</u>	<u>421</u>	<u>335</u>	
Overprogramming		<u>0</u>	<u>0</u>	<u>-100</u>	<u>-100</u>	Overprogramming Increased
Air Quality Congestion & Traffic Management Budget		<u>321</u>	<u>235</u>	<u>321</u>	<u>235</u>	

PARK & RIDE

PR02/02	Designer Outlet P&R Relocation	130	0	161	0	Allocation increased to include additional signage and Designer Outlet costs
PR02/05	Askham Bar P&R Site (Development)	50	50	50	50	
PR01/06	Enhancements to Park & Ride Sites	50	50	50	50	
Park & Ride Programme		<u>230</u>	<u>100</u>	<u>261</u>	<u>100</u>	
Overprogramming		<u>-50</u>	<u>-50</u>	<u>-50</u>	<u>-50</u>	
Park & Ride Budget		<u>180</u>	<u>50</u>	<u>211</u>	<u>50</u>	Total Budget Increased

PUBLIC TRANSPORT IMPROVEMENTS

BP04/03	Jockey Lane/Kathryn Ave Signals	20	20	20	20	
BP02/02	Extension of BLISS	150	150	150	150	
PT02/06	Improvements to FTR Route	300	300	400	400	Allocation increased to accommodate further route improvement costs
PT03/06	A59 Bus Priorities	25	25	25	25	
PT04/06	Fulford Rd Bus Priorities	25	25	25	25	
PT05/06	Orbital Bus Route	25	25	25	25	
PT01/06	Bus stop/shelter improvements	100	100	100	100	
RL02/02	Station Frontage	100	100	100	100	
PT06/06	Poppleton Station Platform extension	40	40	40	40	
05/06 Carryover Schemes						
PR03/02b	Malton Rd Bus Priorities Phase 3			20	20	Costs from scheme completed in 05/06
Reserve Public Transport Schemes						
PT06/06	Blossom St/Queen St Junction Improvements	0	0	200	200	Reserve scheme added -- Improvements to junction for public transport, cycling and walking
Public Transport Improvements Programme		<u>785</u>	<u>785</u>	<u>1,105</u>	<u>1,105</u>	
Overprogramming		<u>-150</u>	<u>-150</u>	<u>-470</u>	<u>-470</u>	Overprogramming Increased
Public Transport Improvements Budget		<u>635</u>	<u>635</u>	<u>635</u>	<u>635</u>	

Scheme Ref	06/07 City Strategy Programme	06/07 Total Budget	06/07 LTP Budget	Proposed Consolidated Total Budget	Proposed Consolidated LTP Budget	Consolidated Report Comments
		£1000s	£1000s	£1000s	£1000s	

WALKING						
PE02/06	Pedestrian Minor Schemes	25	25	25	25	Was not included in pedestrian budget total in Budget Report
PE01/06	Access to Footstreets	5	5	5	5	
PE03/06	Dropped Crossing Programme	30	30	30	30	
n/a	Access to Station Pedestrian Contribution	50	50	50	50	
PE04/06	Green Lane Rawcliffe Footway	10	10	10	10	
PE02/04b	Accessible Route (Station to City Centre)	20	20	20	20	
PE02/04c	War Memorial Route (Station to City Centre)	10	10	10	10	
PE02/04a	Lendal Bridge Route (Station to City Centre)	80	80	80	80	
PE05/05	Melrosegate/Tang Hall Lane pedestrian refuges	17	17	17	17	
PE02/02c	Coppergate Pelican Crossing	8	8	8	8	
PE06/04	Barbican to St. Georges Field Walking Route	123	0	123	0	
05/06 Carryover Schemes						
PE03/04	Main St Fulford	0	0	15.5	15.5	Costs from scheme completed in 05/06
Walking Reserve Schemes						
PE05/06	Haxby Village Pedestrian Audit	5	5	5	5	
PE06/06	Footstreets Expansion Study (Goodramgate)	10	10	10	10	
PE07/06	Footstreets Expansion Study (Fossgate)	10	10	10	10	
PE12/05	Shipton Rd Pedestrian Audit Works	30	30	30	30	
PE09/05	Haxby Rd Pedestrian Audit Works	25	25	25	25	
TM01/03	Walmgate Bar Footway Improvements	90	90	90	90	

Walking Programme	523	400	564	441	
Overprogramming	-170	-170	-210.5	-210.5	Overprogramming Increased
Walking Budget	353	230	353	230	

CYCLING						
CY01/06	Anti-skid Surfacing	25	25	25	25	
CY02/06	Various Minor Schemes	30	30	30	30	
CY03/06	City Centre Cycle Parking	5	5	5	5	
CY09/02c	Nestle to Station - Back of Hospital route	15	15	15	15	
CY06/02c	Haxby to York - Nestle Northern Access	5	5	5	5	
CY01/02	Access Ramp to Station	200	143	200	143	
CY03/02d	Millennium Route - Bishopthorpe Rd Crossing	30	30	30	30	
CY08/03	Hob Moor Link	30	30	30	30	
CY06/02a	Haxby to York - Hartrigg Oaks	5	5	5	5	
CY04/04	Route 66 - A166 Crossing	5	5	5	5	
CY04/05	Green Lane Acomb	10	10	10	10	
CY06/03	Crichton Ave Cycle Route	5	5	5	5	
CY11/03	North York Cycle Route	5	5	5	5	
CY07/04	St Oswald's Rd to Landing Lane	5	5	5	5	
CY09/04	Fulford Rd Cycle Route	0	0	0	0	
CY10/04	Development of Clifton Bridge Cycle Scheme	5	5	5	5	
CY03/05	Fishergate Gyrotary	0	0	0	0	
CY01/05	Beckfield Lane	5	5	5	5	
Cycling Reserve Schemes						
CY09/03a	Heslington Lane Cycle Route Phase 1	35	35	35	35	
CY06/04	Route 65 Youth Hostel Link	45	45	45	45	
CY05/03	Field Lane Cycle Route	20	20	20	20	
CY09/02c	Nestle to Station - Front of Hospital route	10	10	10	10	

Cycling Programme	495	438	495	438	
Overprogramming	-153	-153	-153	-153	
Cycling Budget	342	285	342	285	

DEVELOPMENT LINKED SCHEMES						
DL01/06	Connection of Sustrans Cycle path with City Centre (Hungate/Morrison's Developments)	0	0	0	0	
DL02/06	Monks Cross Master Plan	0	0	0	0	
CY07/03	Connection of Foss Islands Cycle Path to James Street Link Road	20	20	20	20	

Development Linked Schemes Programme	20	20	20	20	
Overprogramming	0	0	0	0	
Development Linked Schemes Budget	20	20	20	20	

Scheme Ref	06/07 City Strategy Programme	06/07 Total Budget	06/07 LTP Budget	Proposed Consolidated Total Budget	Proposed Consolidated LTP Budget	Consolidated Report Comments
		£1000s	£1000s	£1000s	£1000s	

SAFETY SCHEMES**Local Safety Schemes**

LS01/06	Station Ave junction with Rougier St	5	5	5	5	
LS17/04	Stirling Rd/Clifton Moorgate Roundabout	5	5	5	5	
PE01/06	Access to Footstreets Study (see Pedestrian Block)	25	25	25	25	
LS02/05	Wigginton Rd/Fountayne St mini roundabout	10	10	10	10	
LS20/04	A166/Murton Lane Junction	170	170	230	230	Revised cost estimate for scheme including cycling route upgrade
LS02/06	Hull Rd/Melrosegate/Green Dykes Lane junction	5	5	5	5	
LS06/05	Acomb Triangle	5	5	5	5	
LS03/06	2007/08 Programme Development	10	10	10	10	

05/06 Carryover Schemes

LS23/04	Huntington Road / Haley's Terrace - signalised junction	0	0	28.5	28.5	Costs from scheme completed in 05/06
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LSS Reserve Schemes

DR06/05	Monkgate Roundabout	20	20	20	20	
LS04/06	A19 Skelton Area LSS	25	25	25	25	

Local Safety Schemes Programme

280	280	369	369
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Safety & Speed Management

LS21/04	A19 - Wheldrake Lane (Crockey Hill) Junction	60	60	60	60	
SM03/04	A19 Skelton Study	5	5	5	5	
SM01/05	A1079 Grimston Bar to Kexby	20	20	20	20	
SM01/06	A1079 Hull Rd nr Archbishop Holgates	20	20	20	20	
SM02/06	Strensall Rd (Village boundary to Fosslands roundabout)	5	5	5	5	
SM03/06	Vehicle Activated Signs	10	10	10	10	

Safety & Speed Management Programme

120	120	120	120
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Danger Reduction

LS05/05	Carr Lane (including York Rd junction)	5	5	5	5	
LS05/04	Water End/Landing Lane	5	5	5	5	
DR02/05	B1363 nr Mill Lane Wigginton	15	15	15	15	
DR03/05	Shipton Rd/Rawcliffe Lane signalised junction	25	25	25	25	
DR01/06	Naburn Lane	10	10	10	10	
DR02/06	2006/07 Reactive Scheme Development	20	20	20	20	

05/06 Carryover Schemes

DR07/05	Dales Lane Footway	0	0	9	9	Costs from scheme completed in 05/06
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Danger Reduction Reserve Schemes

DR03/06	Copmanthorpe Various Minor Measures	10	10	10	10	
DR04/06	Hodgson Lane/A59 Junction (Poppleton)	5	5	5	5	
DR05/06	Alness Drive, Acomb Wood Drive, Bellhouse Way	5	5	5	5	

Danger Reduction Programme

100	100	109	109
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Safety Schemes Programme

500	500	598	598
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Overprogramming

-65	-65	-162.5	-162.5	Overprogramming Increased
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Safety Schemes Budget

435	435	435	435
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ACCESSIBILITY AND VILLAGE TRAFFIC SCHEMES**Village Traffic Schemes**

VS21/04	York Road, Dunnington Traffic Signals	250	250	250	250	
LS21/04	Wheldrake Lane/A19 Traffic Signals	550	550	550	550	
VS10/04	Holtby/A166 junction	100	100	100	100	
VS19/04	Rufforth (Permanent build-outs)	15	15	15	15	
VS18/04b	Strensall (York Road refuges)	30	30	30	30	
VS18/04a	Strensall (Southfields Road)	7	7	7	7	
VS01/06	Strensall Parking/Crossing improvements at shops	10	10	10	10	
VS02/06	VTS Scheme Development	10	10	10	10	

Village Traffic Reserve Schemes

VS01/05	Deighton (Right turn Island)	225	225	225	225	
VS08/04b	Elvington (Gateway)	5	5	5	5	
VS03/05	Kexby	5	5	5	5	
VS12/04a	Naburn Gateway	8	8	8	8	
VS03/06	Naburn Feasibility	3	3	3	3	
VS04/06	Skelton Feasibility	2	2	2	2	
VS05/06	New Earswick Feasibility	3	3	3	3	

Scheme Ref	06/07 City Strategy Programme	06/07 Total Budget	06/07 LTP Budget	Proposed Consolidated Total Budget	Proposed Consolidated LTP Budget	Consolidated Report Comments
		£1000s	£1000s	£1000s	£1000s	
Accessibility Schemes						
AC01/06	York Hospital Bus Stops Relocation	15	15	15	15	
AC02/06	Audible Information at 'BLISS' stops	10	10	10	10	
AC03/06	Service 6 Extension (feasibility)	10	10	10	10	
VTS & Accessibility Programme		1,258	1,258	1,258	1,258	
Overprogramming		-363	-363	-363	-363	
Village Access Improvements & Accessibility Total		895	895	895	895	
SCHOOL SCHEMES						
Safe Routes to School						
Safe Route to School Phase 2+						
SR21/04	Robert Wilkinson Primary SRS	10	10	18	18	Budget increased to include SSZ work
SR26/04	Fulford Secondary SRS	4	4	4	4	
SR22/04	St Lawrence's Primary SRS	1	1	1	1	
Safe Route to School Phase 1						
SR20/05	Dringhouses Primary SRS	50	50	50	50	
SR18/05	Clifton Green Primary SRS	2	2	2	2	
SR19/05	Clifton Without Primary SRS	12	12	12	12	
SR17/05	Bishopthorpe Infants & Juniors SRS	22	22	22	22	
SR25/05	Yearsley Grove Primary SRS	2	2	2	2	
SR23/05	Huntington Primary SRS	3	3	3	3	
SR18/05	Clifton Green Primary SRS (Resources scheme)	32	32	32	32	
School Safety Zone Schemes						
SR01/06	SSZ Safety Audit Measures	7	7	7	7	
SR02/06	Steiner School SSZ	3	3	3	3	
SR26/04	St. Oswald's SSZ	35	35	35	35	
SR08/05	New Earswick SSZ	25	25	3	3	Allocation reduced to allow review of scheme in 2006/07
SR03/05	Dunnington SSZ	30	30	20	20	Revised estimate for cost of scheme
School Cycle Parking						
SR20/03b	Rufforth Cycle Parking	5	5	5	5	
SR03/06	Lowfield/Oaklands	20	20	20	20	
SR04/06	Clifton Green Primary	8.5	8.5	8.5	8.5	
SR05/06	Bishopthorpe Infants	3	3	3	3	
SR06/06	Carr Junior	4	4	4	4	
SR07/06	Badger Hill	3	3	0	0	Further contribution to cycle parking at school no longer required
SR08/06	Feasibility work for 07/08 cycle parking programme	5	5	5	5	
05/06 Carry over Schemes						
SR04/05	English Martyrs' SSZ	0	0	8	8	Carryover from 05/06 - now complete
SR07/05	Naburn SSZ	0	0	9.5	9.5	Carryover from 05/06 - now complete
SR12/05	Scarcroft SSZ	0	0	5	5	Carryover from 05/06
SR14/05	Westfield Infant and Junior SSZ	0	0	9	9	Carryover from 05/06 - now complete
SR09/05	Osbalwick SSZ	0	0	6	6	Carryover from 05/06 - now complete
SR18/04	Lowfield/Oaklands SRS	0	0	50	50	Carryover from 05/06 - now complete
SR04/04	Copmanthorpe SSZ	0	0	5	5	Carryover from 05/06
School Reserve Schemes						
SR09/06	Haxby Road Primary Cycle Parking	8.5	8.5	8.5	8.5	
SR25/05	Yearsley Grove Primary SRS Ph 1	10	10	10	10	
SR18/05	Clifton Green Primary SRS Ph 1	10	10	10	10	
SR25/04	Hob Moor Primary SRS Ph 2	25	25	25	25	
SR35/05	Headlands Primary Cycle Parking	12.8	12.8	12.8	12.8	
SR10/06	Heworth Primary Cycle Parking	8	8	8	8	
SR11/06	St Lawrence's Primary Cycle Parking	8	8	8	8	
SR12/06	Park Grove Primary Cycle Parking	8	8	8	8	
SR13/06	Ralph Butterfield Primary Cycle Parking	8.5	8.5	8.5	8.5	
SR26/04	Fulford Secondary SRS Phase 2	26	26	26	26	
SR14/06	Fishergate/St George's SSZ Review & Enhance	0	0	1	1	Scheme added in response to concerns raised by schools regarding traffic speeds on Fishergate
SR15/06	Archbishop Holgate's SRS Phase 2	0	0	152	152	Phase 2 of SRS scheme - cycling provision - added as reserve scheme
SR16/06	Archbishop Holgate's SRS Phase 3	0	0	126	126	Phase 3 of SRS scheme - cycling provision - added as reserve scheme
School Safety Schemes Programme		411.3	411.3	755.8	755.8	
Overprogramming		-124.3	-124.3	-468.8	-468.8	Overprogramming Increased
School Safety Schemes Budget		287	287	287	287	

Scheme Ref	06/07 City Strategy Programme	06/07 Total Budget	06/07 LTP Budget	Proposed Consolidated Total Budget	Proposed Consolidated LTP Budget	Consolidated Report Comments
		£1000s	£1000s	£1000s	£1000s	
COSTS OF PREVIOUS YEARS SCHEMES						
n/a	Costs of 01-06 Schemes	100	100	100	100	
TRAVEL AWARENESS						
n/a	Travel Awareness	40	40	40	40	
LTP Integrated Transport Programme		7,702	6,108	8,881	7,111	
Overprogramming		-1,630.3	-1,630.3	-2,632.8	-2,632.8	Overprogramming increased
LTP Integrated Transport Budget		6,072	4,478	6,248	4,478	Total Budget Increased
LTP Structural Maintenance						
LTP Street Lighting						
LI01/06	Street Lighting	80	80	80	80	
LTP Street Lighting Total		80	80	80	80	
LTP Bridges Structural Maintenance						
BR01/06	Castle Mills Bridge	200	200	200	200	
BR02/06	Monk Bridge	200	200	200	200	
LTP Bridges Structural Maintenance Total		400	400	400	400	
LTP Principal Roads						
PL01/05	Tower Street	120	120	120	120	
PL01/06	Queen Street	64.4	64.4	64.4	64.4	
PL02/06	Cemetery Road	112.7	112.7	112.7	112.7	
PL03/06	Stamford Bridge Road	276	276	276	276	
LTP Principal Roads Total		573	573	573	573	
LTP Local Roads						
LR01/06	The Village Haxby	80.5	80.5	80.5	80.5	
LR02/06	Tang Hall Lane	25.3	25.3	25.3	25.3	
LR03/06	Wetherby Road (Rufforth)	93.4	93.4	93.4	93.4	
LTP Local Road Total		199.2	199.2	199.2	199.2	
LTP Minor Urban Surfacing						
YY01/06	Main St Heslington	72.7	72.7	72.7	72.7	
YY02/06	Bishopthorpe Road	61	61	61	61	
LTP Minor Urban Surfacing Total		134	134	134	134	
De-Trunked Rds						
DT01/06	A19 North (Skelton)	410	410	410	410	
DT02/06	A19 South (Crockey Hill)	104	104	104	104	
De-Trunked Roads Total		514	514	514	514	
LTP Structural Maintenance Total		1,900	1,900	1,900	1,900	
LTP Total Programme		9,602	8,008	10,781	9,011	
Overprogramming		-1,630	-1,630	-2,633	-2,633	Overprogramming increased
LTP Total Budget		7,972	6,378	8,148	6,378	

Scheme Ref	06/07 City Strategy Programme	06/07 Total Budget	06/07 LTP Budget	Proposed Consolidated Total Budget	Proposed Consolidated LTP Budget	Consolidated Report Comments
		£1000s	£1000s	£1000s	£1000s	

CYC Funded Schemes**CYC Carriageway**

RR01/06	Carr Lane	28.8	0	28.8	0	
RR02/06	Carr Lane/Boroughbridge Rd Junction	27.6	0	27.6	0	
RR03/06	North Lane	25.3	0	25.3	0	
RR04/06	York Road/Carr Lane Junction	43.3	0	43.3	0	
RR05/06	Green Lane	102.4	0	102.4	0	
RR06/06	Audax Road	67.9	0	67.9	0	
RR07/06	Grassholme	94.3	0	94.3	0	
RR08/06	Clarence Street	84	0	84	0	
RR09/06	Manor Lane	0	0	0	0	
RR10/06	Oakdale Road	126.5	0	126.5	0	
RR11/06	Wheatfield Lane	91.9	0	91.9	0	
RR12/06	Ryecroft Avenue	23.6	0	23.6	0	
RR13/06	Naburn Lane	60	0	60	0	
RR14/06	A1237, A59 towards A19	92	0	92	0	
CYC Carriageway Reserve Schemes						
RR15/06	Walmer Carr	83	0	83	0	
RR16/06	Tranby Avenue	187	0	187	0	

CYC Carriageway Schemes Programme

1,137.6	0.0	1,137.6	0.0
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Overprogramming

-270.0	0.0	-270.0	0.0
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CYC Carriageway Schemes Budget

868	0	868	0
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CYC Footway Schemes

FR01/06	Common Road (Dunnington)	45.7	0	45.7	0	
FR02/06	Barmby Avenue	68.3	0	68.3	0	
FR03/06	Broad Highway (Wheldrake)	3.6	0	3.6	0	
FR04/06	Hambleton Avenue	33.7	0	33.7	0	
FR05/06	Main Street Heslington	19.3	0	19.3	0	
FR06/06	Leven Road	140.3	0	140.3	0	
FR07/06	Branton Place	19.8	0	19.8	0	
FR08/06	Wigginton Road	8.6	0	8.6	0	
FR09/06	Whernside Avenue	80.5	0	80.5	0	
FR10/06	Malvern Avenue	12.4	0	12.4	0	
FR11/06	Heslington Road	18	0	18	0	
FR12/06	Galtres Road	5.7	0	5.7	0	
FR13/06	Westfield Place	82.3	0	82.3	0	
FR14/06	St Philips Grove	32.9	0	32.9	0	
FR15/06	Grants Avenue	60	0	60	0	
FR16/06	Elvington Lane	47	0	47	0	
FR17/06	Station Road (Poppleton)	4.5	0	4.5	0	
FR18/06	Knapton Lane	29.3	0	29.3	0	
FR19/06	Heather Bank	37.2	0	37.2	0	
FR20/06	St Peters Grove	32.4	0	32.4	0	
FR21/06	Almsford Road	89	0	89	0	
FR22/06	Hill Street	16.1	0	16.1	0	
FR23/06	Leake Street	12.4	0	12.4	0	
FR24/06	Gale Lane	77.6	0	77.6	0	
FR25/06	Whin Road	24.2	0	24.2	0	
FR26/06	Beech Avenue	26.6	0	26.6	0	
FR27/06	Landsdowne Terrace	21.7	0	21.7	0	
FR28/06	Woodlea Bank	10.6	0	19.6	0	Allocation increased (£9k carry over from 2005/06)
FR29/06	St Aubyns Place	38	0	38	0	
FR30/06	Ebor Way (Poppleton)	8.4	0	8.4	0	

CYC Footway Schemes Total

1106.1	0	1115.1	0
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Budget Increased

Special Bridge Maintenance

SB01/05	Castle Mills Bridge	75	0	75	0	
SB02/05	Moor Lane, Hessay	0	0	66.35	0	Carry over from 2005/06

Special Bridge Maintenance Total

75	0	141.35	0
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Budget Increased

Scheme Ref	06/07 City Strategy Programme	06/07 Total Budget	06/07 LTP Budget	Proposed Consolidated Total Budget	Proposed Consolidated LTP Budget	Consolidated Report Comments
		£1000s	£1000s	£1000s	£1000s	
Maintenance Revenue Schemes transferred to Capital Programme						
n/a	Various Maintenance Schemes	276	0	276	0	
	Revenue Maintenance Schemes	276	0	276	0	
	CYC Structural Maintenance Programme	2,595	0	2,670	0	
	Overprogramming	-270	0	-270	0	
	CYC Structural Maintenance Budget	2,325	0	2,400	0	Budget Increased
City Walls						
CW01/06	City Walls Repair	67	0	48	0	Allocation reduced to take account of overspend in 2005/06
CW02/06	Robin Hood Tower Roof	80	0	80	0	
CW03/06	City Walls Railings	20	0	20	0	
	City Walls Budget Total	167	0	148	0	
	Total CYC Funded Schemes Programme	2,762	0	2,818	0	
	Overprogramming	-270	0	-270	0	
	CYC Structural Maintenance Budget	2,492	0	2,548	0	
	Total P&T Budget Excluding New Depot	10,464	6,378	10,696	6,378	Total Budget Increased
	Total P&T Overprogramming (excluding new depot)	-1,900	-1,630	-2,903	-2,633	
	Total P&T Programme Excluding New Depot	12,364	8,008	13,598	9,011	Programme Increased
New Depot						
n/a	New Depot	8,981	0	8,981	0	
	Total P&T Budget	19,445	6,378	19,677	6,378	
	Total P&T Programme	21,345	8,008	22,579	9,011	

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Meeting of Executive Members for City Strategy and Advisory Panel

17th July 2006

Report of the Director of City Strategy

Annual Review of Traffic Regulation Orders

Summary

1. This report brings to Members attention requests for Traffic Regulation Orders, the results of investigations and seeks authority to advertise proposals where appropriate.

Background

2. The introduction of new, or amendments to existing, traffic restrictions are considered in batches on an approximately annual basis. Requests have been tackled in this manner for many years now and achieve considerable cost savings in addition to reducing Members and officer time.
3. A list of the requests for new or changes to existing restrictions is shown in Annex A. A more detailed description of each site where waiting restrictions have been requested, along with recommendations and an associated cost is attached in Annex B. All other restrictions that affect the movement of traffic, such as changes to speed limits, access restrictions and road closures are shown in Annex C. Plans of each site under consideration are in Annex D.

Consultation

4. All the proposed Traffic Regulation Orders will have to be formally advertised in the local press to give people the opportunity to send in a written representation. In addition, notices are also posted on the streets affected and letters are delivered to properties immediately adjacent to where there are proposed changes to waiting restriction. The proposals will also be sent to the Local Councillors, Parish Councils, emergency services and a variety of other relevant organisations for their comments and information. Any objections to the proposals received will be reported back to Members, along with officer's comments, for consideration and a decision on how to take the matter forward.
5. The Police have been informally consulted on the items where there is a recommendation for taking action and have not raised any concerns at this time.

Options

6. The options available to Members are:
 - A. Approve the formal advertising of the Traffic Regulation Orders as proposed for some or all of the sites in Annexes B, C and D.
 - B. Defer individual items for consideration at a later date if additional information is required.

Analysis

7. Option A above provides the most cost effective method of tackling large numbers of requests and determining the views of those most likely to be affected by the proposals and is the favoured option.
8. Option B will increase the time taken to resolve the issues raised and has the potential to increase the costs, as there won't be the advantages of advertising items in bulk. Hence this option is not the favoured recommendation.

Corporate Priorities

9. The annual review of Traffic Regulation Orders ties in with the corporate priorities of customer focus as the bulk of the issues raised are from local residents who have concerns or difficulties with some aspect of the control of the Highway Network. In addition, as some of the issues raised are based on safety concerns a contribution is also made to the corporate priorities of creating a safer city.

Implications

10. The implications of the recommendations in this report are as follows:
 - **Financial** - Budgets are available for the advertising of the proposed Traffic Regulation Orders and the introduction of the restrictions if approved. Depending on the objections received however, some of the proposals may end up being introduced during the next financial year. It is not anticipated that this situation would create any financial problems.
 - **Human Resources (HR)** - There are no HR implications.
 - **Equalities** - There are no Equalities implications.
 - **Legal** – The City of York Council has authority to advertise and implement Traffic Regulation Orders.
 - **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** – The increase in waiting restrictions will require enforcement by the City Council's Parking Enforcement staff.

Risk Management

11. The parking of vehicles on the highway is tolerated rather than allowed and all risks created by parked vehicles are the responsibility of the individual drivers concerned. Whilst the implementation of waiting restrictions aimed at preventing parking will in many cases reduce risks on the highway, the City Council does not take on the responsibility for risk if the introduction of waiting restrictions does not take place. In compliance with the Councils risk management strategy there are no risks associated with the recommendations in this report.

Recommendations

12. Members are asked to:
 - 1) Approve the advertising of the Traffic Regulation Orders in line with option A in paragraph 6 above and Annexes B, C and D.
Reason: To minimise the Traffic Regulation Order advertising costs.
 - 2) Approve the implementation of any proposals where no objections are received. Items where an objection is made will be reported back to a subsequent meeting of this Panel for a decision on how to proceed.
Reason: To minimise the time taken to implement the proposals.

Contact Details

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Tel No. 01904 551368

Chief Officer Responsible for the report:

Bill Woolley
Director of City Strategy

Report Approved Date 26/06/06

Wards Affected:

All

For further information please contact the author of the report

Background Papers: None

Annexes:

Annex A – List of streets and areas for consideration
Annex B – Details of each waiting restriction site and recommendation
Annex C – Details of each traffic movement site and recommendation
Annex D – Plans of each site

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Annex A**Traffic Regulation Order Requests**

No.	Location	Restriction
1	St Aubyn's Place	No waiting at any time
2	Blossom Street	Motorcycle parking
3	Lastingham Terrace	No waiting at any time
4	Hunt Court, Aldwark	No waiting at any time
5	Garden Place	No loading
6	Beresford Terrace	No waiting at any time
7	Clifton	Residents parking
8	Dixon's Yard, Walmgate	Residents parking
9	Finsbury Street	Disabled parking
10	Aldreth Grove	No waiting at any time
11	Mount Vale Drive	No waiting at any time
12	Rectory Gardens	No waiting at any time
13	Westwood Terrace	No waiting at any time
14	Bishopthorpe Road	No waiting at any time
15	Railway View	No waiting at any time
16	Ullswater, Silverdale Court and Acorn Way	No waiting at any time
17	York Road, Acomb	Remove restrictions
18	Ouseburn Avenue	No waiting at any time
19	Main Street/Black Dyke Lane, Upper Poppleton	No waiting at any time
20		
21	Cleveland Street, Upper St Paul's Terrace and Railway Terrace	No waiting at any time
22	Collingwood Avenue	No waiting at any time
23	Acomb Road	Removal of restrictions
24	Holgate Park Drive	No waiting at any time
25	St Paul's Square	No waiting at any time
26	Cecelia Place	Removal of restrictions
27	Carleton Street	Removal of restrictions
28	Ascot Way	No waiting at any time
29	Leeman Road / Garfield Terrace	No waiting at any time
30	West Bank	No waiting at any time
31	West Thorpe / Sandcroft Road junction	No waiting at any time
32	Thurston House and St. Benedict Road	Reduced non-resident parking time limit
33	The Mount	Residents Parking
34	Brecks lane, Strensall	No waiting at any time
35	Marlborough Grove	Residents Parking
36	Library Square	Disabled Parking
37	Heworth Place	No waiting at any time
38	Galtres Grove	No waiting at any time
39	Southolme Drive	No waiting at any time
40	Low Poppleton Lane	Relax restrictions
41	Great North Way	No waiting at any time
42	Oxford Street	Residents parking
43	Carr Lane / Rosedale Avenue	No waiting at any time

44	Scarcroft Road	Residents Parking
45	Sandacre Court	No waiting at any time
46	Elmtree Gardens / Oak Rise	No waiting at any time
47	Bramble Dene / Moorcroft Road	No waiting at any time
48	Royal Chase	No waiting at any time
49	Manor Drive	No waiting at any time
50	Beech Grove	No waiting at any time

A	Scarcroft Lane	Road Closure
B	Staithe Close	Prohibition of cycling
C	Poppleton Park	20mph speed limit
D	Arran Place	20mph speed limit
E	Clifford Street / Coppergate	No right turn relaxation
F	Acaster Lane, Bishopthorpe	30mph speed limit
G	School Lane and Croft Court, Bishopthorpe	20mph speed limit
H	Northholme Drive and Southholme Drive	One Way
I	Wheatlands Grove	Road Closure

Waiting Restrictions

Annex B

1	St Aubyn's Place (Raised by Local Resident)	Cost £50
Nature of Problem and requested solution: Cars parking on either side of St. Aubyn's Place are obstructing access to local residents vehicles to and from the street. Would like no waiting restrictions to prevent cars parking on both sides of the street		
Background information: The instances of parking at this location are not a daily occurrence for long periods of time, hence restrictions would not normally be recommended. However, as this street is directly off a main radial route into the city any obstruction close to the junction is not desirable, therefore extending the existing restrictions beyond the pedestrian crossing points is considered appropriate in this case.		
Recommendation: Introduce 'No Waiting at any Time' restrictions for 27m both sides from its junction with The Mount as shown on attached plan		
2	Blossom Street (Raised by Local Shop Owner)	Cost £60
Nature of Problem and requested solution: Double yellow lines outside Motorcycle shop preventing customers parking, request for Motorcycle parking bay.		
Background information: The whole of Blossom Street is covered by waiting restrictions of one sort or another. It has been claimed that owners of large expensive motorcycles are reluctant to park their bikes in the nearby public car park due to fears of theft and damage. Whilst this in itself may not justify altering the restrictions, the parking of motorcycles on a short stretch of the cobbles for a limited duration would not result in any disruption to the road network or visibility problems for other road users. It should be noted that, if approved, the spaces would not be for the sole use of the shops customers.		
Recommendation: Remove the double yellow lines and introduce a 1 hour maximum stay Motor Cycle Parking Bay between the projected property boundary lines of 35 Blossom Street as shown on attached plan		
3	Lastingham Terrace (Raised by Local Resident)	Cost £20
Nature of Problem and requested solution: Vehicles parking close to the junction make it difficult for drivers to turn into the back lane and a gas pipe running up a wall has been hit at least once. Would like yellow lines.		
Background information: There is no verge or footway between the carriageway and properties; hence any misjudgement by a driver turning is likely to result in boundary walls (or the gas pipe) to be hit.		
Recommendation: Place the double yellow lines on both sides of the carriageway for 8m as shown on attached plan.		

4	Hunt Court, Aldwark (Raised by local resident)	Cost £20
Nature of Problem and requested solution: Parking on the side of the garage belonging to No 5 Hunt Court is causing an obstruction to vehicles, double yellow lines requested		
Background information: The carriageway at the side of the garage belonging to No 5 Hunt Court is only 4.6m wide, vehicles are parking at this location, which narrows this access point to the rest of the properties and has, on occasions caused an obstruction to other vehicles		
Recommendation: Placing 9m of double yellow lines on both side of this pinch point in Hunt Court as shown on attached plan		

5	Garden Place (Raised by a resident)	Cost £100
Nature of Problem and requested solution: Parking by Blue Disabled Badge holders on the double yellow lines along Garden Place is causing a narrowing of the carriageway and obstruction.		
Background information: Double yellow lines (No Waiting at any Time) are in place at present along both sides of Garden Place to keep a clear access for the Shambles Car Park and other businesses in the area. These lines are effective for the majority of vehicles, but Disabled Badge holders can lawfully park for up to 3 hours along these lengths of road and on many occasions the whole length of road are filled with Disabled Badge holders cars, this gives them free parking and easy access to the city centre, but at the same time causes access problems along this length of road. The only way to prevent parking by drivers holding a blue disable badge is to introduce a loading ban.		
Recommendation: The introduction of a "No Loading at any time" ban on both sides of the carriageway would prevent all vehicles from parking or stopping as shown on attached plan.		

6	Beresford Terrace (Raised by local Resident)	Cost £30
Nature of Problem and requested solution: Vehicles parking too near to the junction of Bishopthorpe Road and Beresford Terrace. The introduction of double yellow lines has been requested		
Background information: At the junction of Bishopthorpe Road and Beresford Terrace vehicles are parking day and night which is causing visibility problems for vehicles entering or exiting the junction.		
Recommendation: Placing 15m of double yellow lines on both sides of Beresford Terrace at its junction with Bishopthorpe Road and 15m into Bishopthorpe Road at its junction with Beresford Terrace as shown on attached plan		

7	Clifton (Raised by local Hotel Owner)	Cost £50
Nature of Problem and requested solution: Lack of parking spaces for hotel guests on Clifton between Burton Stone Lane and Bootham Crescent. Suggest making existing Residents Parking Bays (R34) along this stretch of road into Community bays (C bays) and adding two extra C Bays into a small double yellow lined cobbled area in front of the Hotel		
Background information: The parking bays between Burton Stone Lane and Bootham Crescent are pay and display and residents parking. There is, however, some spare capacity, hence residents may be prepared to agree to change the status of these bays to allow parking by hotel guests. A second suggestion is the addition of 2 extra parking spaces on the cobbles in front of the hotel where there are double yellow lines at present. This would interfere with visibility for other road users and is therefore not being recommended.		
Recommendation: Amend the regulations governing the use of the parking bays shown on the attached plan for use by hotels.		
8	Dixon's Yard, Walmgate (Raised by local resident)	Cost £100
Nature of Problem and requested solution: Lack of resident parking bays in Dixon's yard. Request for an additional bay		
Background information: Dixon's Yard has only 3 Residents parking spaces at present within the R18 scheme, a request for an additional space has been asked for. There is no room to extend the present bays, but additional bays may be provided along the south eastern side of No 40 Walmgate which would increase the amount of bays to 5		
Recommendation: Provide 10m of resident parking bay adjacent to 40 Walmgate		
9	Finsbury Street (Raised by local residents)	Cost £50
Nature of Problem and requested solution: The resident of No 29 Finsbury Street has suffered a severe stroke and requests an advisory disabled parking bay outside the property		
Background information: The request for a disabled bay has been supported by the resident's doctor due to their severe mobility problems. It should be noted that if approved the bay can not be made exclusively for the resident and any blue badge holder would be entitled to use the space.		
Recommendation: Introduce a 6m disabled parking bay outside 29 Finsbury Street		

10	Aldreth Grove (Raised by local Resident)	Cost £0
Nature of Problem and requested solution: Parking in Aldreth Grove is preventing wardens, carers, Doctors and resident visitors vehicles from parking near to Cameron Walker Court (a home for the elderly) can some form of on street parking be provided		
Background information: Parking demand in Aldreth Grove is high because of the number of residential properties and the proximity to the shopping area and city centre. The only practical way of providing spaces for visitors would be to create an on street parking bay with a limited duration of stay permitted. This would, however, result in a loss of parking for local residents who would require parking for extended periods.		
Recommendation: Take no action.		

11	Mount Vale Drive (Raised by local Resident)	Cost £35
Nature of Problem and requested solution: Parking along the north east side of Mount Vale Drive is causing access problems to Mount Vale Drive. Double yellow lines are requested for the whole of the northeastern side of Mount Vale Drive and on both sides of St Georges Place at its junction with Mount Vale Drive/Tadcaster Road.		
Background information: At present there are no restrictions at these locations and the parking that takes place tends to be for extended periods of time. Whilst the narrow road and parking do create some problems for free traffic flow the main issue is congestion at the junctions, hence it is recommended that the introduction of yellow lines be confined to the immediate area around the junctions. This approach will also minimise the likely transfer of parking.		
Recommendation: Placing double yellow lines for approx 20m on both sides of Mount Vale Drive and 15m on both sides of St Georges Place from their respective junctions with Tadcaster Road as shown on attached plan		

12	Rectory Gardens (Raised by local Resident)	Cost £40
Nature of Problem and requested solution: Sight line problems for vehicles exiting Rectory Gardens into Bishopthorpe Road. Request for double yellow lines		
Background information: Drivers exiting Rectory Gardens into Bishopthorpe Road are having problems with sightlines due to parked vehicles. The introduction of double yellow lines either side of the junction should lead to an improvement.		
Recommendation: Provide 10m of double yellow lines on Rectory Gardens and Bishopthorpe Road, either side of the junction as shown on the attached plan		

13	Westwood Terrace (Raised by local Resident)	Cost £40
Nature of Problem and requested solution: Sight line problems for drivers exiting Westwood Terrace into Albemarle Road. Request for double yellow lines.		
Background information: Drivers exiting Westwood Terrace into Albemarle Road are having problems with sightlines due to vehicles parking on pavement and near this junction. These vehicles belong to local residents and also people visiting the nearby shops and Public House. Because parking is at a premium in this area the proposed yellow lines have been kept to a minimum.		
Recommendation: Provide 10m of double yellow lines on Westwood Terrace and Albemarle Road, either side of the junction as shown on the attached plan		
14	Bishopthorpe Road (Raised by local Resident)	Cost £20
Nature of Problem and requested solution: Sight line problems for pedestrians crossing Bishopthorpe Road. Request for extension to existing double yellow lines		
Background information: Pedestrians crossing Bishopthorpe Road near its junction with Southlands Road are having problems with sightlines due to vehicles parking half on the carriageway and half on pavement at the end of the existing yellow lines. This area is close to a school and an access to Rowntree Park. By extending the yellow lines a short distance sightlines would be improved and also two accesses protected.		
Recommendation: Provide 12m of double yellow lines on Bishopthorpe Road as shown on the attached plan		
15	Railway View (Raised by local resident)	Cost £0
Nature of Problem and requested solution: There was commitment made at a previous annual review to reconsider the extent of restrictions required.		
Background information: Double yellow lines exist at this junction, 10m into North Lane and 5m into Railway View. The extent of the restrictions was reduced from what was originally proposed following objections from local residents. No further complaints have been received; hence no further action is considered necessary.		
Recommendation: Take no action		

16	Ullswater, Silverdale Court and Acorn Way (Raised by a local resident)	Cost £0
Nature of Problem and requested solution: Vehicles causing an obstruction along Ullswater. Request for yellow lines.		
Background information It is acknowledged that parking will take place on occasions that will cause some inconvenience to the free flow of vehicles. However, the streets in question are residential estate roads with a relatively low flow of traffic. The introduction of waiting restrictions would probably be an ongoing inconvenience for some local residents and their visitors. On balance, waiting restrictions are not recommended on this occasion, but can be reconsidered at a later date if necessary.		
Recommendation: Take no action		
17	York Road, Acomb (Raised by local residents)	Cost £50
Nature of Problem and requested solution: On street parking time limit is inconvenient for local residents, would like it removed.		
Background information: The allowable parking time restriction has been in place for many years, but it has been brought to our attention that the plates giving the details of the restrictions have been missing for well over 18 months, hence enforcement has not been carried out. As this hasn't been raised as a problem by residents it is likely that this situation has been to their advantage therefore it is suggested that the restrictions should be removed.		
Recommendation: Remove the existing on street parking 60 minute time limit		
18	Ouseburn Avenue (Raised by local Resident)	Cost £20
Nature of Problem and requested solution: Vehicles parking near to the junction with Boroughbridge Road are causing sightline problems. Requests the extension of the existing double yellow lines into Ouseburn Avenue		
Background information: Cars parking in the narrow road of Ouseburn Avenue close to the junction with Boroughbridge Road are causing visibility problems and obstructing the free flow of traffic to and from the main road. The exiting double yellow lines at this junction are on Boroughbridge Road but not Ouseburn Avenue. Double yellow lines are in place along Boroughbridge Road, but not on Ouseburn Avenue.		
Recommendation Extend the existing double yellow lines into both sides of Ouseburn Avenue for 10m (see attached plan)		

19	Main Street/Black Dyke Lane, Upper Poppleton	Cost £50
Nature of Problem and requested solution: Vehicles parking outside the Post Office on Main Street are causing visibility problems for drivers exiting Black Dike Lane. Yellow lines, some form of prevention is requested		
Background information: The Post Office customers and deliveries park in Main Street very close to the junction with Black Dyke Lane. Vehicles exiting Black Dyke Lane have difficulty seeing oncoming traffic. There are also two dropped kerbs to the Post Office and Electrical Sub Station that also get obstructed if vehicles park in this location.		
Recommendation: Provide 20m of double yellow lines from its junction with Black Dyke Lane (see attached plan).		

20	Beech Grove (Raised by local resident)	Cost £20
Nature of Problem and requested solution: Vehicles parked across dropped crossing. Would like existing yellow lines extending.		
Background information: The existing yellow lines stop short of the dropped kerb where pedestrians cross the road creating difficulties for those in wheelchairs and with pushchairs. If the lines are extended as shown on the attached plan in addition to the crossing point being kept free the adjacent driveway will also be covered.		
Recommendation: Introduce double yellow lines as shown on the attached plan.		

21	Cleveland Street, Upper St Paul's Terrace and Railway Terrace (Raised by local resident)	Cost £50
Nature of Problem and requested solution: Sight lines problems for vehicles exiting Cleveland Street and Upper St Paul's Terrace into Wilton Rise and obstructions issues for drivers turning into Railway Terrace from Wilton Rise. Request for double yellow lines.		
Background information: There is a high demand for parking in this area, primarily from local residents; hence any waiting restrictions are likely to be unpopular. Visibility is poor and large vehicles, such as the refuse wagon do have problems negotiating the corners. Bearing these factors in mind minimal restrictions are proposed.		
Recommendation: 5m of double yellow lines on Wilton Rise into at the junctions with Cleveland Street, Upper St Paul's Terrace and 5m on both sides of Cleveland Street and Upper St Paul's. 3m of double yellow lines southwest and 15m south east at the junction with Railway Terrace and Wilton Rise (see attached plan).		

22	Collingwood Avenue (raised by local Resident)	Cost £40
Nature of Problem and requested solution: Vehicles parking at the junction with Collingwood Avenue and Hamilton Drive are causing an obstruction to buses and other road users. Request for double yellow lines		
Background information: Site visits have established that vehicles are regularly parked close to the junction and this route is used as a bus route. The parked vehicles cause varying degrees of difficulties for bus drivers depending on where the cars are parked.		
Recommendation: Provide 10m of double yellow lines on both sides Collingwood Avenue from its junction with Hamilton Drive (see attached plan).		

23	Acomb Road (Raised by local Resident)	Cost £50
Nature of Problem and requested solution: Removal of on street parking bays.		
Background information: Approximately 80m of 'Limited Waiting Mon-Sat 8am-6pm 60min Max Waiting Period' exists on Acomb Road opposite Lindley Street and Murray Street. The parking spaces have been in place for many years and it is assumed that they were placed when the carriage works were in operation to ensure there was a turnover of parking spaces for the local shops. These conditions are no longer in place and the restricted parking does not allow local residents to park for extended periods outside their properties.		
Recommendation: Remove the time restrictions on the existing on street parking spaces on this section of Acomb Road (see attached plan).		

24	Holgate Park Drive (Raised by a local employee)	Cost £100
Nature of Problem and requested solution: Parking on Holgate Park Drive is obstructing free traffic flow. Double yellow lines have been requested		
Background information: Holgate Park Drive is the main road in to the business park and there is extensive long term parking every day that can lead to some delays to the free flow of traffic. However, the widespread introduction of restrictions would almost inevitably lead to a transfer of parking to the surrounding residential streets leading to ongoing complaints from residents. The restrictions put forward will allow the traffic signal junction to operate effectively and ensure that there are passing place opportunities for drivers.		
Recommendation: Provide double yellow lines as shown on the attached plan.		

25	St Paul's Square (Raised by Residents Association)	Cost £60
Nature of Problem and requested solution: Obstruction issues at its south eastern junction with Watson Terrace and at the turning head, double yellow lines have been requested		
Background information: These issues were brought to light during school safety zone work and the problems occur on and off throughout the day. Vehicles parking near to the junction with Watson Terrace are causing sight line problems for other road users exiting from this junction. Parked vehicles are also obstructing the entrance to St Paul's Nursery School.		
Recommendation: 10m of double yellow lines on both sides at the junction with Watson Terrace and 50m of double yellow lines at the turning head adjacent to No 15 St Paul's Square (see attached plan)		

26	Cecelia Place (Petition from local residents, friends and visitors)	Cost £0
Nature of Problem and requested solution: Lack of parking within Cecelia Place. Requests the removal of double yellow lines and the introduction of an 'Access Only' TRO or create a lay-by within the verge.		
Background information: Cecelia Place is a short road that has only enough off-street parking spaces for 2 vehicles and the rest of the road is covered in double yellow lines. Nearby St Paul's Square has an 'Access Only' TRO in place so local residents are not able to park in this street. However, other spaces do exist in nearby streets, which are within a short walking distance from Cecelia Place. However, residents are concerned over safety when walking to and from their vehicles and vandalism / theft of vehicles. The petition was considered by the Planning and Transport (West Area) Sub-Committee, which recommended that the verge area be investigated for the possibility of this being surfaced and becoming a parking area. Investigations carried out have shown that there are services in the verge and the cost of converting them to a lay-by would be prohibitively expensive. The removal of the existing lines would result in a return to the parking problems (such as blocking the turning head) that lead to the introduction of the lines in the first place, hence, this option is not being put forward. Due to the ineffectiveness of Access Only restrictions, it is City Council policy to not introduce any more Access Only restrictions; hence this request is also not being put forward for consideration.		
Recommendation: Take no action (see attached plan).		

27	Carleton Street (Raised by local Resident)	Cost £100
Nature of Problem and requested solution: Existing limited waiting is inconvenient to local residents and they request its removal.		
Background information: The existing restrictions allow 60 minutes Limited Waiting between 8am-6pm and this applies to residents as well as other road users. The restrictions have been in place for many years and the street is on the list for consideration for residents parking. The consultation required for residents parking will take quite some time to complete and the removal of the current restrictions may be a compromise way forward in the interim.		
Recommendation: The removal 80m of existing Limited Waiting TRO (see attached plan)		
28	Ascot Way (Raised by local Resident)	Cost £60
Nature of Problem and requested solution: Vehicles parking in the entrance to garages, double yellow lines requested		
Background information: Ascot Way is 4m wide at this junction and it leads to a row of garages. Although parking is intermittent it does potentially affect quite a few residents entering and exiting their garages.		
Recommendation: Providing approx 60m of double yellow lines (see attached plan)		
29	Leeman Road/Garfield Terrace (Raised by First Group)	Cost £50
Nature of Problem and requested solution: Buses entering from Leeman Road into Garfield Terrace have difficulty turning due to parked vehicles, request double yellow lines		
Background information: Where Leeman Road joins Garfield Terrace vehicles are parking on the hatched area outside No 1 Kingsland Terrace and along the northern side of Garfield Terrace, this can cause problems for buses travelling into Garfield Terrace from Leeman Road.		
Recommendation: Provide approx 50m of double yellow lines on the northern side of Garfield Terrace (see attached plan).		

30	West Bank (Raised by local resident via Cllr Stephen Galloway)	Cost £100
Nature of Problem and requested solution: Parked vehicles along West Bank are causing an obstruction, request for double yellow lines (see attached plan)		
Background information: On West Bank, north from its junction with Firtree Close, vehicles have been parking on the footway at varying times of day. Because of the alignment of the road this causes problems, particularly at school times, for pedestrians.		
Recommendation: Provide approx 110m of double yellow lines (see attached plan)		
31	West Thorpe/Sandcroft Road junction (Raised by local Resident)	Cost £0
Nature of Problem and requested solution: Sightline problems at the junction of West Thorpe and Sandcroft Road, double yellow lines have been requested		
Background information: At the junction of West Thorpe and Sandcroft Road vehicles are parking on the carriageway near to the entrance to West Thorpe Methodist Church, this is causing a sightline problem for vehicles entering/exiting from this entrance and obstructions to various dropped kerbs around this location. It is acknowledges that there likely to be times when parked vehicles do obstruct the view for those leaving the church, however, parking restrictions would affect local residents on a daily basis.		
Recommendation: Take No Action (see attached plan)		
32	Thurston House and St. Benedict Road (Raised by Councillor Fraser)	Cost £0
Nature of Problem and requested solution: The existing residents parking restrictions allow 60 minutes non-resident parking. Would like this reduced to 10 minutes.		
Background information: The parking bays outside Thurston House and in St. Benedict Road were put in as 60 minute parking because of the commercial premises and the health centre in the area. As this situation has not changed and the Bishophorpe Road car park seems to be well used it does not seem appropriate to change the non-resident parking limit to 10 minutes as this would tip the parking availability in the area too far towards residential use from the current mixed residential / commercial usage.		
Recommendation: Take no action.		

33	The Mount (Raised by Local Resident)	Cost £100
Nature of Problem and requested solution: Would like the possibility of additional residents parking bays investigating.		
Background information: Parking demand in the R2 residents parking zone is in high demand and it has been suggested that an additional bay could be provided outside number 134 next to the bus stop. An additional bay positioned parallel to the kerb can be provided without compromising the effectiveness of the bus stop; hence this proposal is put forward.		
Recommendation: Remove the existing double yellow lines and introduce a residents parking bay on the same terms and conditions as the existing spaces in this area.		
34	Brecks lane, Strensall (Raised by Local Resident)	Cost £50
Nature of Problem and requested solution: Parking close to the junction is causing an obstruction.		
Background information: There is a business that operates close to the corner and this generates long term parking that on occasions is right up to the junction. This prevents easy exit and entry to the street and difficulties for drivers to pass each other.		
Recommendation: Provide double yellow lines (see attached plan)		
35	Marlborough Grove (Raised by Local Resident)	Cost £100
Nature of Problem and requested solution: Residents parking on both sides of the road make access for large vehicles difficult. Would like some of the residents parking spaces removed.		
Background information: This residents parking scheme was put in before the current set of design standards was agreed with the emergency services. If a residents parking scheme was to be taken forward now parking would not put in on both sides of the road, however, there has been no request from the emergency services for the older schemes to be reviewed. The remaining road width between the parking bays is approximately 2m. In order to increase this to allow easy access 3 residents parking spaces would need to be removed.		
Recommendation: Remove the residents parking bays as shown on the attached plan.		

36	Library Square (Raised by Council Officer)	Cost £100
Nature of Problem and requested solution: Enforcement of the existing restrictions is open to challenge. Need to formalise the disabled parking arrangements.		
Background information: An informal set of disabled parking spaces has been marked out for many years in Library Square in order to encourage blue badge holders to park in one place rather than randomly around the square on the yellow lines for up to 3 hours as their badge allows them to. There is a single yellow line at the back of the parking bays that prohibits parking Monday to Saturday and allowing anyone to park on a Sunday. This system has worked very well, however, there are an increasing level of challenges made to the issue of parking tickets where the signing and lining do not tie in with the regulations and in this case may be able to successfully argue that the yellow lines and parking bay lines contradict each other. In order to protect the current parking provision for blue badge holders this area should be brought into line with best current practise.		
Recommendation: Remove the single yellow line restriction from the parking bay area and create formal disabled parking spaces Monday to Saturday and leave unrestricted on Sundays (see attached plan).		

37	Heworth Place (Raised by local Resident)	Cost £50
Nature of Problem and requested solution: Drivers parking close to the Heworth Road junction and on the footway. Would like yellow lines.		
Background information: The bulk of Heworth Place is an unadopted road, but the section between Heworth Road and Limes Court, which is only 5m wide, has been adopted. Any vehicles parked on this length of road will affect the ability to enter or exit the road freely. It should be noted that the terraced properties on Heworth Road do not have any off street parking provision and have reported a reluctance to park in Heworth Place because notes are put on their cars regarding the road being a private road. The status of private road does not give those owners of the road any rights over who may use the road, but being made unwelcome can be intimidating. Bearing this in mind a minimal set of restrictions at the junction is suggested.		
Recommendation: Provide double yellow lines (see attached plan)		

38	Galtres Grove (Raised by local resident)	Cost £0
Nature of Problem and requested solution: Vehicles parking in a narrow road creating access difficulties. Would like waiting restrictions.		
Background information: This is a narrow cul-de-sac and further to the initial concerns raised a redevelopment is taking place at the sports club over the road. As part of the redevelopment a commitment has been made to consider the parking issues in the immediate area. Whilst parking in the road is likely to have an adverse impact on local residents from time to time the introduction of waiting restrictions will prevent any parking taking place by visitors.		
Recommendation: Take no action at this time and review as part of the new development.		
39	Southolme Drive (Raised by Local Resident)	Cost £40
Nature of Problem and requested solution: Parking close to the junction and on the footway. Would like waiting restrictions.		
Background information: When vehicles are parked too close to the junction drivers entering the road have to brake abruptly if there is a car approaching the junction from the other direction. Site visits have confirmed that there is regular long term parking taking place and also on the footway on occasions. However, the introduction of extensive waiting restrictions would move the parking further down the road to where residents and their driveways front on to the street, which is likely to create more problems for residents than there are at present. It is therefore suggested that introducing 20m (4 car lengths) of restrictions would overcome the problems associated with accessing the street without creating a significant migration of the parking. Vehicles left parked on the footway can be tackled by the Police on the grounds of obstruction and this matter has been passed to them for their information.		
Recommendation: Introduce 20m of no waiting at any time restrictions as shown on the attached plan.		

40	Low Poppleton Lane (Raised by local residents)	Cost £100
Nature of Problem and requested solution: Duration of the existing waiting restrictions is excessive and would like them relaxing.		
Background information: The existing restrictions in Low Poppleton Lane of no waiting 8am to 6pm and on street parking for 1 hour have been in place for many years and were aimed at preventing long term parking in the street by commuters to the local businesses. Residents have requested that the restrictions be relaxed to no waiting 8am to 6pm Monday to Friday (excluding bank holidays) and increasing the maximum time in the parking bays to 2 hours, again Monday to Friday excluding bank holidays. Having reviewed the restrictions in the area it is felt appropriate to amend the restrictions broadly in line with residents requests as shown on the attached plan.		
Recommendation: Introduce no waiting at any time at the junction with Boroughbridge Road and in the turning head area. Relax the remaining waiting restrictions to operate Monday to Friday. Increase the maximum permitted parking time in the parking bays to 2 hours.		
41	Great North Way (Raised by local business)	Cost £60
Nature of Problem and requested solution: Sugar beet lorries parking close up to the roundabout creating an obstruction.		
Background information: This is a dual carriageway road leading to and from the commercial estate and the parking that takes place is very limited. However, large vehicles parking close to the roundabout reducing the road to one lane does affect the capacity of the junction and could cause visibility problems. In this case it is suggested that 30m of yellow lines be put in to ensure there is free flow of traffic at the roundabout junction.		
Recommendation: Introduce the no waiting at any time restrictions as shown on the attached plan.		
42	Oxford Street (Raised by local resident)	Cost £50
Nature of Problem and requested solution: Residents parking operates 9am to 5pm Monday to Saturday. Would like it extending to 24 hour.		
Background information: Oxford Street is a short street off Holgate Road with space for 2 vehicles. Non-residential parking is permitted for up to 1 hour to help cater to local business needs. It is alleged that long term evening parking is increasing by people visiting premises in the central area, hence residents parking availability is reduced in the evenings.		
Recommendation: Extend the residents parking hours of operation to 24 hours, 7 days a week.		

43	Carr Lane / Rosedale Avenue (Raised by Councillor Simpson-Laing)	Cost £0
Nature of Problem and requested solution: Parking obstructing drivers visibility. Would like existing restrictions extending.		
Background information: On street parking is permitted for 1 hour between 8am and 6pm Monday to Saturday on the section of Carr Lane under consideration. Whilst it is acknowledged that in some instances a large vehicle in this location will restrict views site visits suggest that this is not a frequent occurrence. Providing drivers take adequate care safety is not compromised and the loss of parking is likely to be resisted.		
Recommendation: Take no action.		

44	Scarcroft Road (Raised by local bed and breakfast)	Cost £50
Nature of Problem and requested solution: Lack of parking availability for guesthouses. Would like 1 hour non-resident parking time limit reduced to 10 minutes.		
Background information: The existing bay can accommodate approximately 7 cars for use by guest houses and houses of multiple occupancy in zones R16, R36 and R40 and allows parking for up to 1 hour for non-permit holders. The one hour parking for non-permit holders allows drivers to the local shops and the adjacent church the opportunity to park free of charge rather than use the car park on Bishopthorpe Road. Whilst this facility benefits the customers to the local businesses and church it reduces the opportunity to park for guesthouses permit holders who have to pay for the parking. The aim of residents parking scheme is to try to balance the needs of all those in the local community and this can rarely be done to everyone's satisfaction. Previous suggestions to reduce the non-permit holders time limit to 10 minutes have been resisted, hence a half hour non-permit holder time limit is put forward as a compromise even though this is not one of the time limits normally used in residents parking zones. It should be noted that this suggested alteration does not affect the parking availability in any way for residents in the area.		
Recommendation: Reduce the non-permit holders parking time limit from 1 hour to 30 minutes in the bay shown on the attached plan.		

45	Sandacre Court (Raised by local resident)	Cost £30
Nature of Problem and requested solution: Vehicles causing visibility problems. Would like yellow lines.		
Background information: Vehicles parked at the end of the existing yellow lines and the alignment of the road make it difficult for drivers to see approaching vehicles.		
Recommendation: Extend the existing double yellow lines as shown on the attached plan.		

46	Elmtree Gardens / Oak Rise (Raised by Councillor Horton)	Cost £60
Nature of Problem and requested solution:		
Background information: Vehicles parked on the narrow road are causing visibility and access problems. These problems are made worse because the road is quite steep.		
Recommendation: Introduce double yellow lines as shown on the attached plan.		
47	Bramble Dene / Moorcroft Road (Raised by local resident)	Cost £80
Nature of Problem and requested solution: Parked vehicles are causing visibility problems. Would like yellow lines.		
Background information: Since the local pub has stopped people using its car park there has been an increase in on street parking in the area and this has resulted in both access and visibility problems for drivers entering and exiting Bramble Dene.		
Recommendation: Introduce double yellow lines as shown on the attached plan.		
48	Royal Chase (Raised by local resident)	Cost £0
Nature of Problem and requested solution: Cars parking close to the junction. Would like yellow lines.		
Background information: Although it is alleged that parking is a problem at this location and it is acknowledged that it will happen from time to time, ad hoc site visits have not revealed this to be a frequent, long term parking problem. Additional information is expected on this item before the meeting.		
Recommendation: To discuss during meeting.		
49	Manor Drive (Raised by Council Officer)	Cost £40
Nature of Problem and requested solution: Parked vehicles are obstructing the view for pedestrians crossing the road. Would like the existing restrictions extending.		
Background information: As part of the review of the 20mph zone introduced on Manor Drive it was noted that pedestrians could not see well when crossing the road due to vehicles parked close up to the tactile crossing point.		
Recommendation: Extend the restrictions as shown on the attached plan.		

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Annex C

Other Restrictions

A	Scarcroft Lane (Raised by Landlord of Trafalgar Bay Public House, Nunnery Lane)	Cost £0
Nature of Problem and requested solution: Dray Wagons delivering to the Trafalgar Bay Public House, Nunnery Lane can cause traffic problems along Nunnery Lane during delivery times. Create a loading/unloading area for the Dray Wagon by moving the existing barriers on Scarcroft Lane.		
Background information: This work has already been completed as part of an earlier project.		
Recommendation: No further action.		
B	Staites Close (Raised by Cllr Horton)	Cost £0
Nature of Problem and requested solution: Area of footpath being used by cyclists, request for a 'No Cycling' sign		
Background information: An area of land fronting even-numbered property No's 2-8 Staites Close and odd-numbered property No's 9-15 Staites Close consists of a grassed area surrounded by a footpath (see attached plan). This footpath is being used by local youths as a cycle track, which is upsetting the local residents. Whilst the Police are able to take action against people cycling on the footway this tends to be a low priority, hence enforcement action is unlikely to be carried out. There is a standard sign available that prohibits the use of cycles (a cycle symbol within a red circle), but to erect this sign a traffic regulation order has to be in place and the enforcement would still be down to the police. It is considered extremely unlikely that such a regulation would be self-enforcing and it may lead to greater dissatisfaction for local residents due to the abuse of the regulations.		
Recommendation: Take no action		

C	Poppleton Park (Raised by Councillor Hopton)	Cost £100
Nature of Problem and requested solution: Speed of vehicles travelling within the traffic calmed estate. Would like a 20mph speed limit.		
Background information: This is a relatively new estate that has been built with traffic calming features from the outset. The estate is off a 40mph road and therefore needs to have 30mph speed limit signs at the entrance. As the streets are all traffic calmed to the extent that the average speed will be at or below 20mph no additional works would be required to introduce the lower speed limit of 20mph. The roads within the estate are still in the maintenance period and the responsibility of the developer, however the developer has no objections to a 20mph speed limit.		
Recommendation: That a 20mph speed limit be introduced on the roads in the area shown on the attached plan.		

D	Arran Place (Raised by Councillor Kind)	Cost £50
Nature of Problem and requested solution: The signed speed limit is 30mph. Would like the speed limit reducing to 20mph		
Background information: Arran Place is a narrow cul-de-sac off the 20mph speed limit section of Dodsworth Avenue. Because Arran Place is not within the area designated as 20mph signs are in place showing 30mph. Because of the characteristics of the road the average speeds will be at or below 20mph, hence, no additional traffic calming measures would be needed.		
Recommendation: Extend the 20mph speed limit zone as shown on the attached plan.		

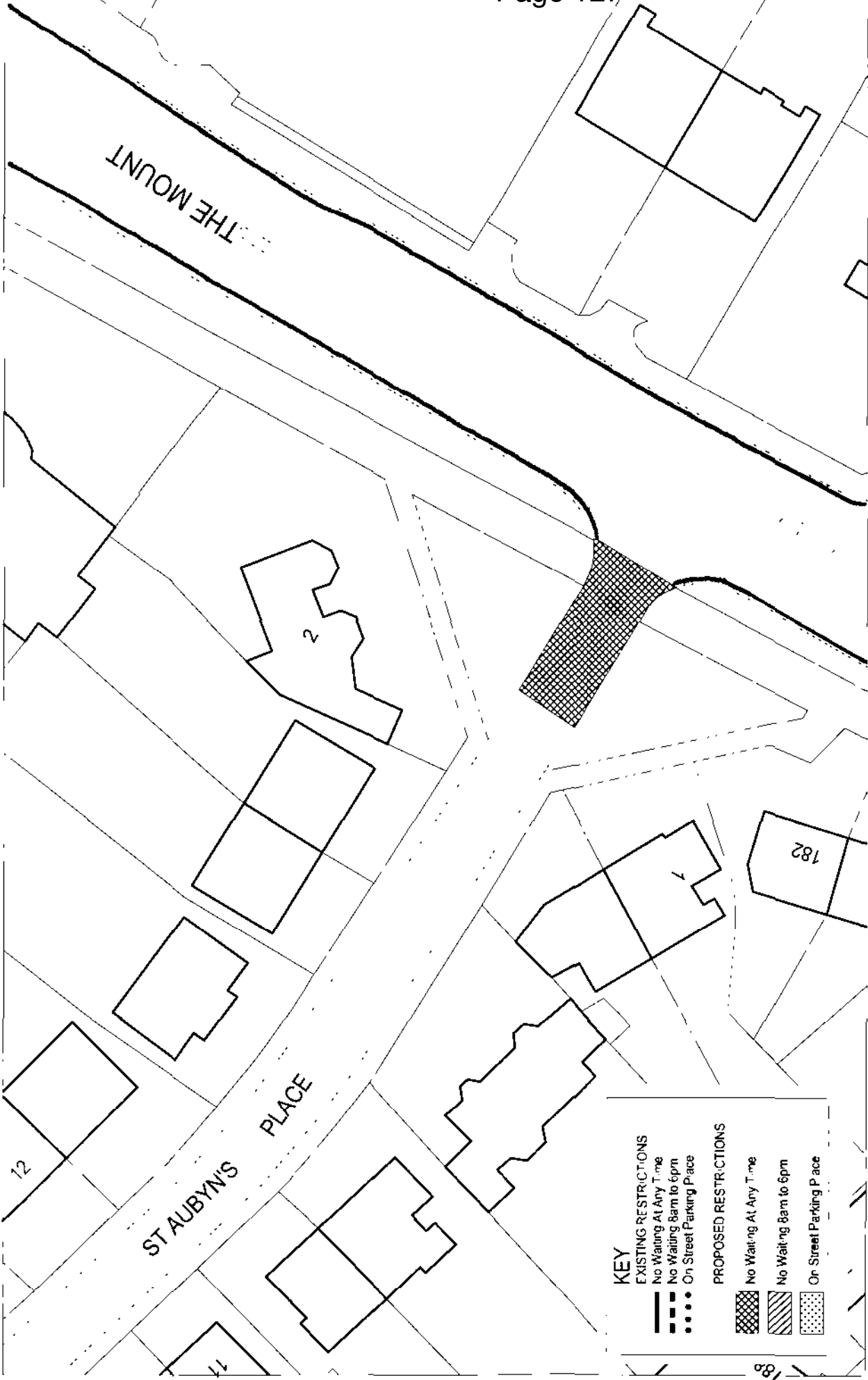
E	Clifford Street / Coppergate (Raised by resident)	Cost £50
Nature of Problem and requested solution: Would like an exemption to the existing no right turn for cyclists.		
Background information: At present there is a no right turn from Clifford Street to Coppergate that applies to all vehicles. Cyclists are allowed to use Coppergate at all times from the other direction and there is room for them to wait in the middle of the road without blocking the through route from Clifford Street to Nessgate. No special measures would be needed to allow this movement and it would allow cyclists using the riverside cycle route to cross the city centre without having to use the inner ring road.		
Recommendation: Relax the no right turn ban to exempt cyclists.		

F	Acaster Lane (Raised by local resident)	Cost £100
Nature of Problem and requested solution: Would like the 30mph speed limit moving.		
Background information: The existing 30mph speed limit starts on the Bishopthorpe side of the old railway bridge after the start of the built up area. In order to include all the residential properties in the 30mph speed limit and to ensure adequate visibility of the signs the speed limit would need to be moved to the Acaster Malbis side of the railway bridge as shown on the attached plan.		
Recommendation: Relocate the 30mph speed limit as shown on the attached plan.		

G	School Lane and Croft Court (Raised by local resident)	Cost £50
Nature of Problem and requested solution: The signed speed limit is 30mph. Would like the speed limit reducing to 20mph		
Background information: School Lane and Croft Court are narrow culs-de-sac off the 20mph speed limit section of Main Street, Bishopthorpe. Because these streets are not within the area designated as 20mph signs are in place showing 30mph. Because of the characteristics of the road the average speeds will be at or below 20mph, hence, no additional traffic calming measures would be needed.		
Recommendation: Extend the 20mph speed limit zone as shown on the attached plan.		

H	Northholme Drive and Southholme Drive (Raised by Councillor Moore)	Cost £0
Nature of Problem and requested solution: Suggested making these roads one way.		
Background information: These two streets run parallel to each other from Shipton Road to Eastholme Drive. Whilst creating a one way system would reduce the number of junctions on to Shipton Road it would also be potentially more inconvenient for those residents living in the streets. In addition, one way streets can lead to increased traffic speeds due to the lack of opposing traffic resulting in increased concerns from residents. One way streets have to have illuminated no entry signs and illuminated one way signs placed at regular intervals along the street, which are very costly (and outside the scope of the annual review funding) to install. There does not appear to be any strategic advantages in taking forward a one way system for these streets.		
Recommendation: Take no further action.		

I	Wheatlands Grove (raised by local Resident)	Cost £0
Nature of Problem and requested solution: Local resident concerned about vehicles exiting from Wheatlands Grove into Boroughbridge Road has requested the road be closed.		
Background information: Whilst the closure of the road will remove through traffic it would also cause inconvenience to local residents and redistribute the existing flows to adjacent streets possibly leading to those residents having additional concerns. There are no pressing traffic management reasons to close the road and is no opportunity to provide an adequate turning head area, hence a closure is not recommended.		
Recommendation: Take no action.		



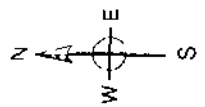
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EXISTING RESTRICTIONS

- No Waiting At Any Time
- - - No Waiting 8am to 6pm
- On Street Parking Place

PROPOSED RESTRICTIONS

- [Hatched Box] No Waiting At Any Time
- [Diagonal Lines Box] No Waiting 8am to 6pm
- [Dotted Box] On Street Parking Place



1 - St. Aubyn's Place

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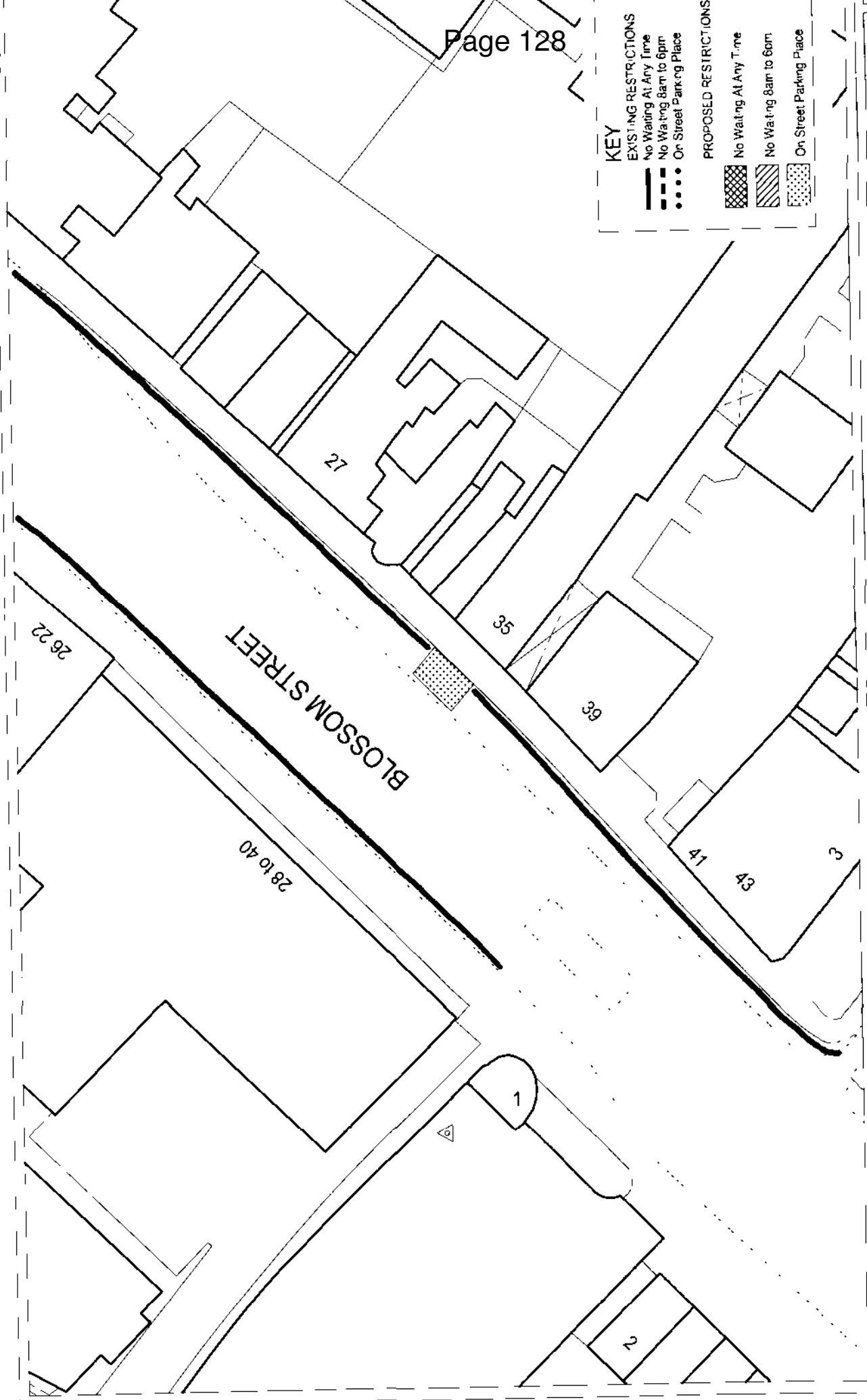
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EXISTING RESTRICTIONS

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- No Waiting 8am to 6pm
- On Street Parking Place

PROPOSED RESTRICTIONS

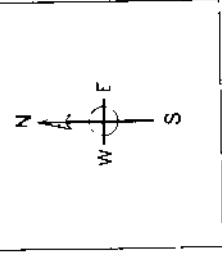
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- ▨ On Street Parking Place



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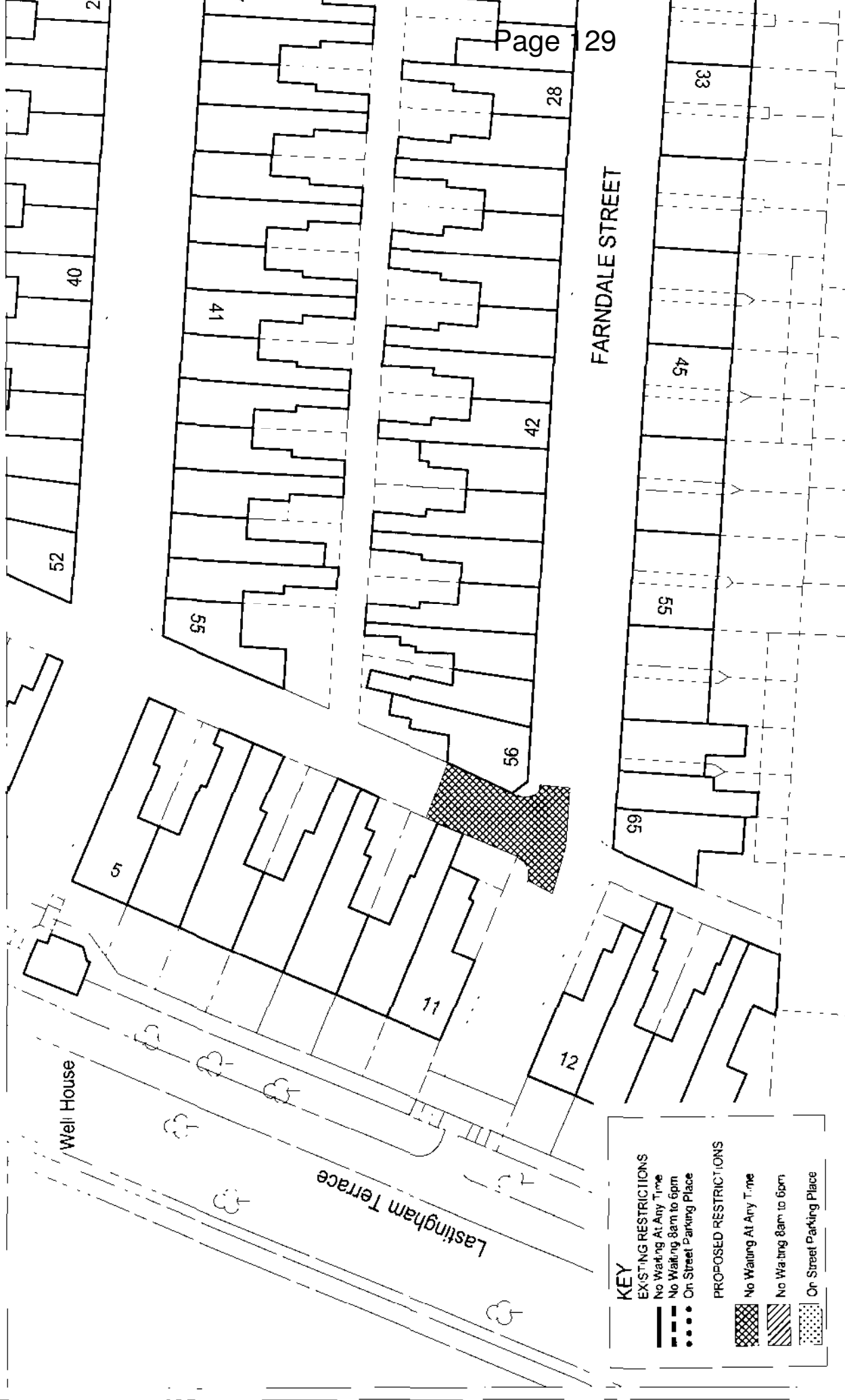
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FARDALE STREET

Well House

Lastingham Terrace

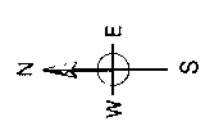
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EXISTING RESTRICTIONS

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- - - No Waiting 8am to 6pm
- On Street Parking Place

PROPOSED RESTRICTIONS

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- [Diagonal lines] No Waiting 8am to 6pm
- [Dotted pattern] On Street Parking Place



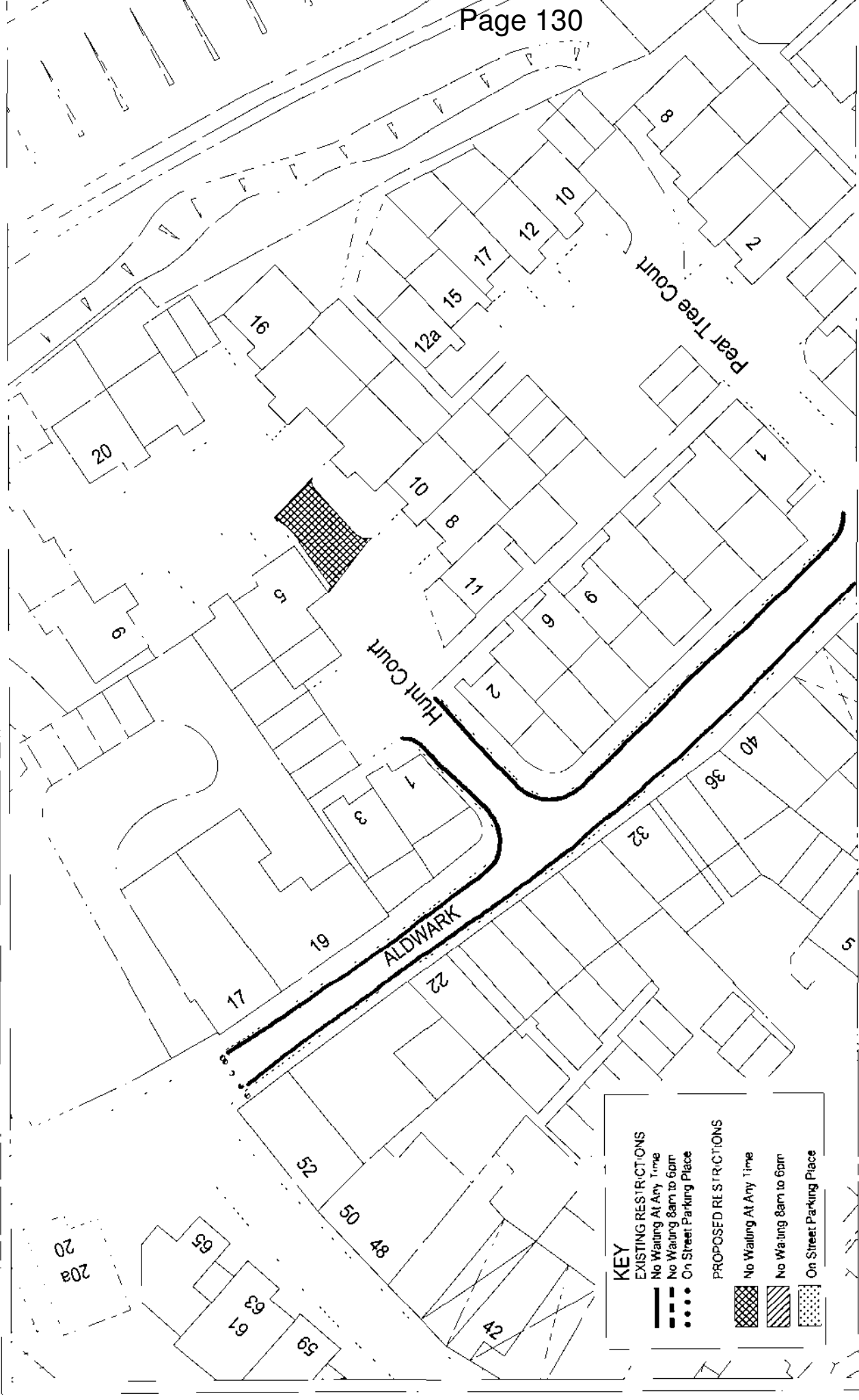
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3 - Lastingham Terrace

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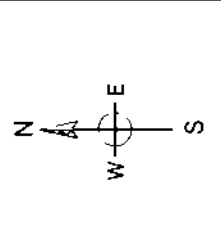
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KEY	
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	No Waiting At Any Time
	No Waiting 8am to 6pm
	On Street Parking Place
PROPOSED RESTRICTIONS	
	No Waiting At Any Time
	No Waiting 8am to 6pm
	On Street Parking Place

4 - Hunt Court

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Shelters

HUNGRY LANE

33

CARMELETTE STREET

Factory

10

8

Extent of proposed loading ban

GARDEN PLACE

Telephone Exchange

9

BLACK HORSE PASSAGE

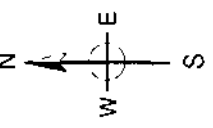
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EXISTING RESTRICTIONS

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- On Street Parking Place

PROPOSED RESTRICTIONS

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- [Dotted pattern] On Street Parking Place



5 - Garden Place

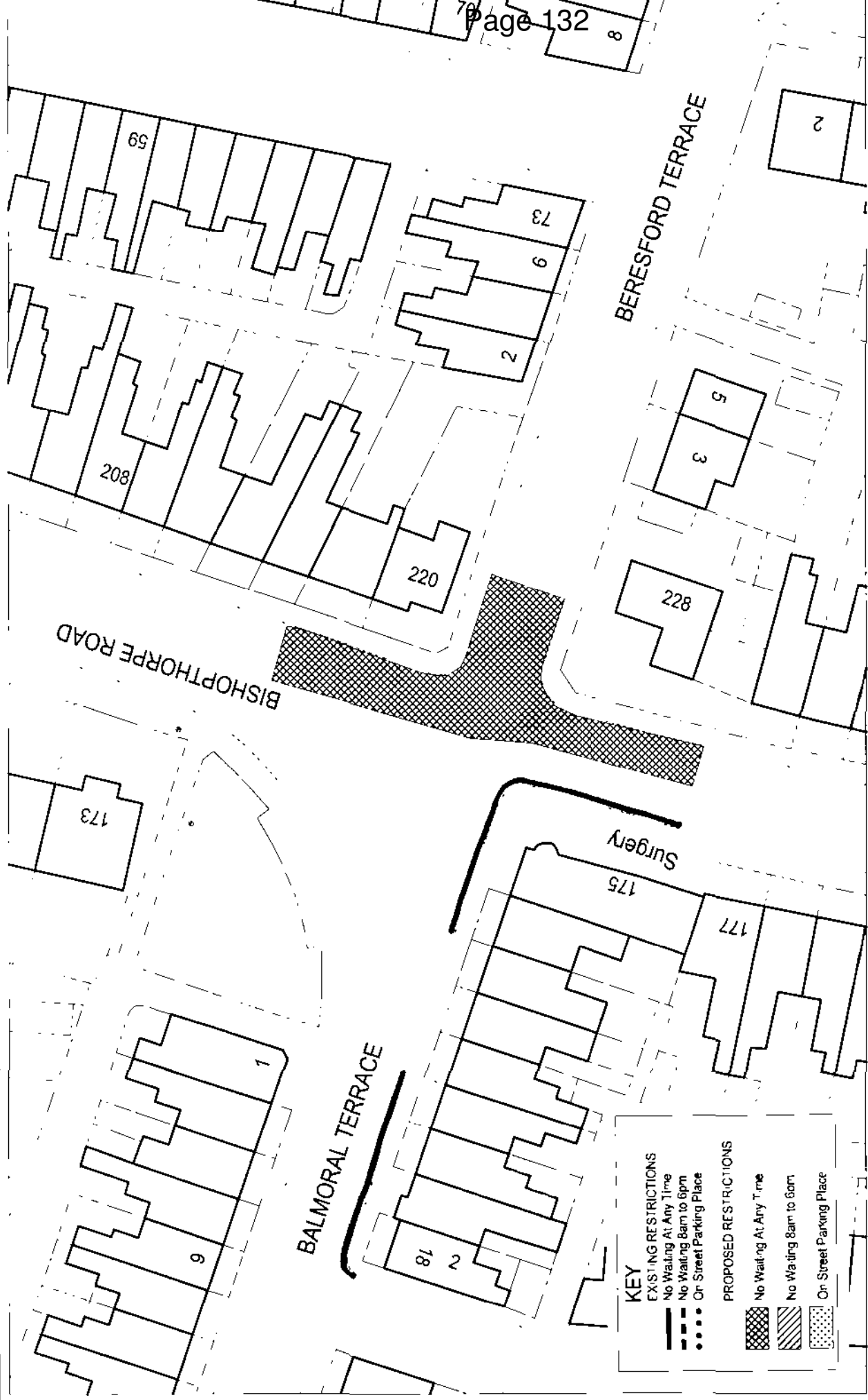
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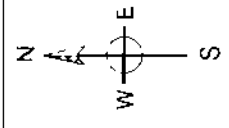
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EXISTING RESTRICTIONS

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- On Street Parking Place

PROPOSED RESTRICTIONS

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- [Diagonal Lines Box] No Waiting Barm to 6pm
- [Dotted Box] On Street Parking Place



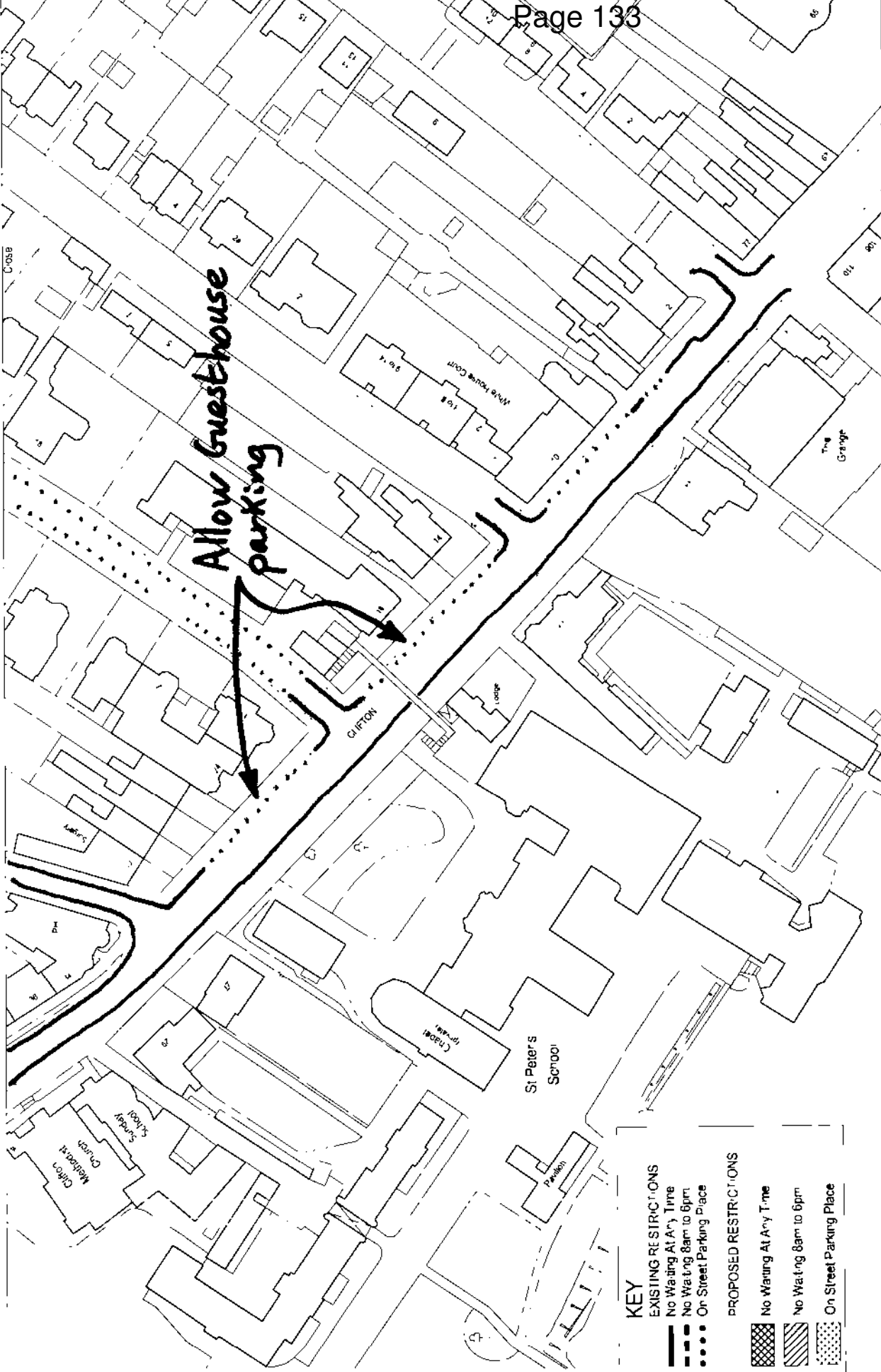
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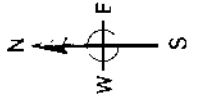
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*Allow Guesthouse
parking*

KEY	
EXISTING RESTRICTIONS	
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	No Waiting 8am to 6pm
	On Street Parking Place
PROPOSED RESTRICTIONS	
	No Waiting At Any Time
	No Waiting 8am to 6pm
	On Street Parking Place

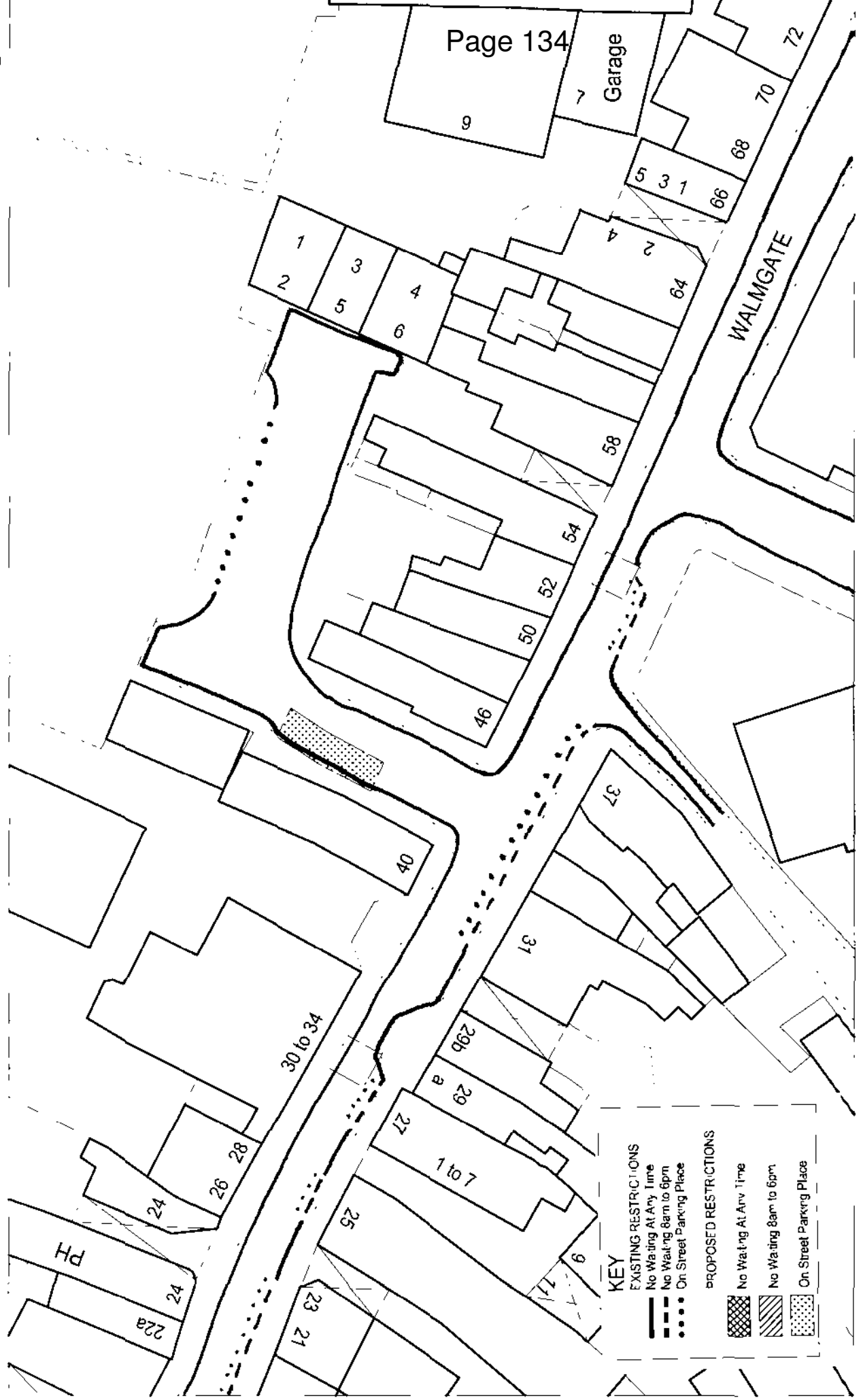


7 - Clifton

SCALE 1:5000
 DRAWING BY [Organization]
 DATE 15/03/2016

Cartology
 The Science of Maps

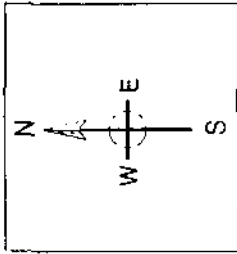
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Garage

8 - Dixon's Yard

SCALE 1:500
 DRAWN BY [Name]
 DATE [Date]
 ORGANISATION [Name]
 DRAWING NO. [Number]



KEY

EXISTING RESTRICTIONS

- No Waiting At Any Time (Hatched pattern)
- No Waiting 8am to 6pm (Diagonal lines)
- On Street Parking Place (Dotted pattern)

PROPOSED RESTRICTIONS

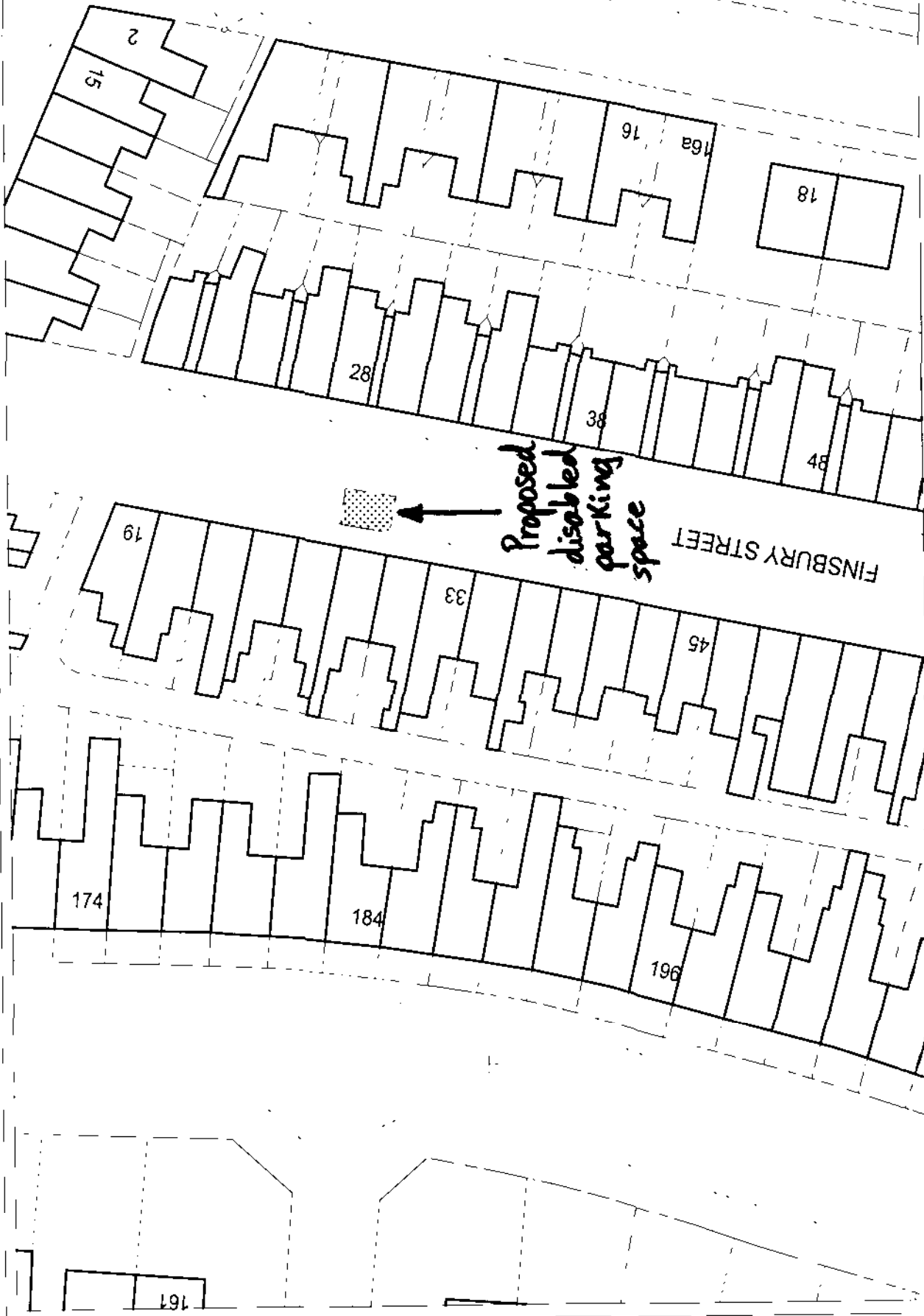
- No Waiting At Any Time (Hatched pattern)
- No Waiting 8am to 6pm (Diagonal lines)
- On Street Parking Place (Dotted pattern)

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BUTCHER TERRACE



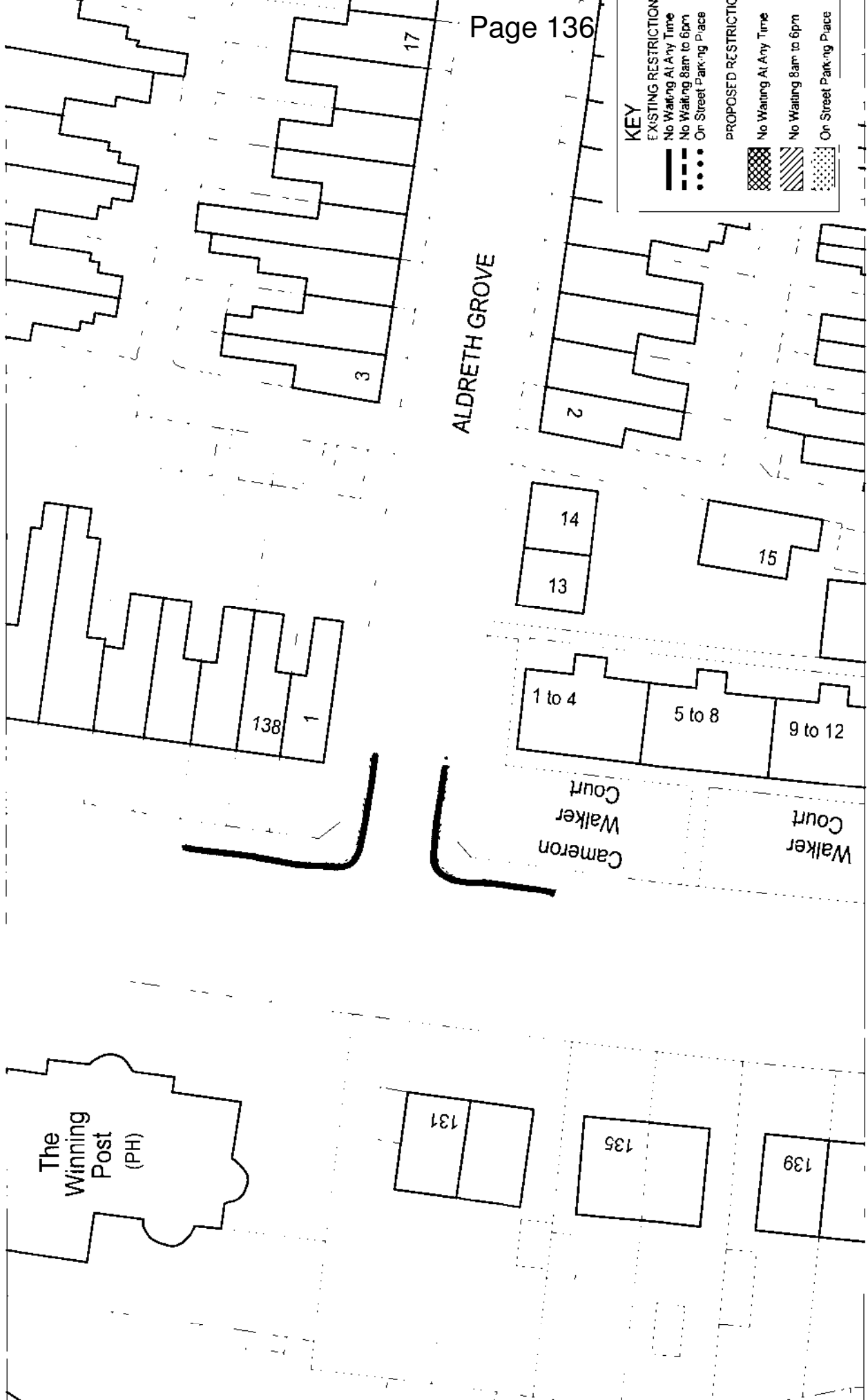
9 - Finsbury Street

SCALE 1:1000
 DRAWN BY [Name]
 ORGANISATION [Name]

DATE [Date]
 DRAWING NO. [Number]

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KEY

EXISTING RESTRICTIONS

- No Waiting At Any Time
- - - No Waiting 8am to 6pm
- On Street Parking Place

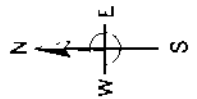
PROPOSED RESTRICTIONS

- [Cross-hatch pattern] No Waiting At Any Time
- [Diagonal lines pattern] No Waiting 8am to 6pm
- [Dotted pattern] On Street Parking Place

10 - Aldreth Grove

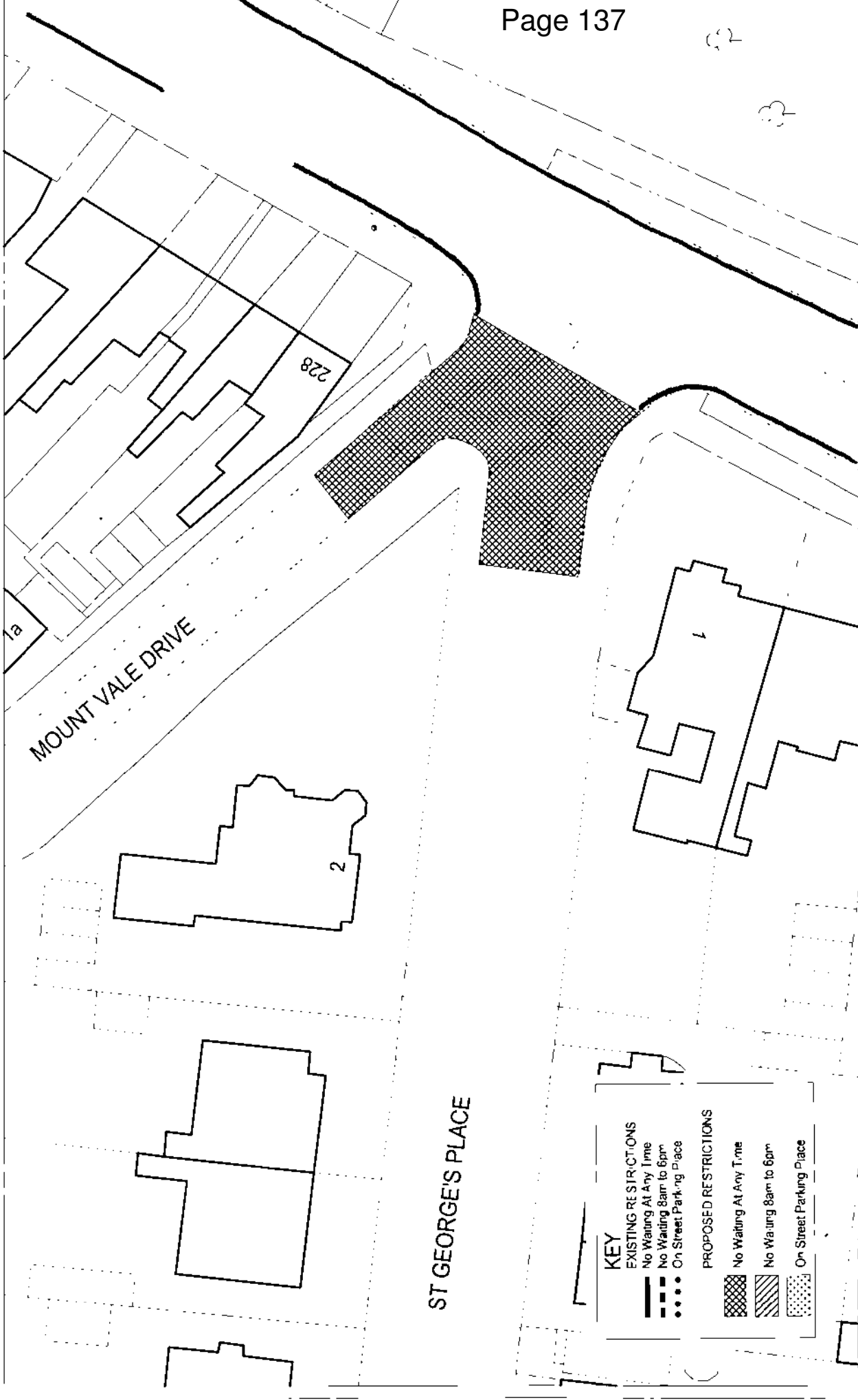
SCALE 1:50
 DRAWN BY [Name]
 ORGANISATION [Name]

DATE [Date]
 DRAWING No. [Number]



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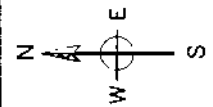
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11 - Mount Vale Drive

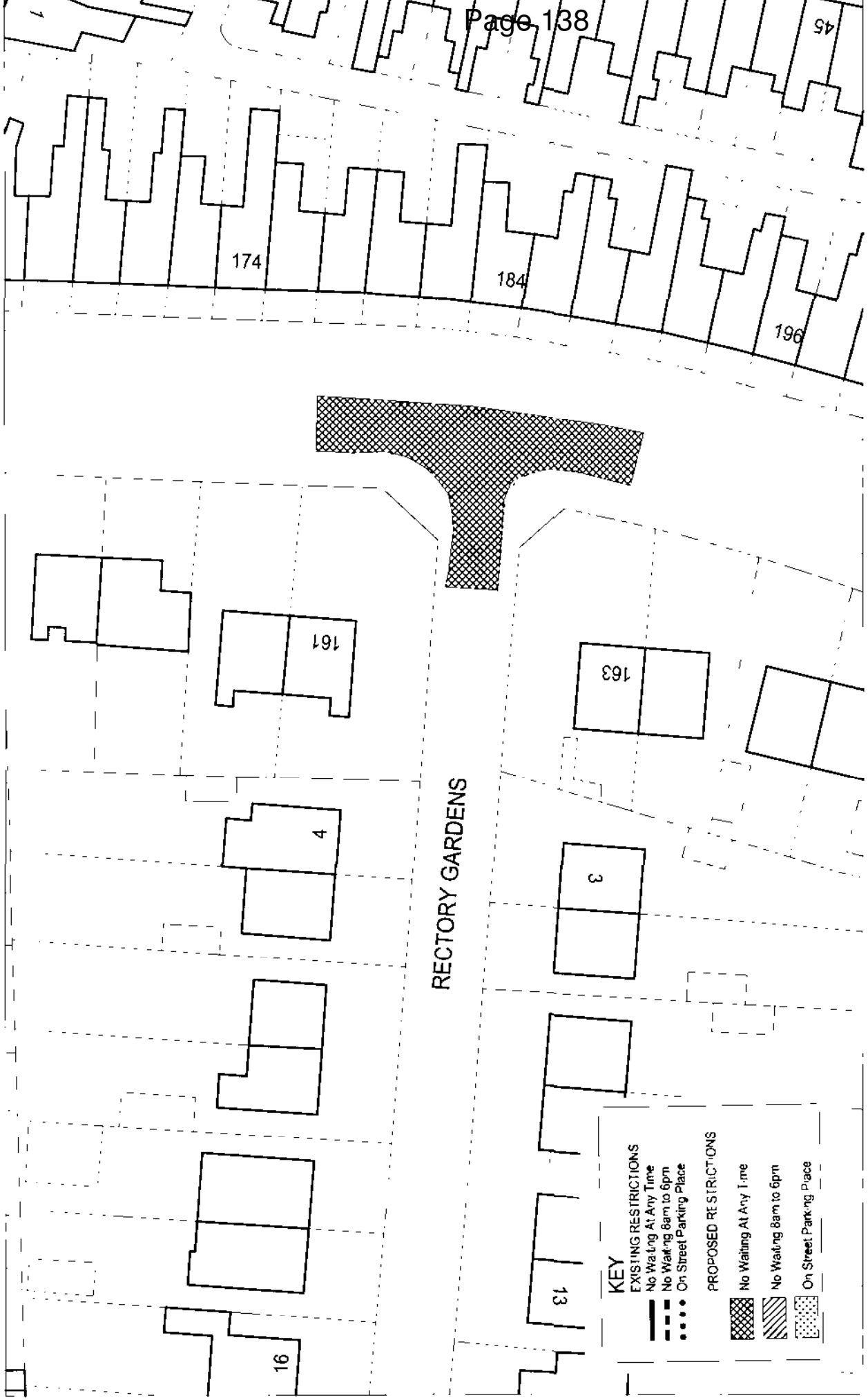
SCALE: 1:500
 DRAWN BY: [Name]
 ORGANISATION: [Name]

DATE: [Date]
 DRAWING NO: [Number]



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KEY

EXISTING RESTRICTIONS

- No Waiting At Any Time (solid line)
- No Waiting 8am to 6pm (dashed line)
- On Street Parking Place (dotted line)

PROPOSED RESTRICTIONS

- No Waiting At Any Time (cross-hatched pattern)
- No Waiting 8am to 6pm (diagonal hatched pattern)
- On Street Parking Place (dotted pattern)

12 - Rectory Gardens

SCALE: 1:1000
 DRAWING: 12-100
 DATE: 10/10/10
 ORGANISATION: [Blank]

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QUEEN VICTORIA STREET

WESTWOOD TERRACE

94

95

64

79

PO
135

137

139

74

141

96

84

74

32

7




2

6




16

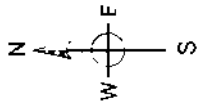
KEY

EXISTING RESTRICTIONS

-  No Waiting At Any Time
-  No Waiting 8am to 6pm
-  On Street Parking Place

PROPOSED RESTRICTIONS

-  No Waiting At Any Time
-  No Waiting 8am to 6pm
-  On Street Parking Place



13 - Westwood Terrace

SCALE: 1:1000
DRAWN BY: [Name]
ORGANISATION: [Organisation]

DATE: 14/06/2016
DRAWN TO: [Scale]

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RICHARDSON STREET

14 - Bishopthorpe Road

DATE: 10/10/10
Drawing to:

SCALE: 1:500
DRAWN BY: [Name]
ORGANISATION: [Name]

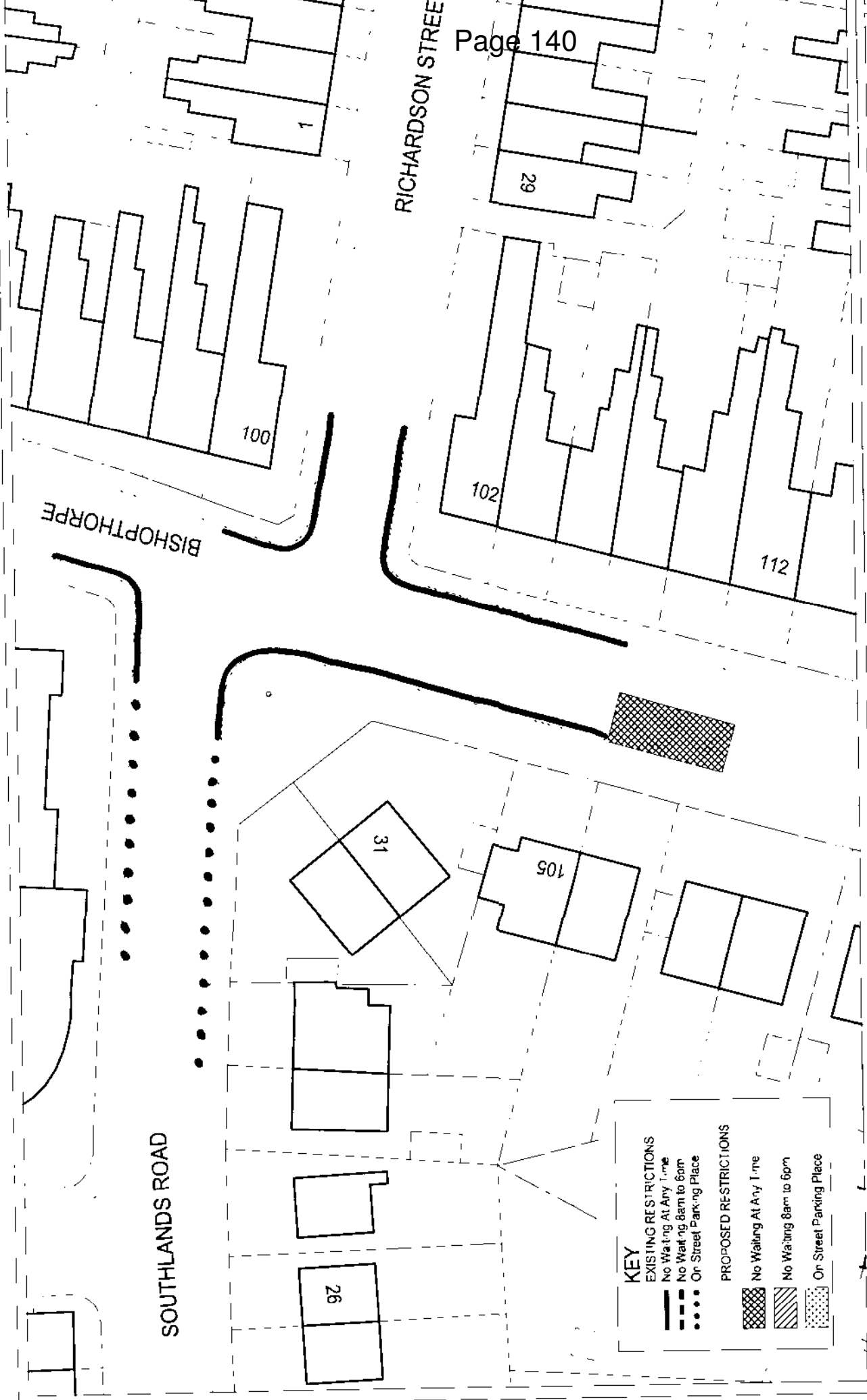
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SOUTHLANDS ROAD

BISHOPTHORPE



KEY

EXISTING RESTRICTIONS

- No Waiting At Any Time
- No Waiting 8am to 6pm
- On Street Parking Place

PROPOSED RESTRICTIONS

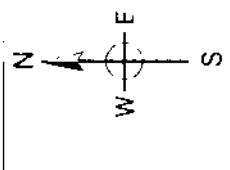
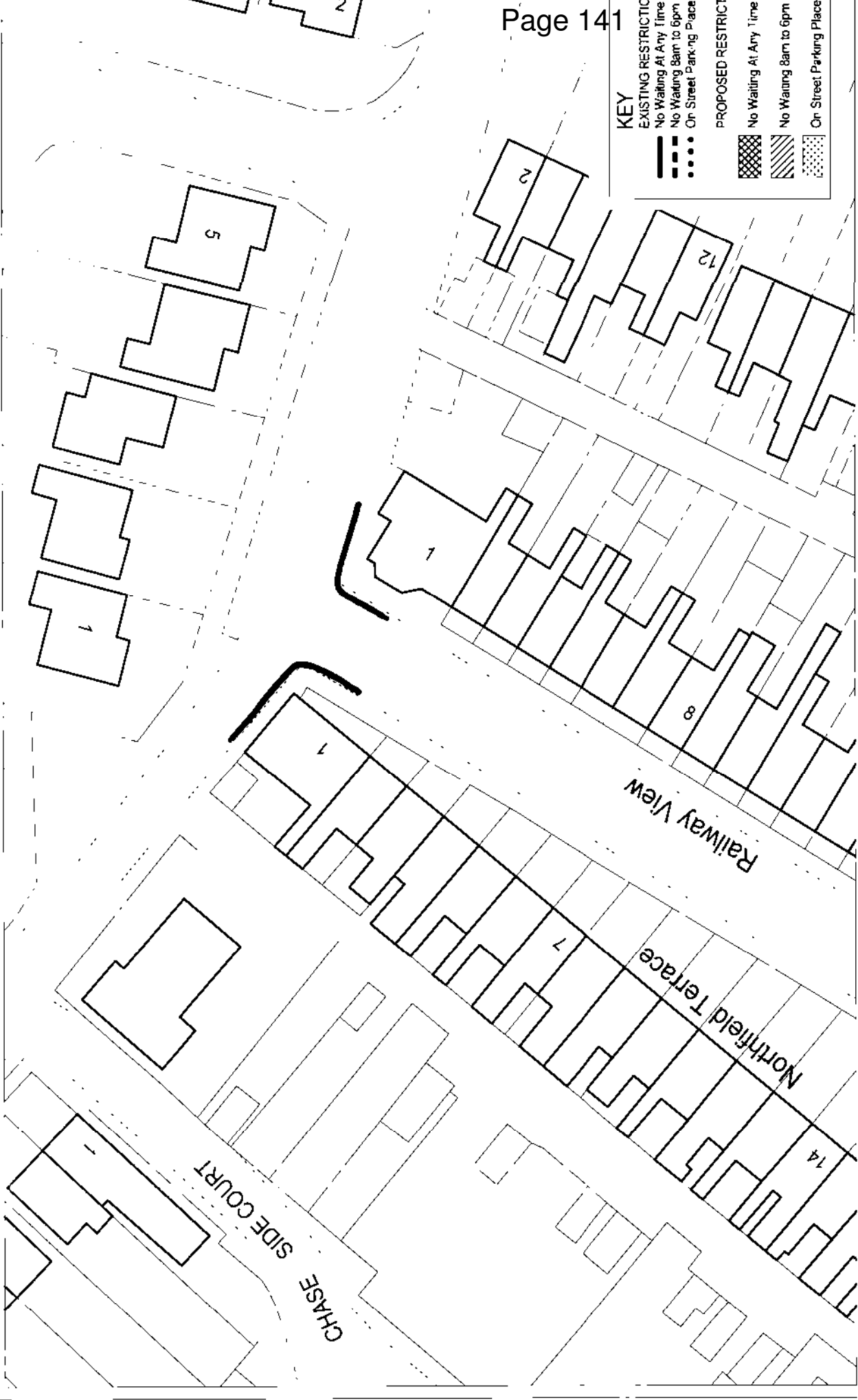
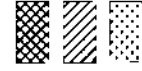
- No Waiting At Any Time
- No Waiting 8am to 6pm
- On Street Parking Place

KEY

EXISTING RESTRICTIONS
No Waiting At Any Time
No Waiting Barn to 6pm
On Street Parking Place



PROPOSED RESTRICTION



15 - Railway View

SCALE 1:1000 DRAWN BY [Name] DATE [Date]
ORGANISATION [Name]

Cartology

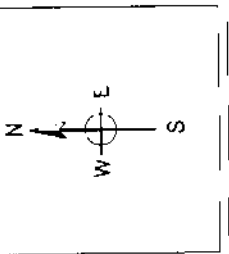
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16 - Ullswater, Silverdale Court & Acorn Way

SCALE 1:200
 DRAWN BY [Name]
 DATE 05/08/00
 DRAWING NO. [Number]
 ORGANISATION [Name]



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SEVERUS STREET

Bus Stop

Time restriction to be removed

Mk Parking

YORK ROAD

SEVERUS AVENUE

Surgery

19 Bank 36

Oakdene Nursing Home

29

39

41

KEY

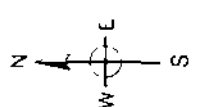
EXISTING RESTRICTIONS

- No Waiting At Any Time
- - - No Waiting 8am to 6pm
- On Street Parking Place

PROPOSED RESTRICTIONS

- [Cross-hatch] No Waiting At Any Time
- [Diagonal lines] No Waiting 8am to 6pm
- [Dotted] On Street Parking Place

17 - York Road, Acomb



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S.A. 1 91 DRAWN BY 30 1/12 Organisation

DATE 1/1/12 Drawing No.

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Depot

140b
140a
140

BOROUGHBRIDGE ROAD

171

167

163
a&b

161

163

OUSEBURN AVENUE

159

157

2

133

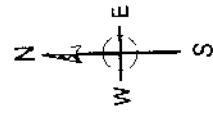
KEY

EXISTING RESTRICTIONS

- No Waiting At Any Time
- No Waiting 8am to 6pm
- On Street Parking Place

PROPOSED RESTRICTIONS

- No Waiting At Any Time
- No Waiting 8am to 6pm
- On Street Parking Place



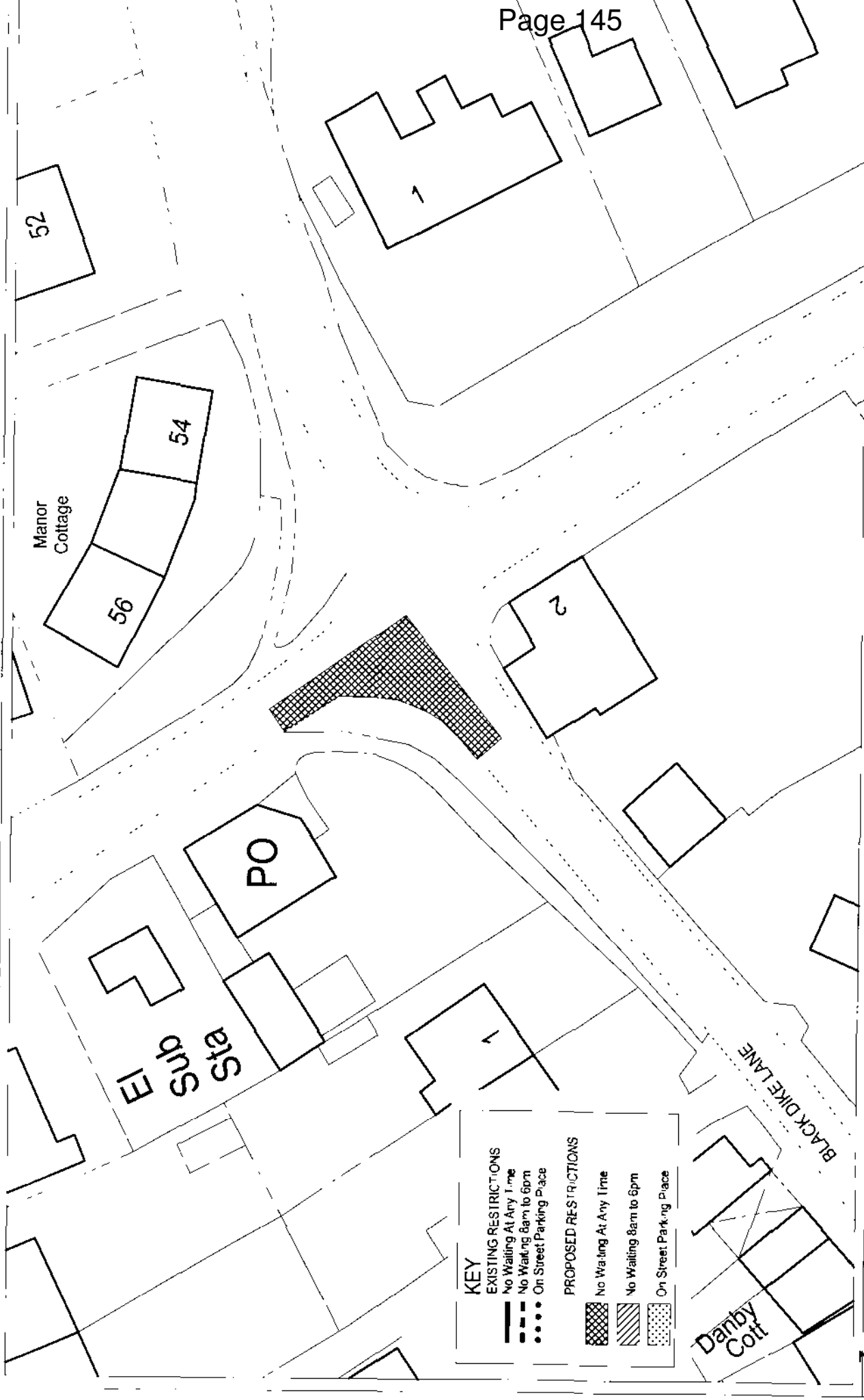
18 - Ouseburn Avenue

Scale: 1:1000
 Drawing No: 144/2014
 Date: 14/05/14
 Organisation: [Blank]

Cartology

The Science of Maps

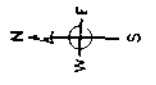
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KEY	
EXISTING RESTRICTIONS	
—	No Waiting At Any Time
- - -	No Waiting 8am to 6pm
•••••	On Street Parking Place
PROPOSED RESTRICTIONS	
[Hatched Box]	No Waiting At Any Time
[Diagonal Lines Box]	No Waiting 8am to 6pm
[Dotted Box]	On Street Parking Place

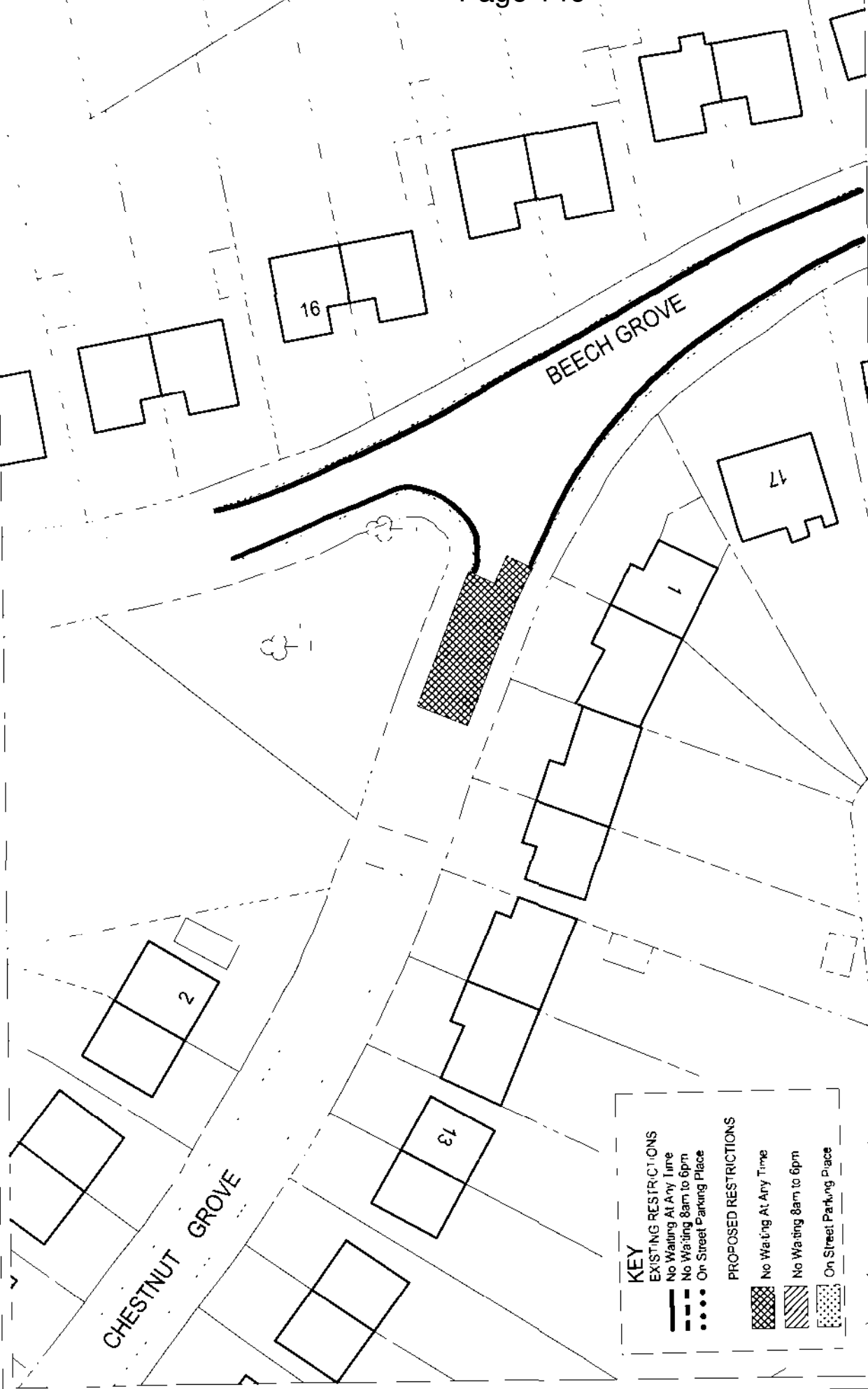
19 - Main St / Black Dyke Lane

SCALE: 1:500
 Drawing No: _____
 DATE: 23/1/16
 DGN: BT
 User Name: _____
 Organisation: _____

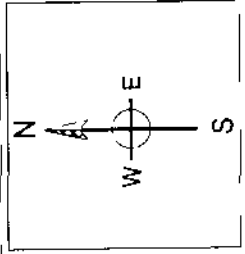


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KEY	
EXISTING RESTRICTIONS	
	No Waiting At Any Time
	No Waiting 8am to 6pm
	On Street Parking Place
PROPOSED RESTRICTIONS	
	No Waiting At Any Time
	No Waiting 8am to 6pm
	On Street Parking Place

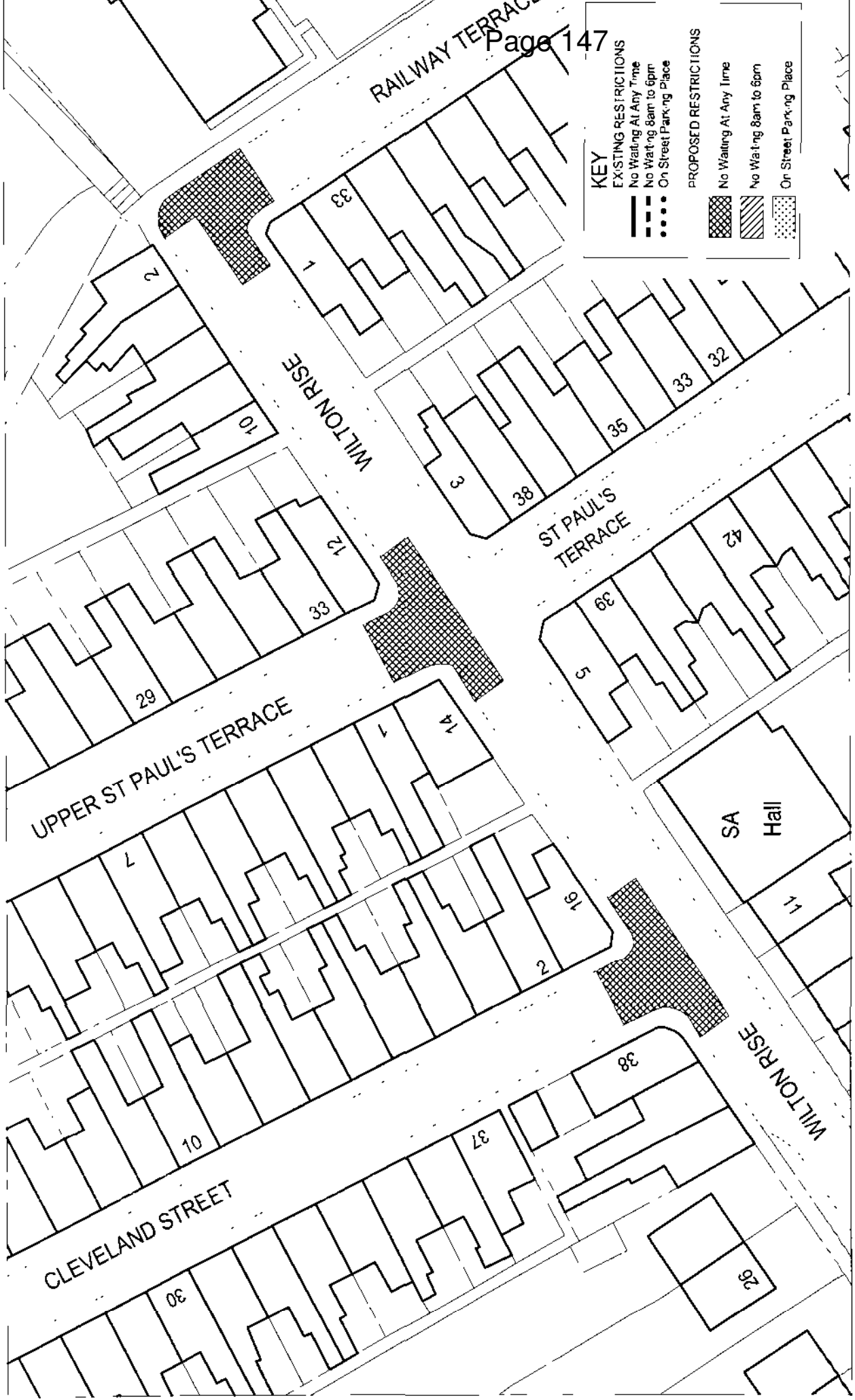


20 - Beech Grove / Chestnut Grove

SCALE: 1:500
 DRAWN BY: [Name]
 DATE: [Date]
 Drawing No: [Number]

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KEY

EXISTING RESTRICTIONS

- No Waiting At Any Time
- ⋯ No Waiting 8am to 6pm
- ⋯ On Street Parking Place

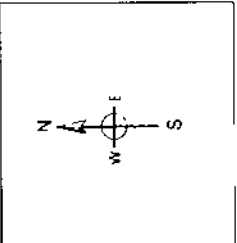
PROPOSED RESTRICTIONS

- ▨ No Waiting At Any Time
- ▨ No Waiting 8am to 6pm
- ▨ On Street Parking Place

21 - Wilton Rise Area

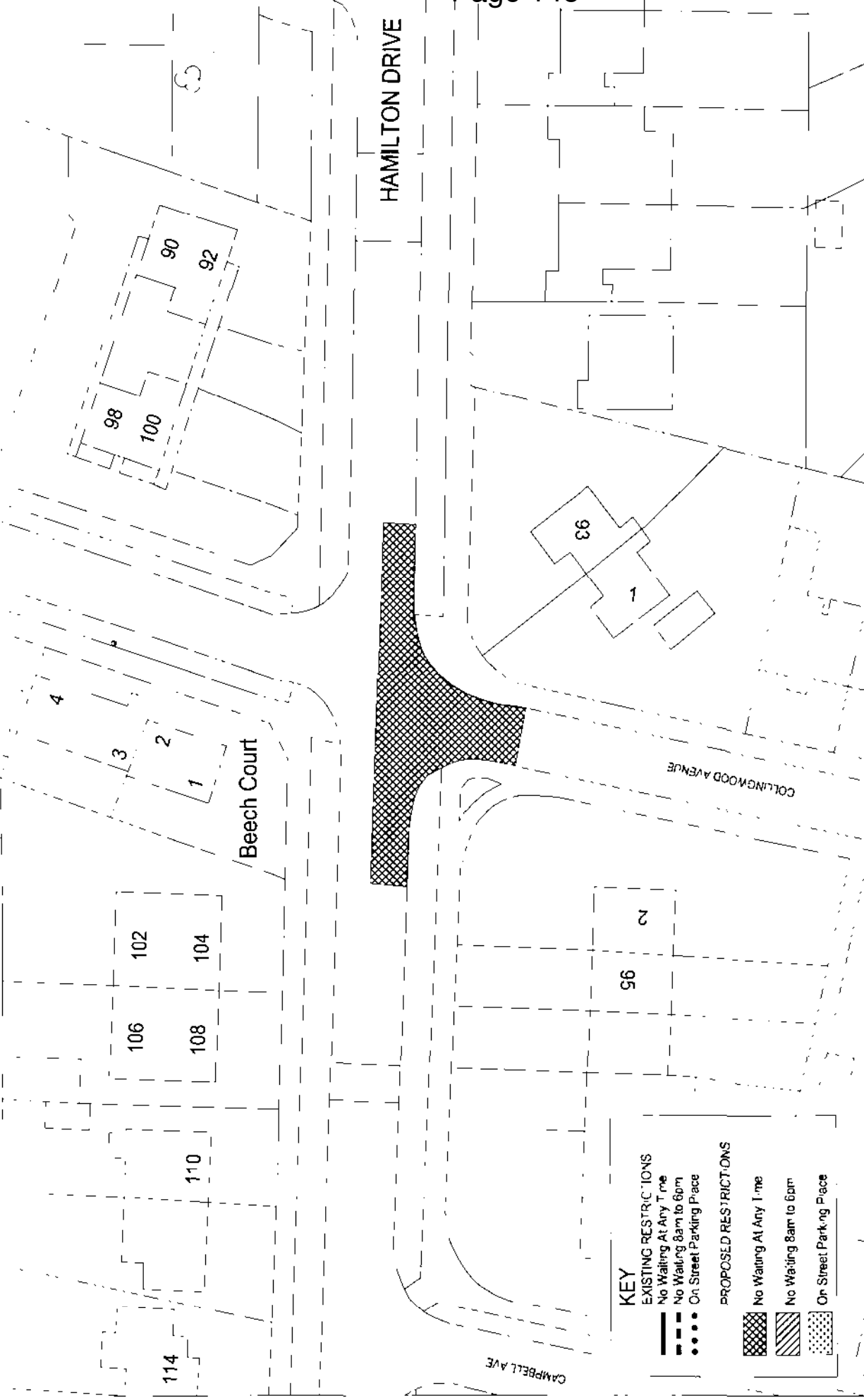
SCALE 1:500
 DRAWN BY [Name]
 DATE 15/10/84
 DRAWING NO. [Number]

Organisation



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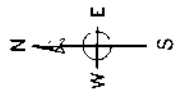


KEY

EXISTING RESTRICTIONS	
	No Waiting At Any Time
	No Waiting 8am to 6pm
	On Street Parking Place
PROPOSED RESTRICTIONS	
	No Waiting At Any Time
	No Waiting 8am to 6pm
	On Street Parking Place

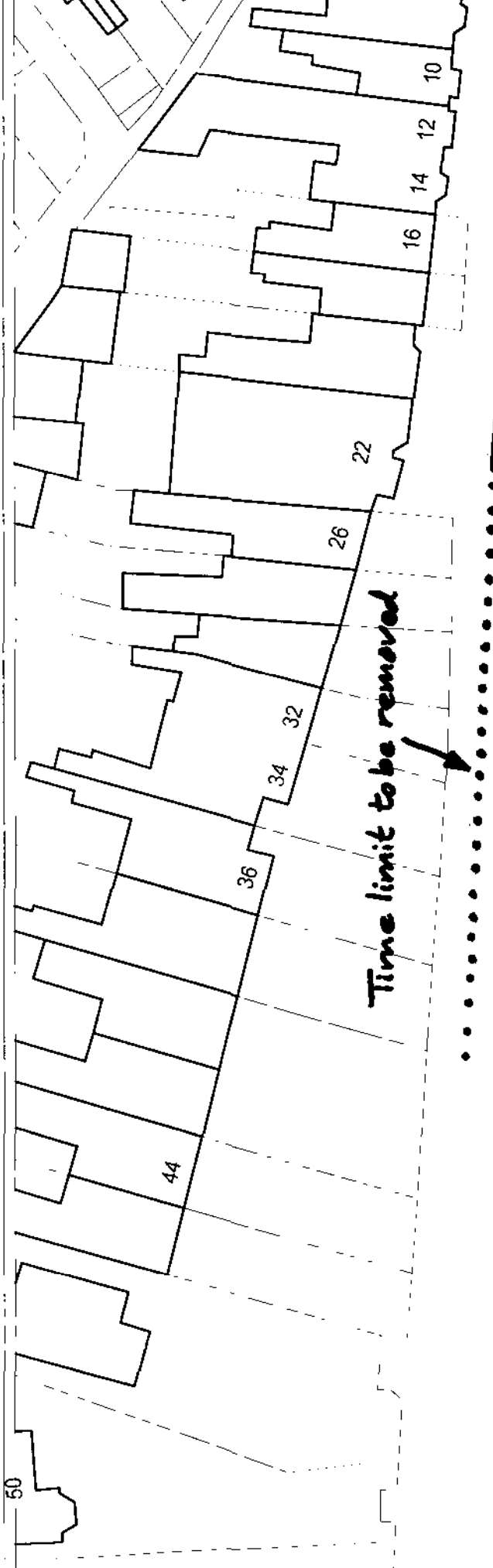
22 - Collingwood Avenue

SCALE: 1:1000
 DRAWN BY: [Name]
 DATE: [Date]
 STAMP NO: [Stamp No.]

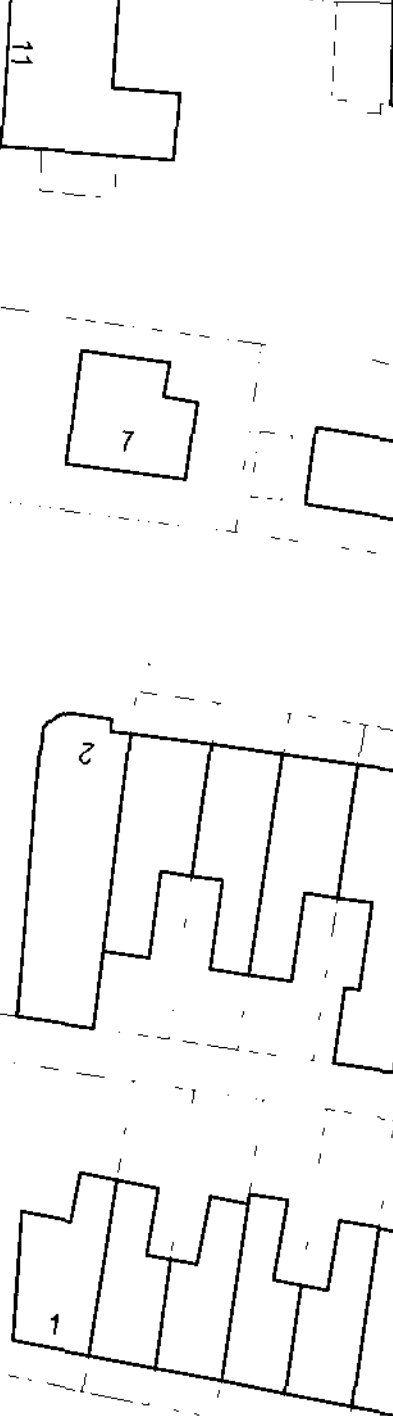


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ACOMB ROAD



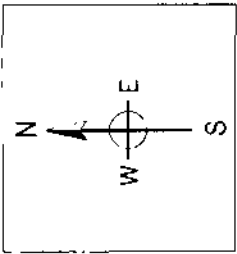
KEY

EXISTING RESTRICTIONS

- No Waiting At Any Time
- No Waiting 8am to 6pm
- On Street Parking Place

PROPOSED RESTRICTIONS

- No Waiting At Any Time
- No Waiting 8am to 6pm
- On Street Parking Place



23 - Acomb Road

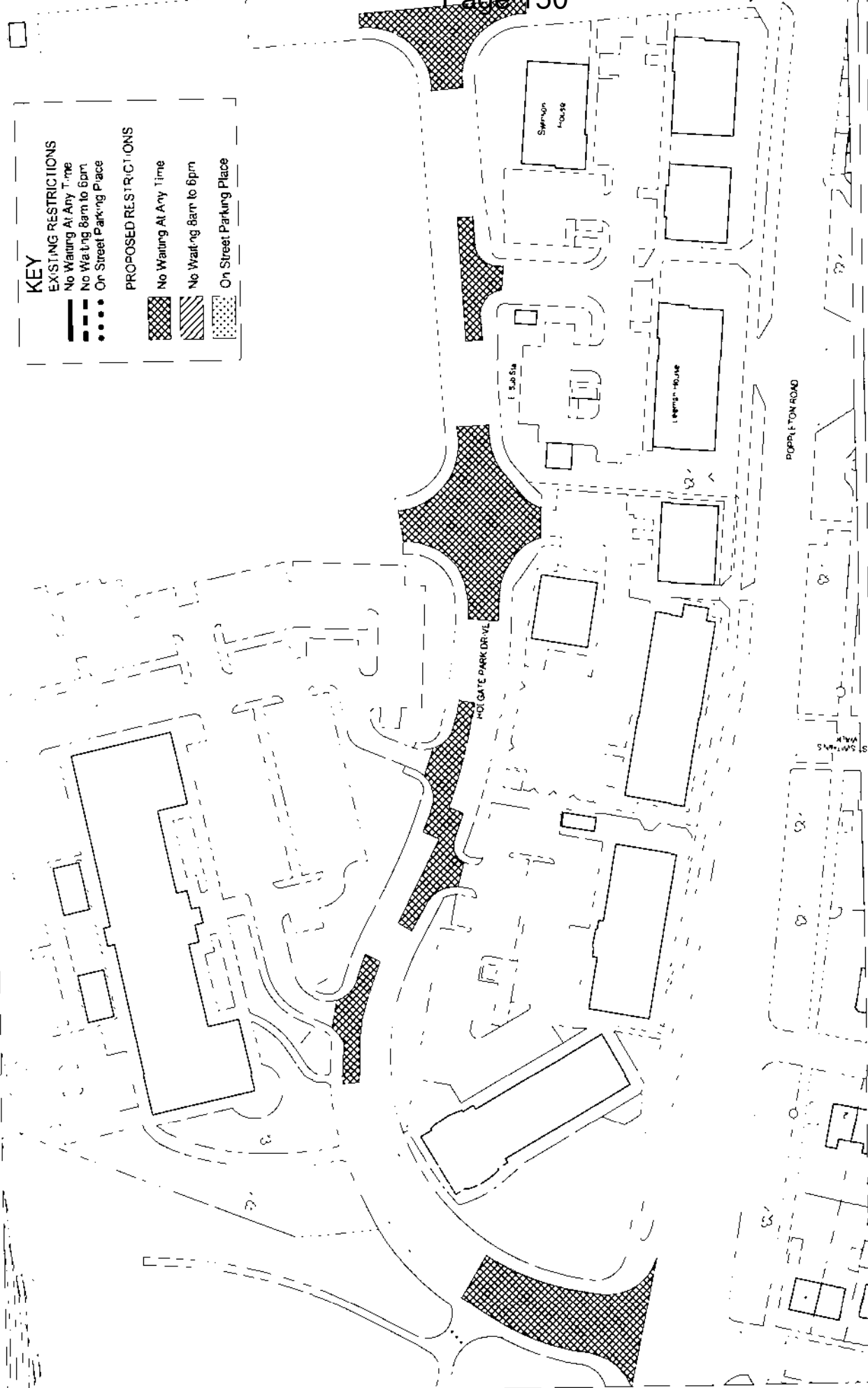
SCALE 1:500
 DRAUGHTSMAN'S NAME
 ORGANISATION
 DATE 10/10/2014
 DRAWING NO.

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KEY	
EXISTING RESTRICTIONS	
	No Waiting At Any Time
	No Waiting 8am to 6pm
	On Street Parking Place
PROPOSED RESTRICTIONS	
	No Waiting At Any Time
	No Waiting 8am to 6pm
	On Street Parking Place



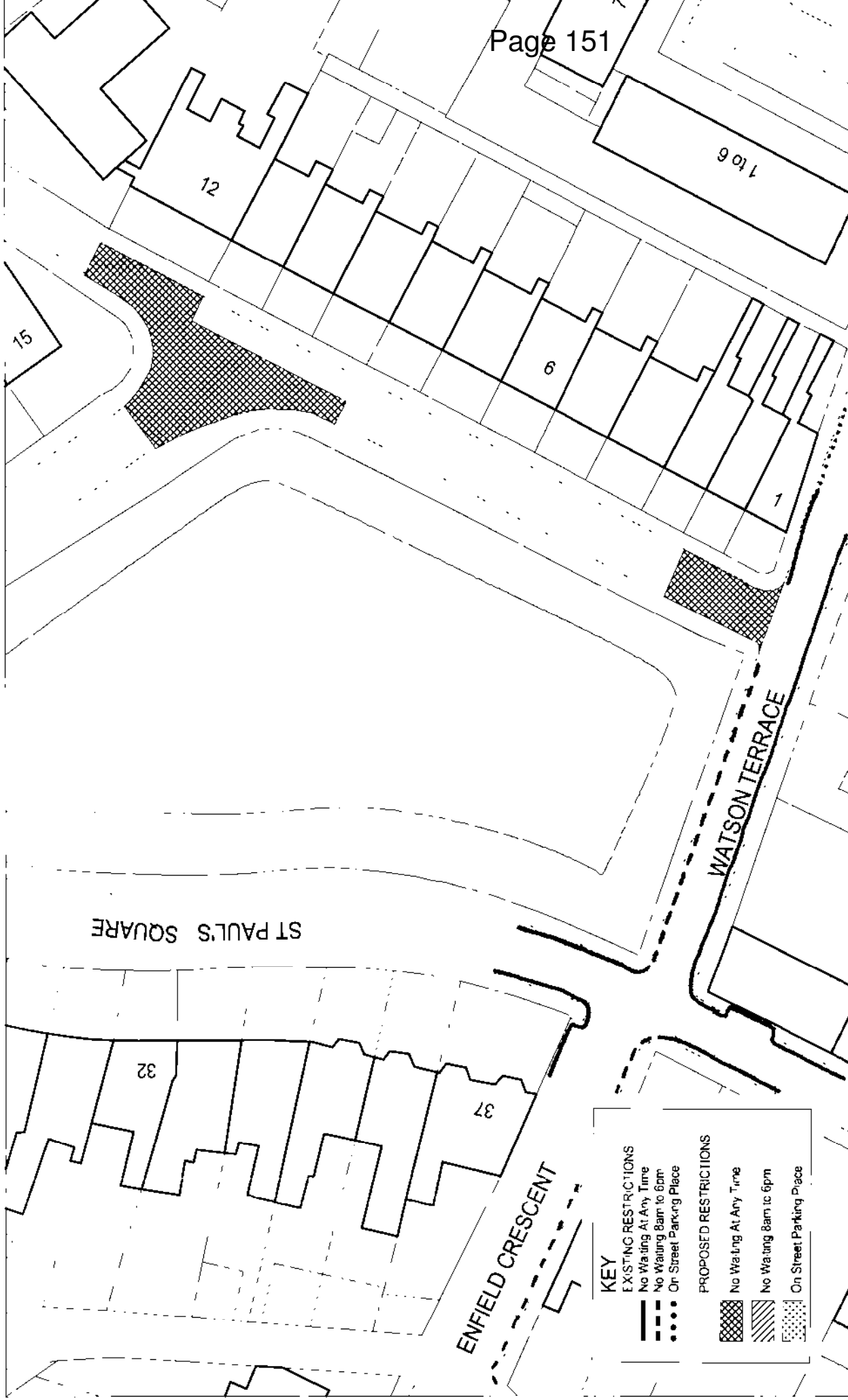
24 - Holgate Park Drive

SCALE: 1:50
 Drawing No: 100/0000
 DATE: 10/07/00
 Drawing by: [Name]
 Organising Group: [Name]
 Organisation: [Name]

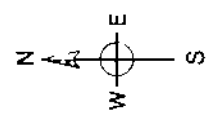
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KEY	
EXISTING RESTRICTIONS	
	No Waiting At Any Time
	No Waiting 8am to 6pm
	On-Street Parking Place
PROPOSED RESTRICTIONS	
	No Waiting At Any Time
	No Waiting 8am to 6pm
	On-Street Parking Place



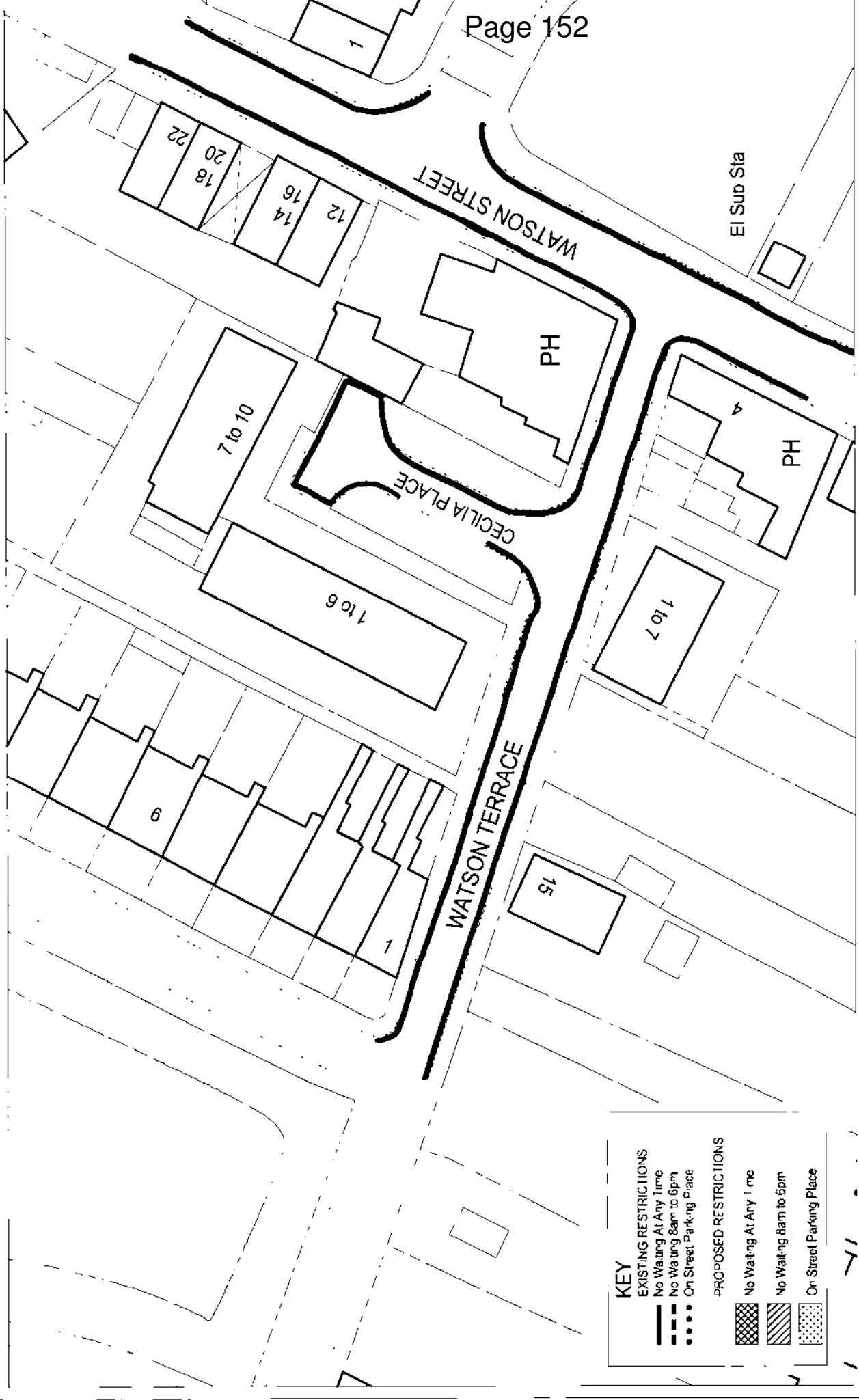
25 - St. Paul's Square

SCALE 1:1000
 DRAWN BY [Name]
 ORGANISATION [Name]

DATE [Date]
 DRAWING No. [Number]

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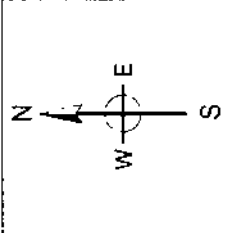
KEY

EXISTING RESTRICTIONS

- No Waiting At Any Time
- - - No Waiting 8am to 6pm
- On Street Parking Place

PROPOSED RESTRICTIONS

- ▨ No Waiting At Any Time
- ▧ No Waiting 8am to 6pm
- ▩ On Street Parking Place



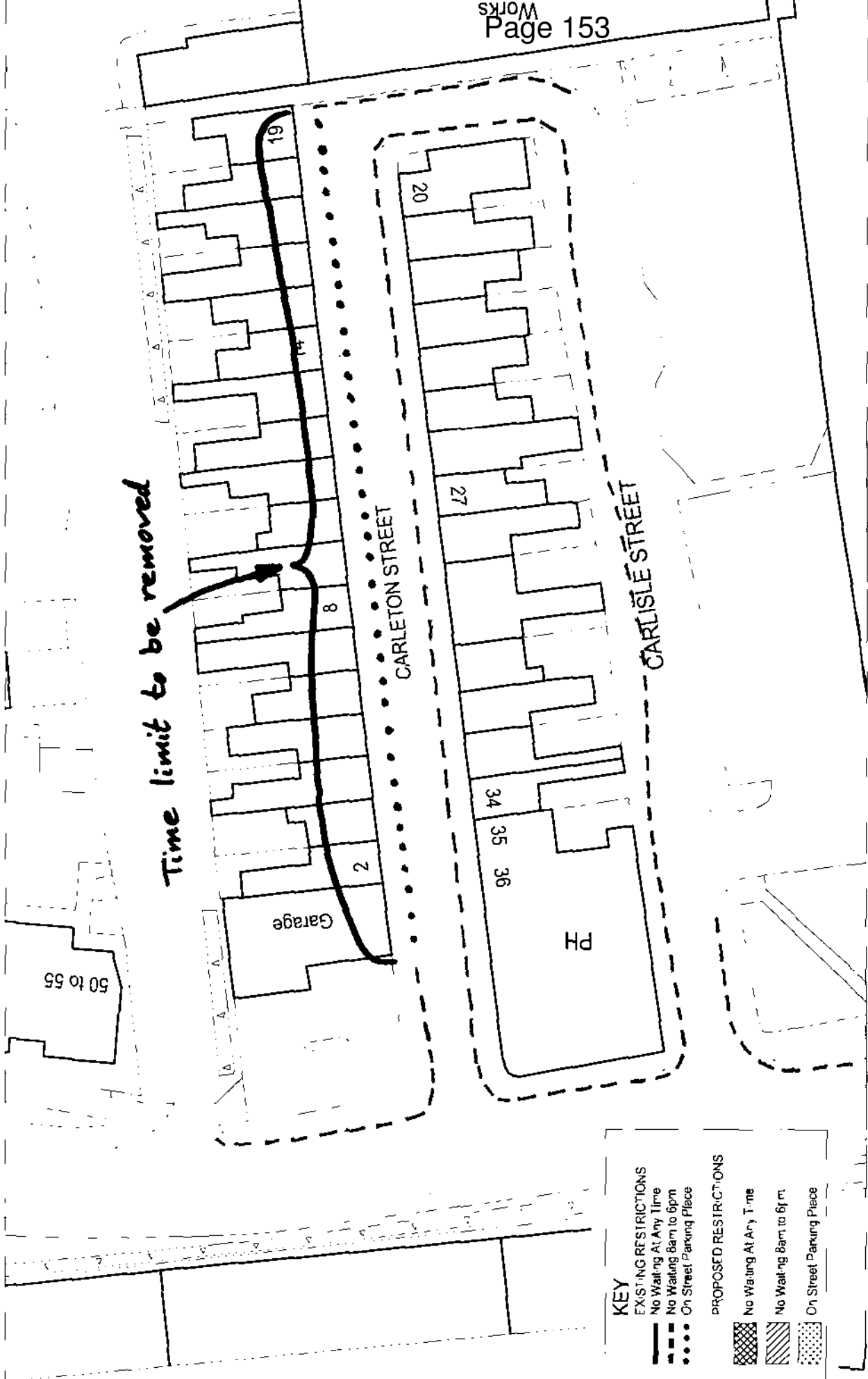
26 - Cecelia Place

SCALE: 1:500
 DRAWN BY: [Blank]
 ORGANISATION: [Blank]

DATE: [Blank]
 DRAWING NO: [Blank]

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Time limit to be removed

KEY

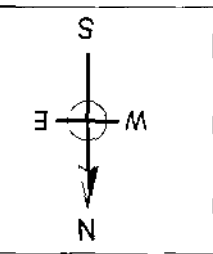
EXISTING RESTRICTIONS

- No Waiting At Any Time
- No Waiting Barn to 6pm
- On Street Parking Place

PROPOSED RESTRICTIONS

- No Waiting At Any Time
- No Waiting Barn to 6pm
- On Street Parking Place

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27 - Carleton Street

SCALE: _____ DATE: _____
 DRAWN BY: _____ DRAWING NO: _____
 ORGANISATION: _____

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Windsor House

22

ASCOT WAY

81

79

73

20

9a

1 to 4

9

1

7

ASHFORD PLACE

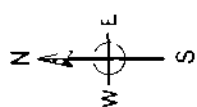
KEY

EXISTING RESTRICTIONS

- No Waiting At Any Time
- - - No Waiting 8am to 6pm
- On Street Parking Place

PROPOSED RESTRICTIONS

- [Cross-hatched] No Waiting At Any Time
- [Diagonal lines] No Waiting 8am to 6pm
- [Dotted] On Street Parking Place



28 - Ascot Way

SCALE: 1:1000
 DRAWN BY: [Name]
 Organisation: [Name]

DAT: 11/2006
 Drawing No: [Number]

Cartology

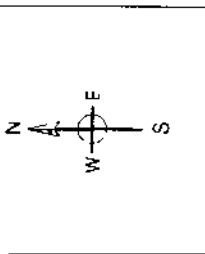
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29 - Leeman Road / Garfield Terrace

SCALE: 1:1000 DATE: 15/06/2010
 DRAWN BY: [Name] ORGANISATION: [Name]
 PROJECT NO: [Number]



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KEY

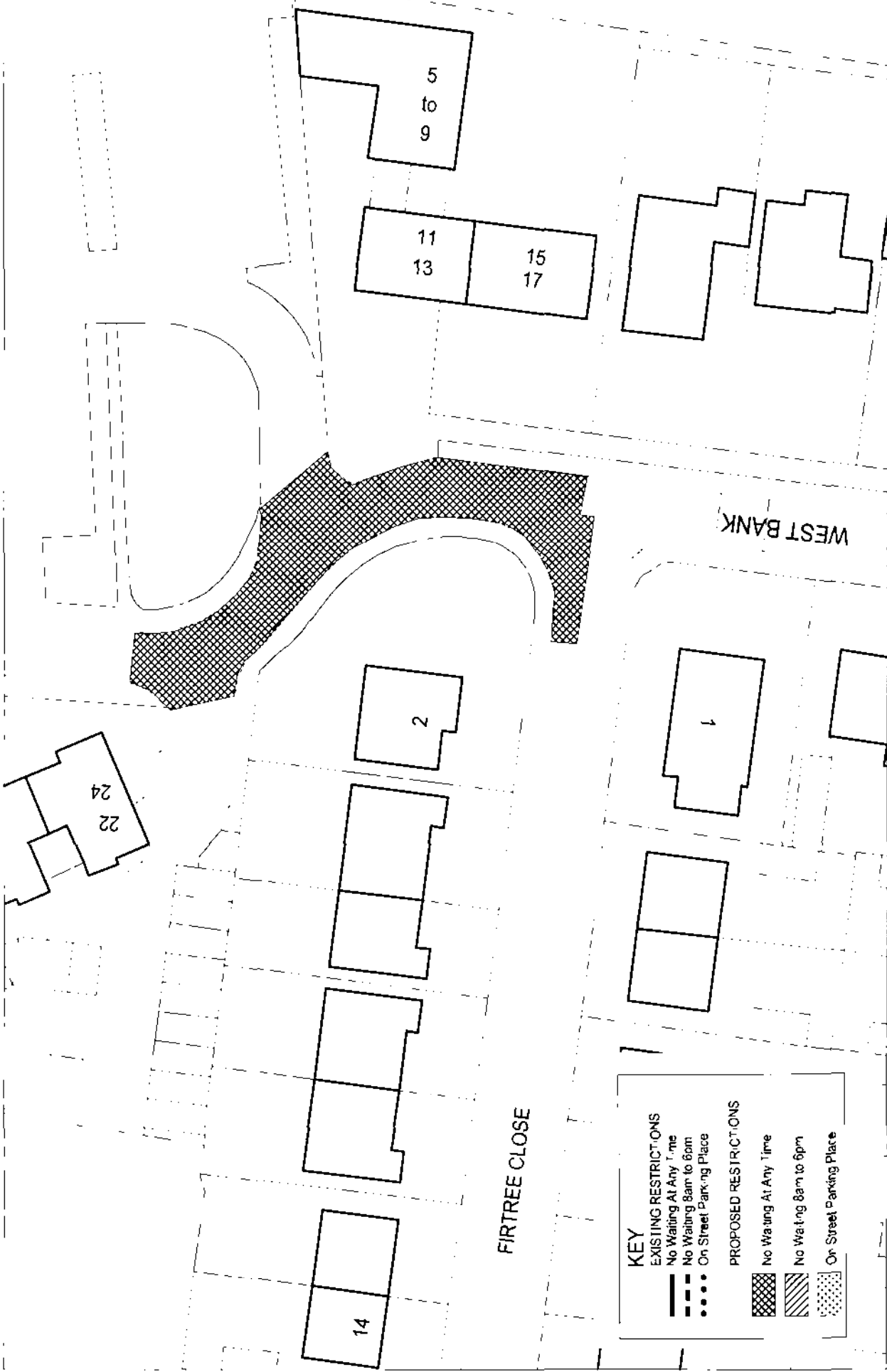
EXISTING RESTRICTIONS

- No Waiting At Any Time
- No Waiting 8am to 6pm
- On Street Parking Place

PROPOSED RESTRICTIONS

- No Waiting At Any Time
- No Waiting 8am to 6pm
- On Street Parking Place

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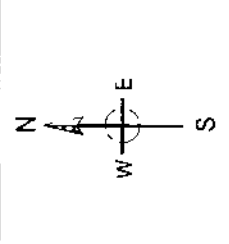
KEY

EXISTING RESTRICTIONS

- No Waiting At Any Time
- No Waiting 8am to 6pm
- On Street Parking Place

PROPOSED RESTRICTIONS

- No Waiting At Any Time
- No Waiting 8am to 6pm
- On Street Parking Place

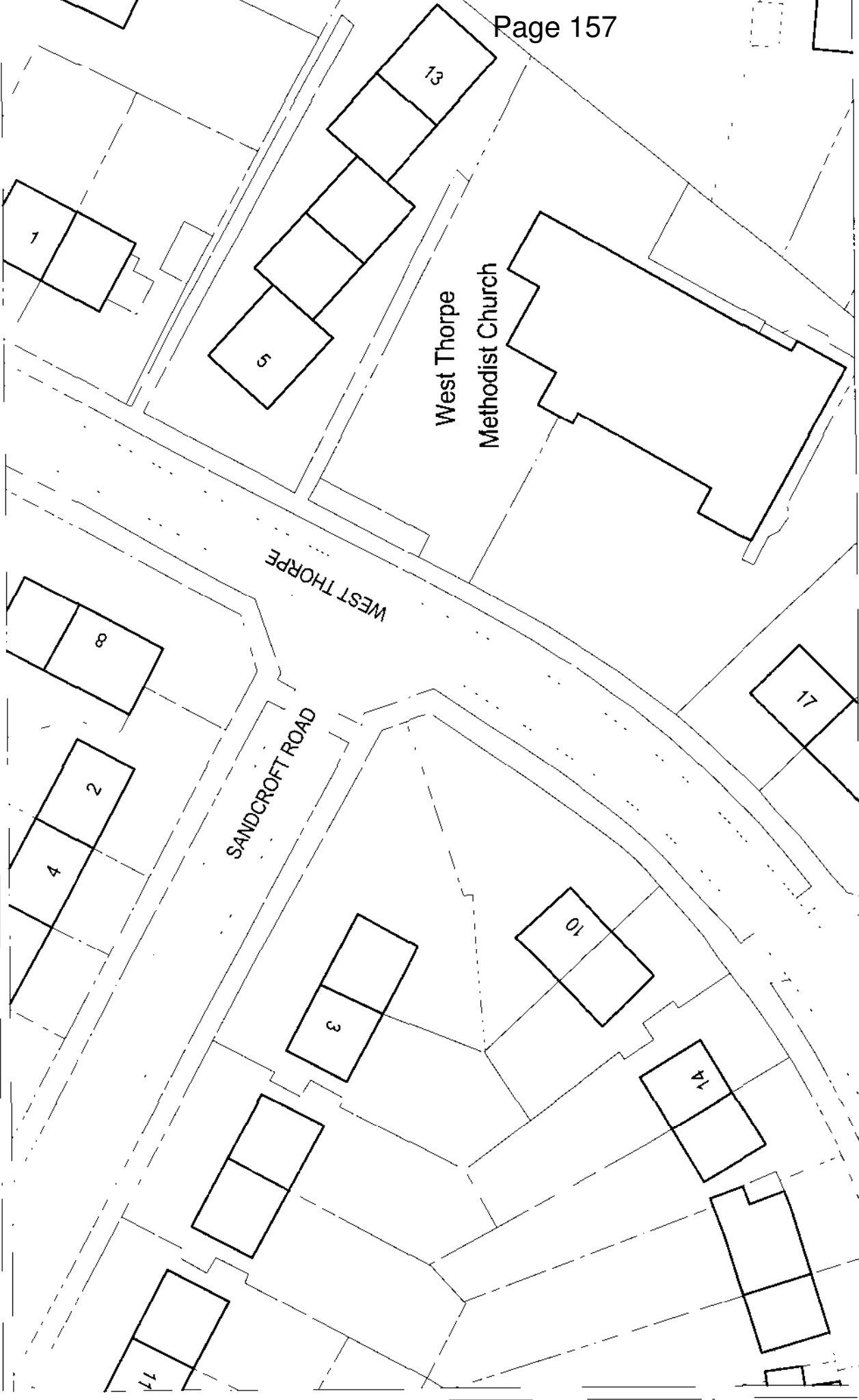


30 - West Bank

SCALE: 1:500
 DRAWN BY: [Name]
 DATE: [Date]
 DRAWING NO: [Number]
 ORGANISATION: [Name]

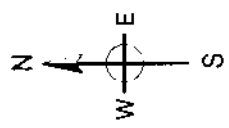
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31 - West Thorpe / Sandacre

SCA F 1:11 DRAWN BY T. V. NICE
 Organising Store Organisation
 DATE 14/06/00 Drawing No.



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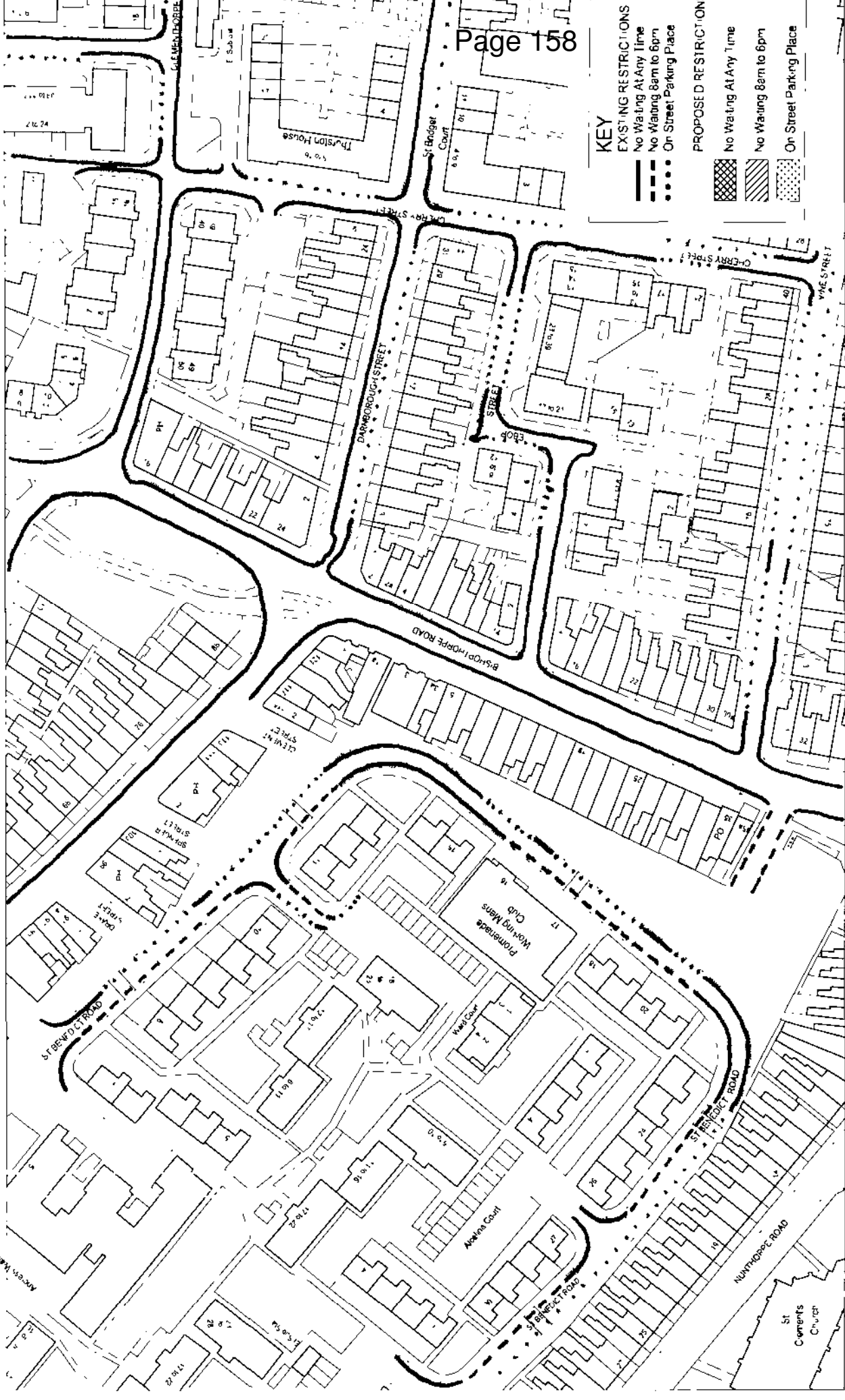
KEY

EXISTING RESTRICTIONS

- No Waiting At Any Time
- - - No Waiting 8am to 6pm
- On Street Parking Place

PROPOSED RESTRICTIONS

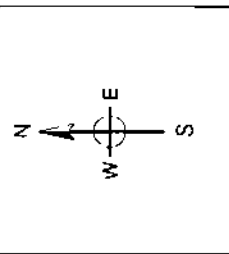
- [Cross-hatched box] No Waiting At Any Time
- [Diagonal lines box] No Waiting 8am to 6pm
- [Dotted box] On Street Parking Place



32 - Thurston House & St. Benedict Road

SCALE: 1:1000 DRAWN BY: [Name] DATE: [Date]

Organisation



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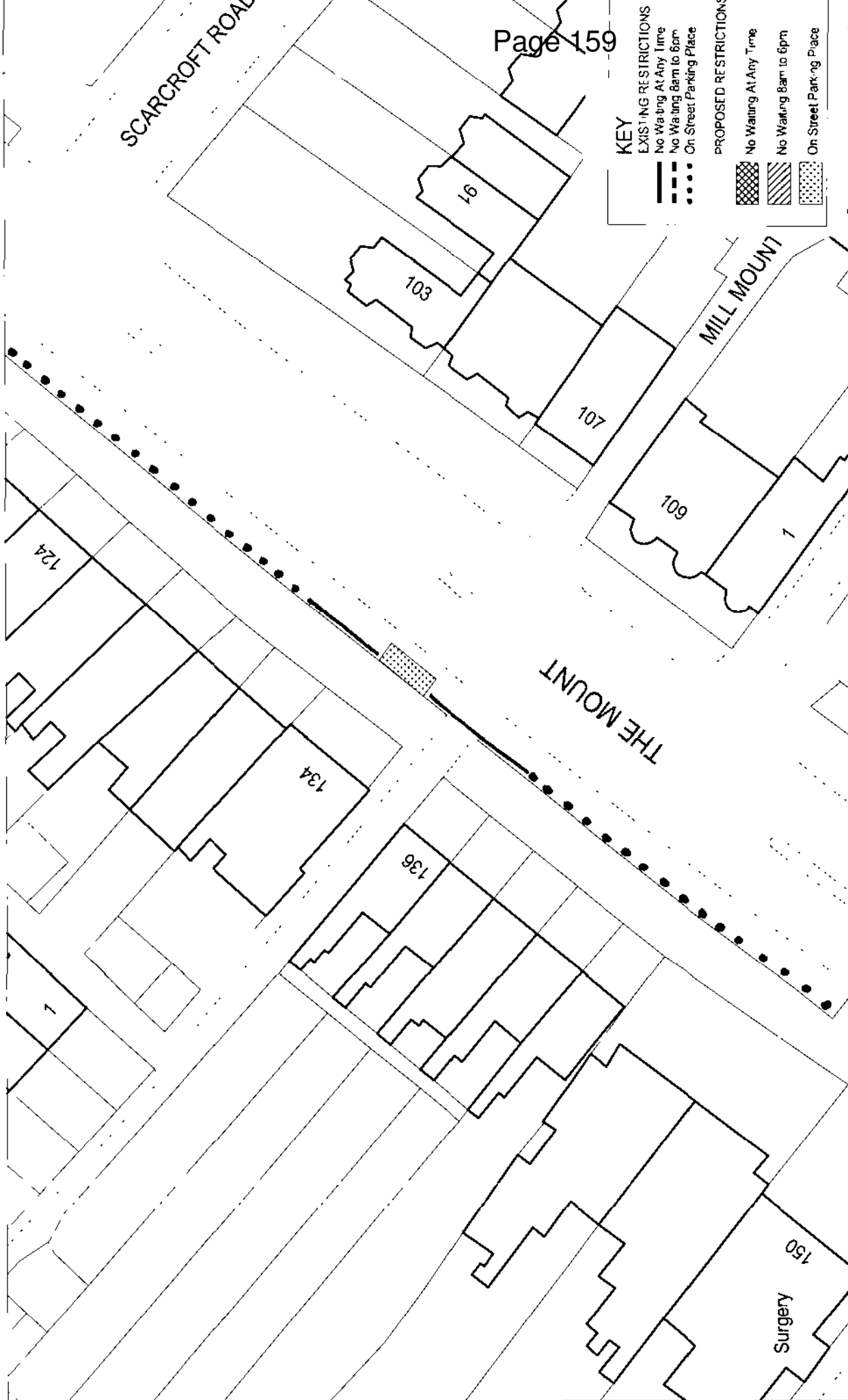
SCARCROFT ROAD

KEY

- EXISTING RESTRICTIONS
- No Waiting At Any Time
 - - - No Waiting 8am to 6pm
 - On Street Parking Place

PROPOSED RESTRICTIONS

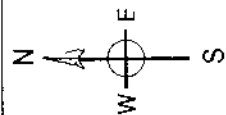
-  No Waiting At Any Time
-  No Waiting 8am to 6pm
-  On Street Parking Place



33 - The Mount

SCALE 1:1000
 DRAWING GROUP
 Organisation

DATE 15/03/07
 Drawing No.



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LANE
BRECKS

El
Sub
Sta

133

125

THE VILLAGE

KEY

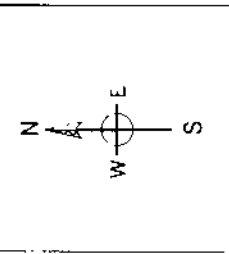
EXISTING RESTRICTIONS

- No Waiting At Any Time
- - - No Waiting 8am to 6pm
- On Street Parking Place

PROPOSED RESTRICTIONS

- [Cross-hatch pattern] No Waiting At Any Time
- [Diagonal lines pattern] No Waiting 8am to 6pm
- [Dotted pattern] On Street Parking Place

34 - Brecks Lane

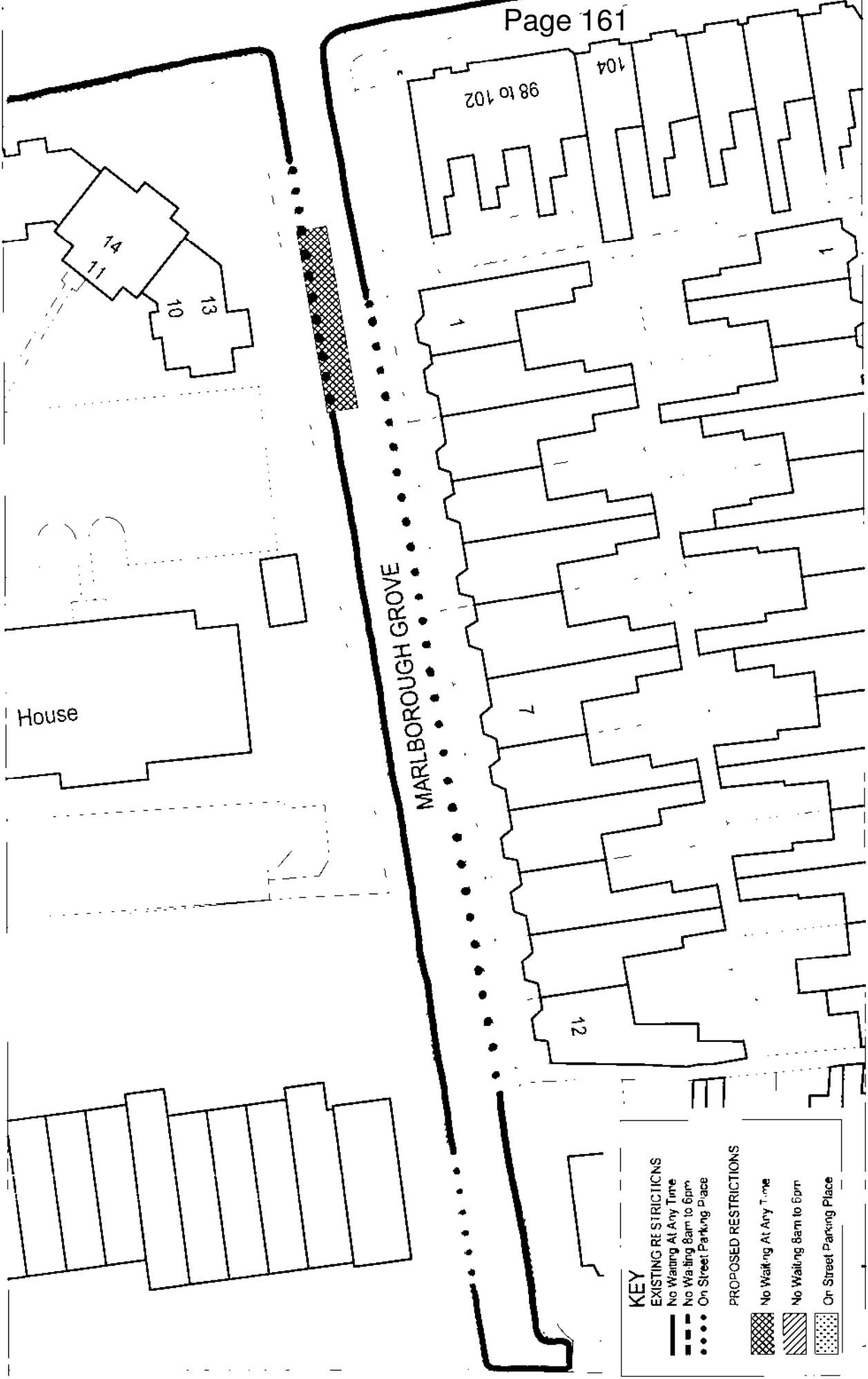


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SCALE 1" = 30' DRAWN BY DATE

9.22.10 Drawing No.

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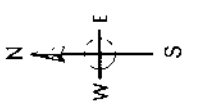
KEY

EXISTING RESTRICTIONS

- No Waiting At Any Time
- - - No Waiting 8am to 6pm
- On Street Parking Place

PROPOSED RESTRICTIONS

- [Hatched Box] No Waiting At Any Time
- [Diagonal Lines Box] No Waiting 8am to 6pm
- [Dotted Box] On Street Parking Place



35 - Marlborough Grove

SCALE: 1:1000
 DRAWN BY: [Name]
 DATE: [Date]
 ORGANISATION: [Name]

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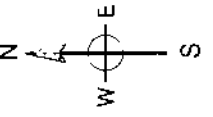
Assembly Rooms

PH

36 - Library Square

SCALE: 1:1000 DRAWN BY: DATE: 01/12/06
Organising Group: Organisation:

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Library

MUSEUM STREET

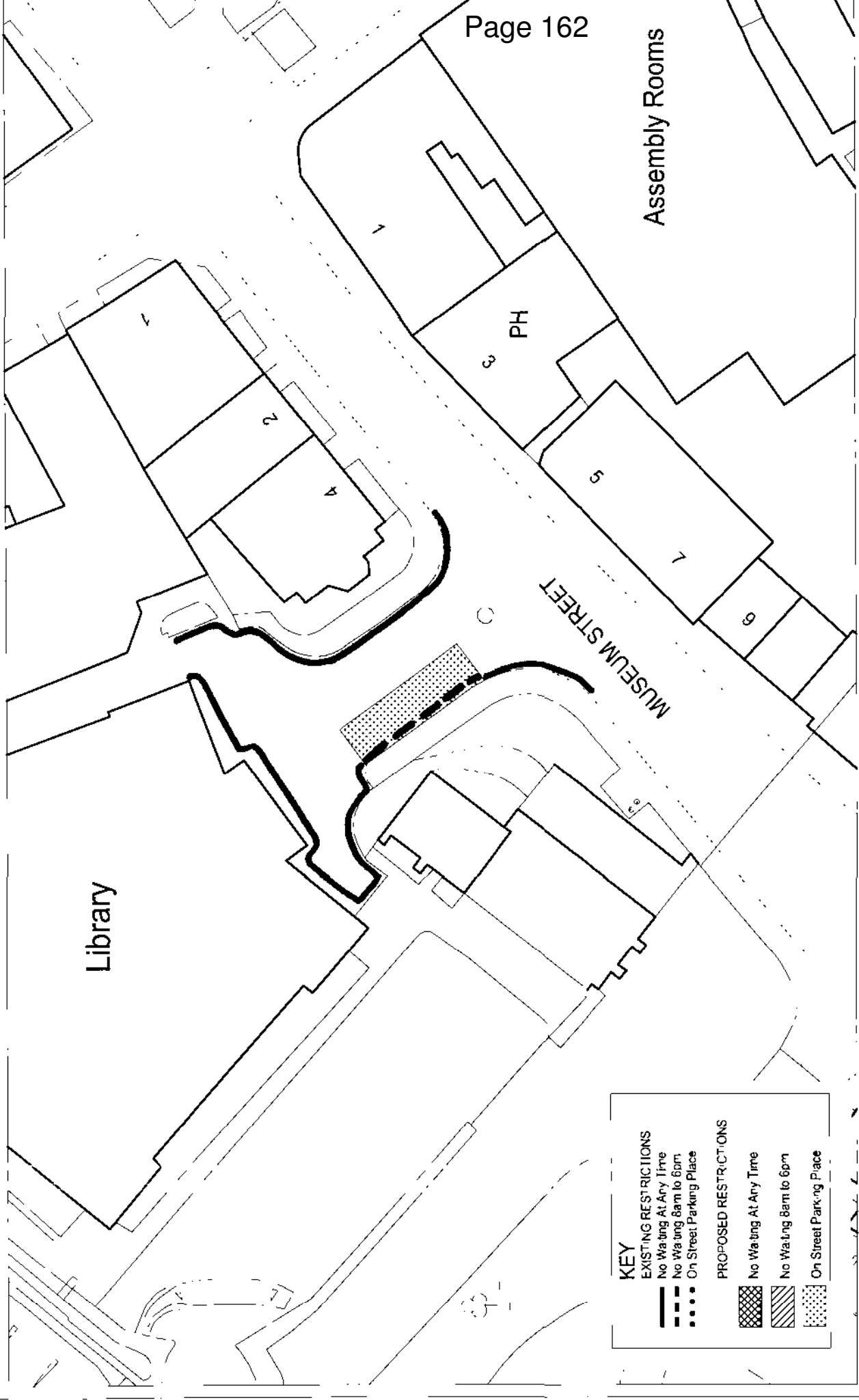
KEY

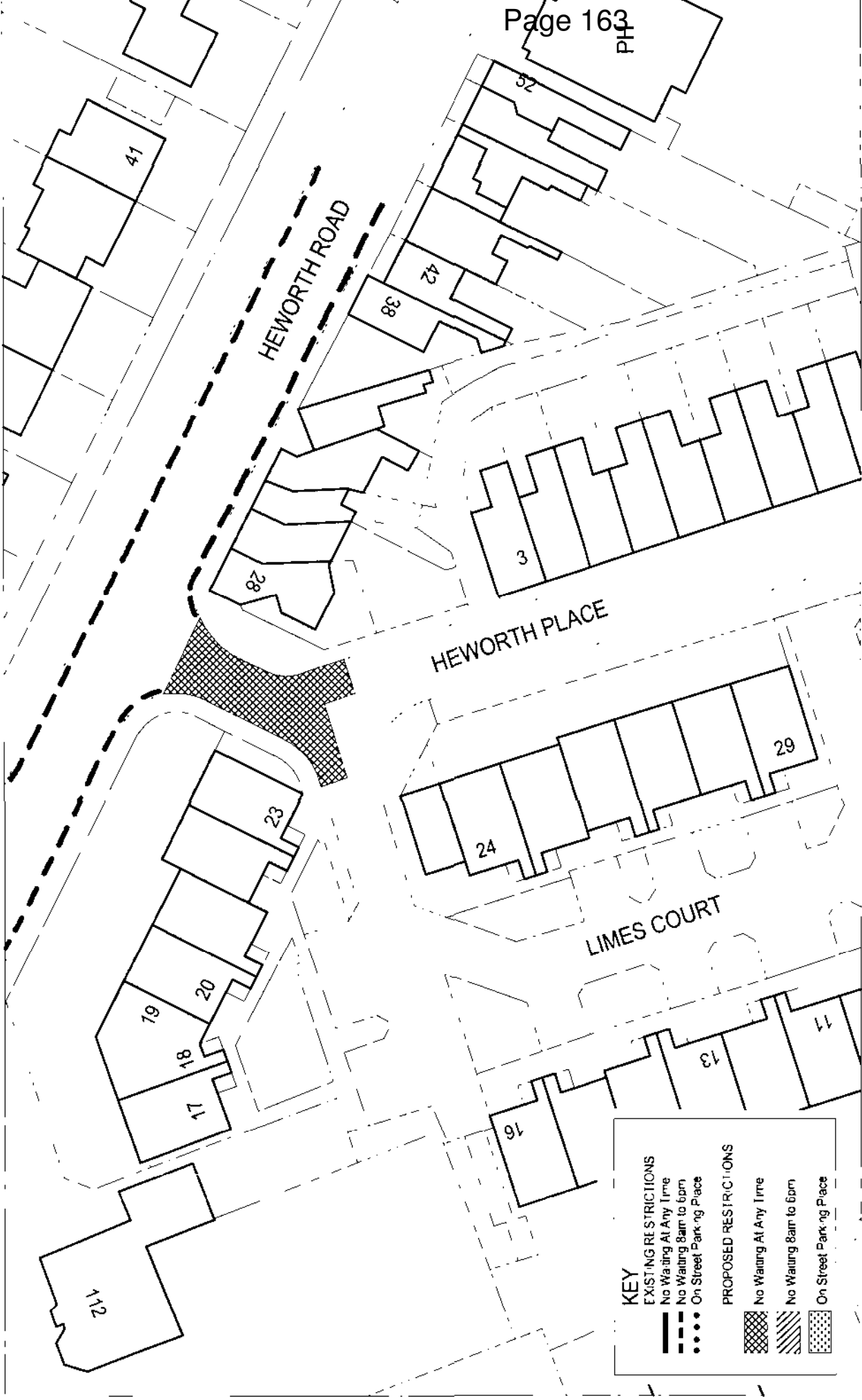
EXISTING RESTRICTIONS

- No Waiting At Any Time
- - - No Waiting 8am to 6pm
- On Street Parking Place

PROPOSED RESTRICTIONS

- No Waiting At Any Time
- No Waiting 8am to 6pm
- On Street Parking Place





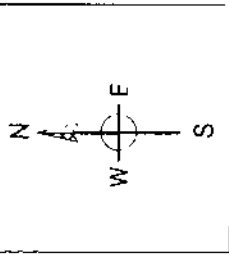
KEY

EXISTING RESTRICTIONS

- No Waiting At Any Time
- - - No Waiting 8am to 6pm
- On Street Parking Place

PROPOSED RESTRICTIONS

- [Hatched Box] No Waiting At Any Time
- [Diagonal Lines Box] No Waiting 8am to 6pm
- [Dotted Box] On Street Parking Place

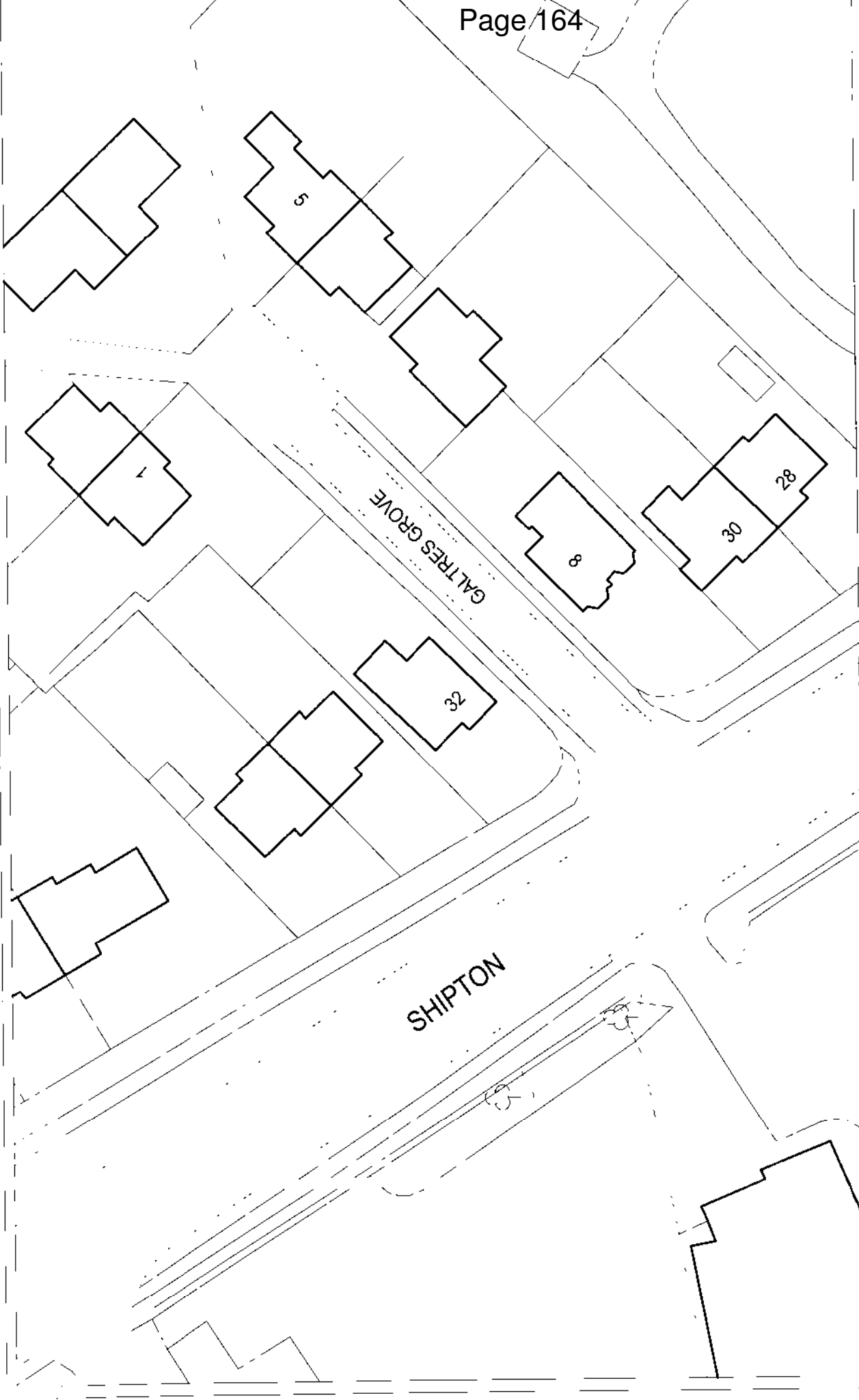


37 - Heworth Place

SCALE 1:1000 DRAWN BY [Name] DATE [Date]
 Organisation [Name]

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38 - Galtres Grove

SCALE 1:50000
 DEDUCTION BY
 DATE 1/1/1990
 NUMBER 1000

Organisation




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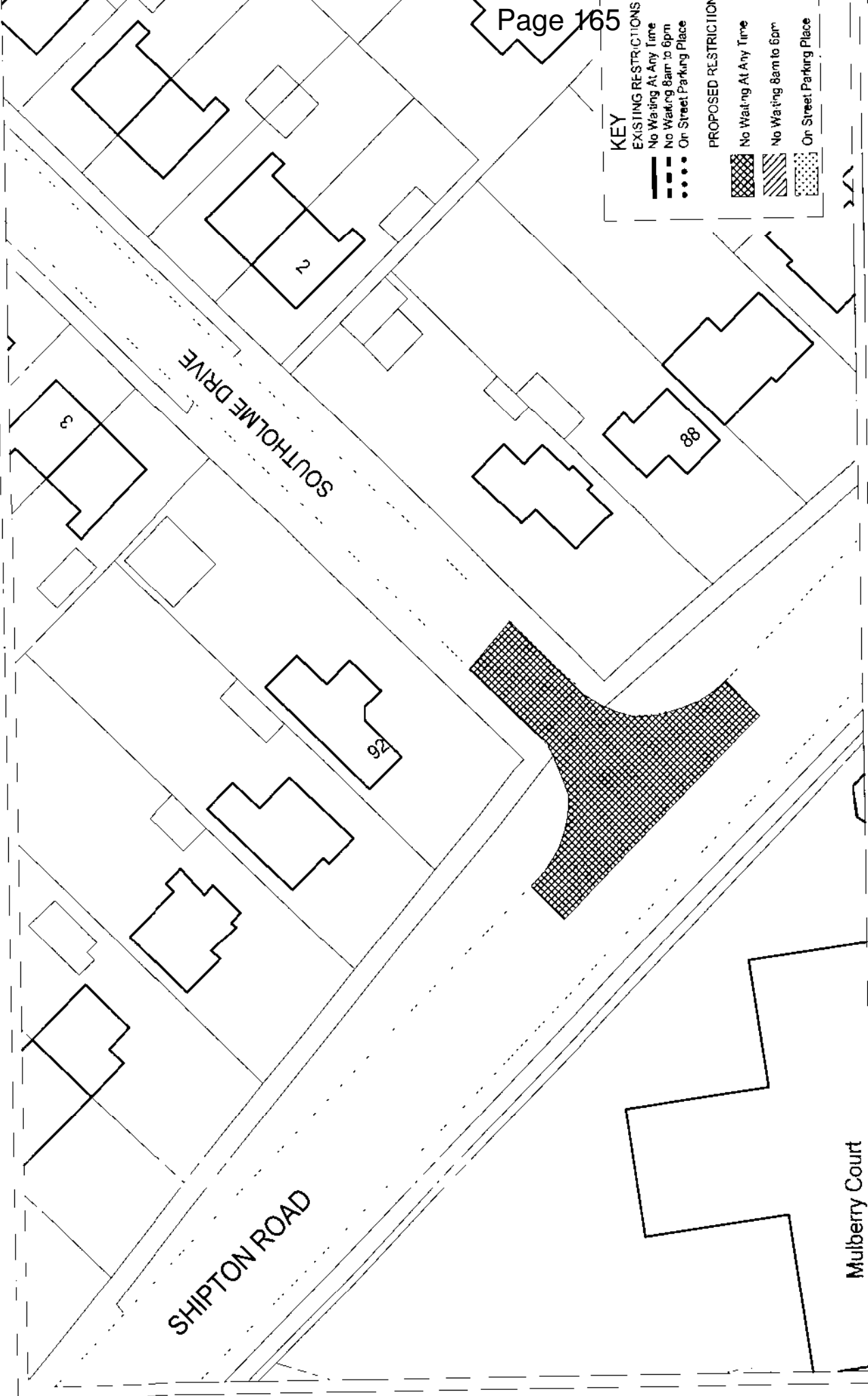
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KEY

- EXISTING RESTRICTIONS**
- No Waiting At Any Time
 - - - No Waiting 8am to 6pm
 - On Street Parking Place

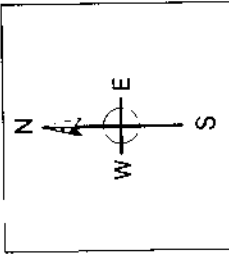
PROPOSED RESTRICTIONS

-  No Waiting At Any Time
-  No Waiting 8am to 6pm
-  On Street Parking Place



39 - Southolme Drive

Scale: 1:500
 Drawing No: 165/16
 Date: 14/12/04
 Drawing by: [Signature]



Mulberry Court

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KEY

EXISTING RESTRICTIONS

- No Waiting At Any Time
- - - No Waiting 8am to 6pm
- On Street Parking Place

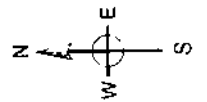
PROPOSED RESTRICTIONS

- No Waiting At Any Time
- No Waiting 8am to 6pm
- On Street Parking Place

DATE 16.05.2014
Drawing No

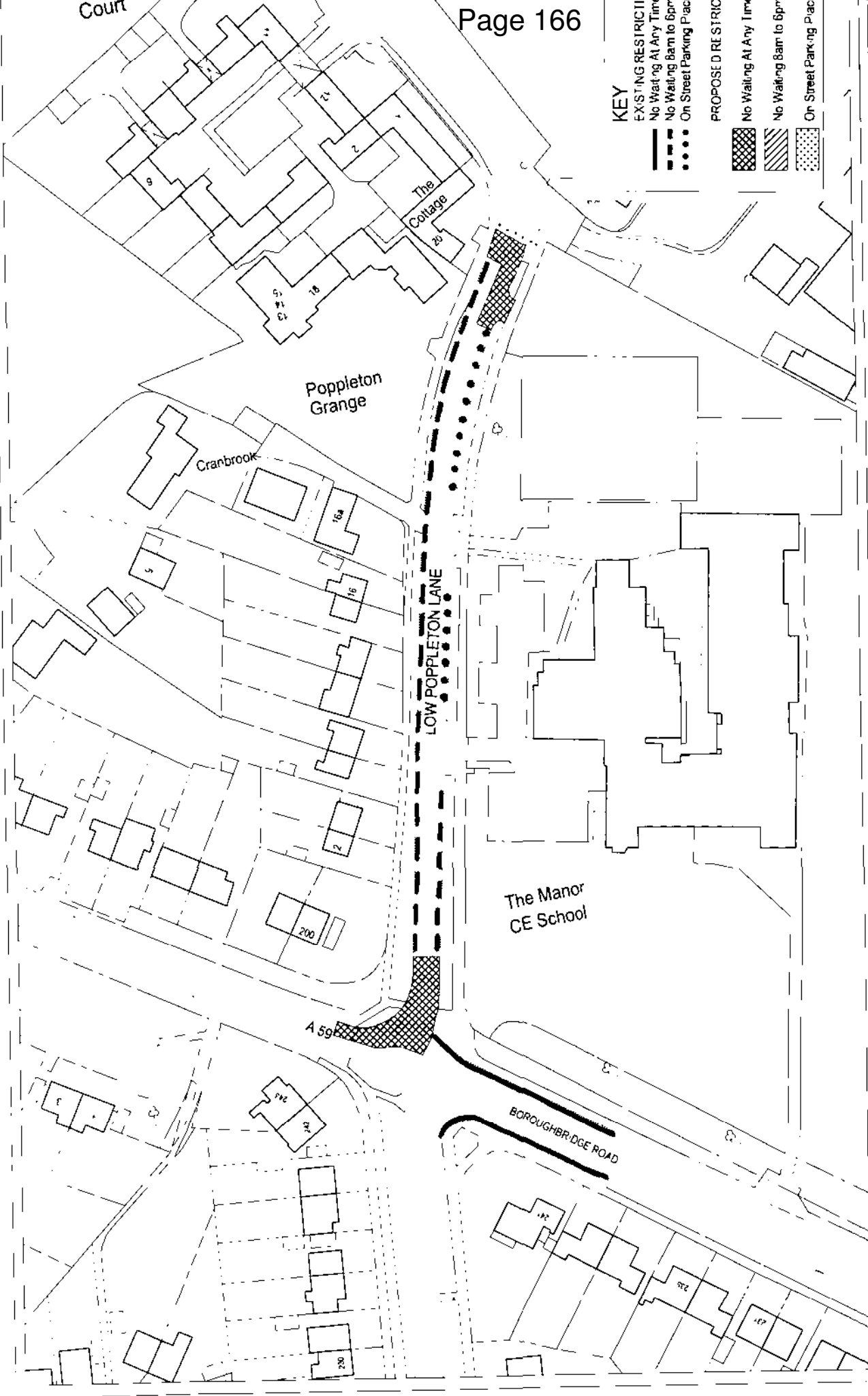
40 - Low Poppleton Lane

SCALE 1:250
DRAWN BY T. M. J. K.
Organisation



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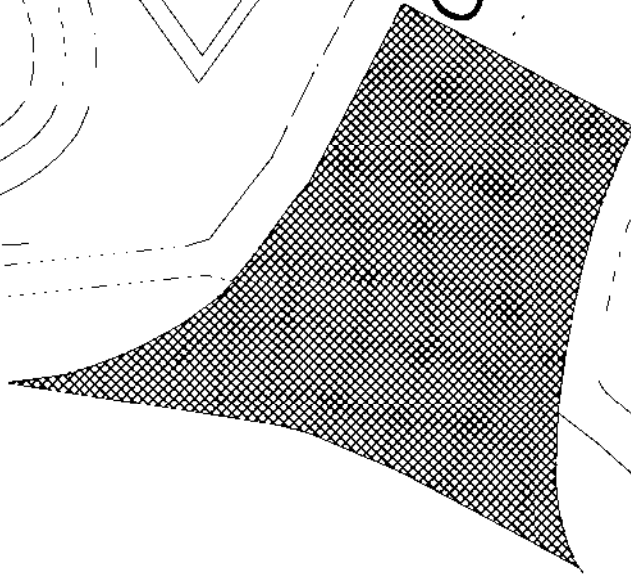
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Pond

Nursery

GREAT NORTH WAY



KEY	
EXISTING RESTRICTIONS	
	No Waiting At Any Time
	No Waiting 8am to 6pm
	On Street Parking Place
PROPOSED RESTRICTIONS	
	No Waiting At Any Time
	No Waiting 8am to 6pm
	On Street Parking Place

A1237

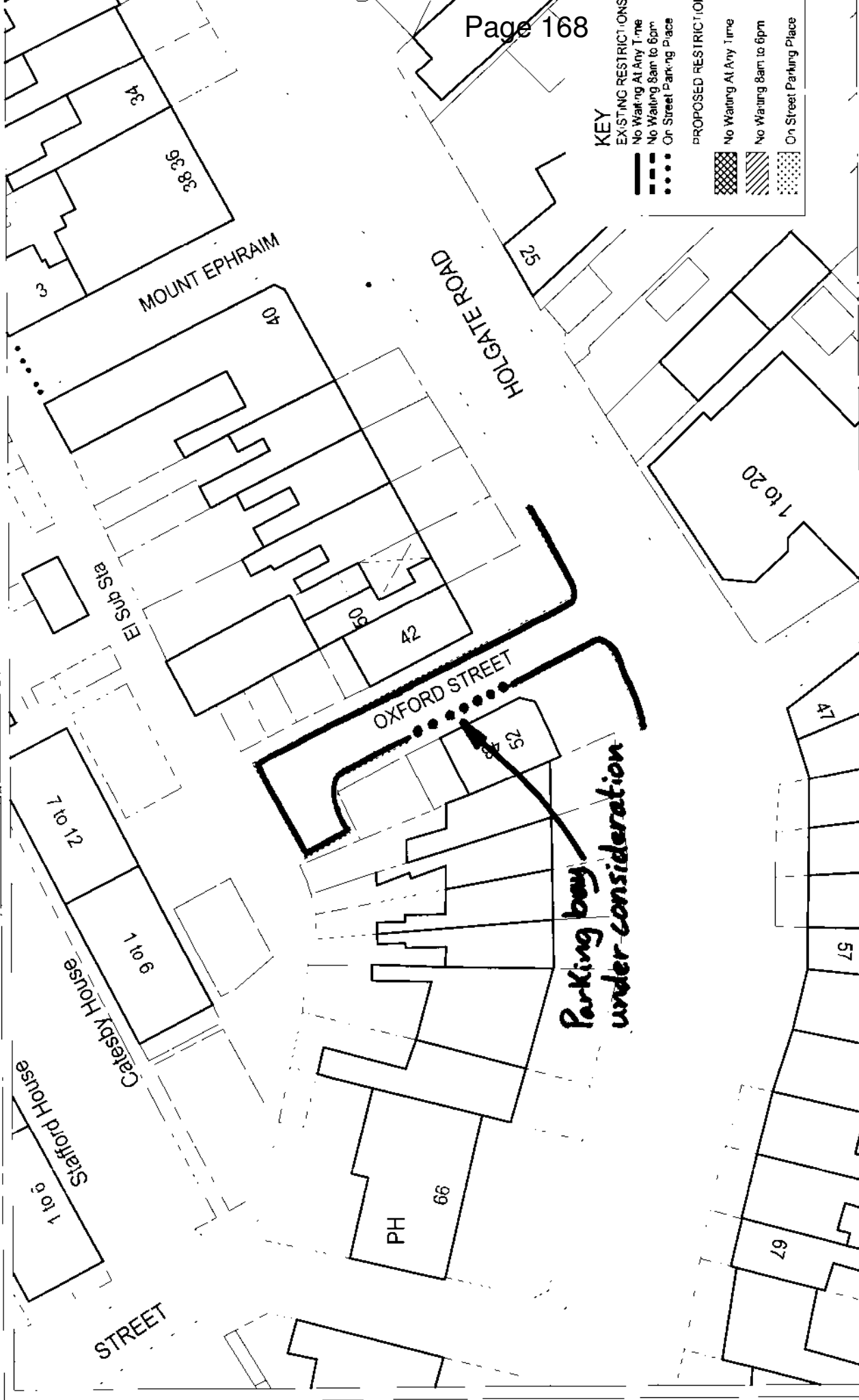
41 - Great North Way

SCALE 1:1000
DRAWN BY []
DATE []
DRAWING NO. []

Organisation []

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KEY

- EXISTING RESTRICTIONS**
- No Waiting At Any Time
 - No Waiting 8am to 6pm
 - On Street Parking Place

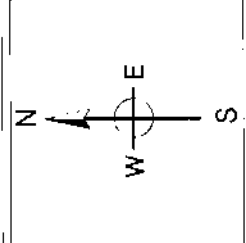
PROPOSED RESTRICTIONS

- ▨ No Waiting At Any Time
- ▨ No Waiting 8am to 6pm
- ▨ On Street Parking Place

42 - Oxford Street

SCALE: 1:1000
 DRAWN BY: [Name]
 ORGANISATION: [Name]

DATE: 20.12.11
 DRAWING NO: [Number]



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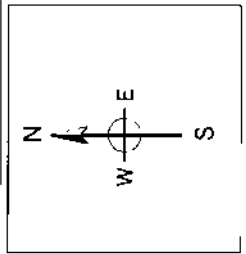
KEY

EXISTING RESTRICTIONS

- No Waiting At Any Time
- - - No Waiting 8am to 6pm
- On Street Parking Place

PROPOSED RESTRICTIONS

- ▨ No Waiting At Any Time
- ▧ No Waiting 8am to 6pm
- ▩ On Street Parking Place



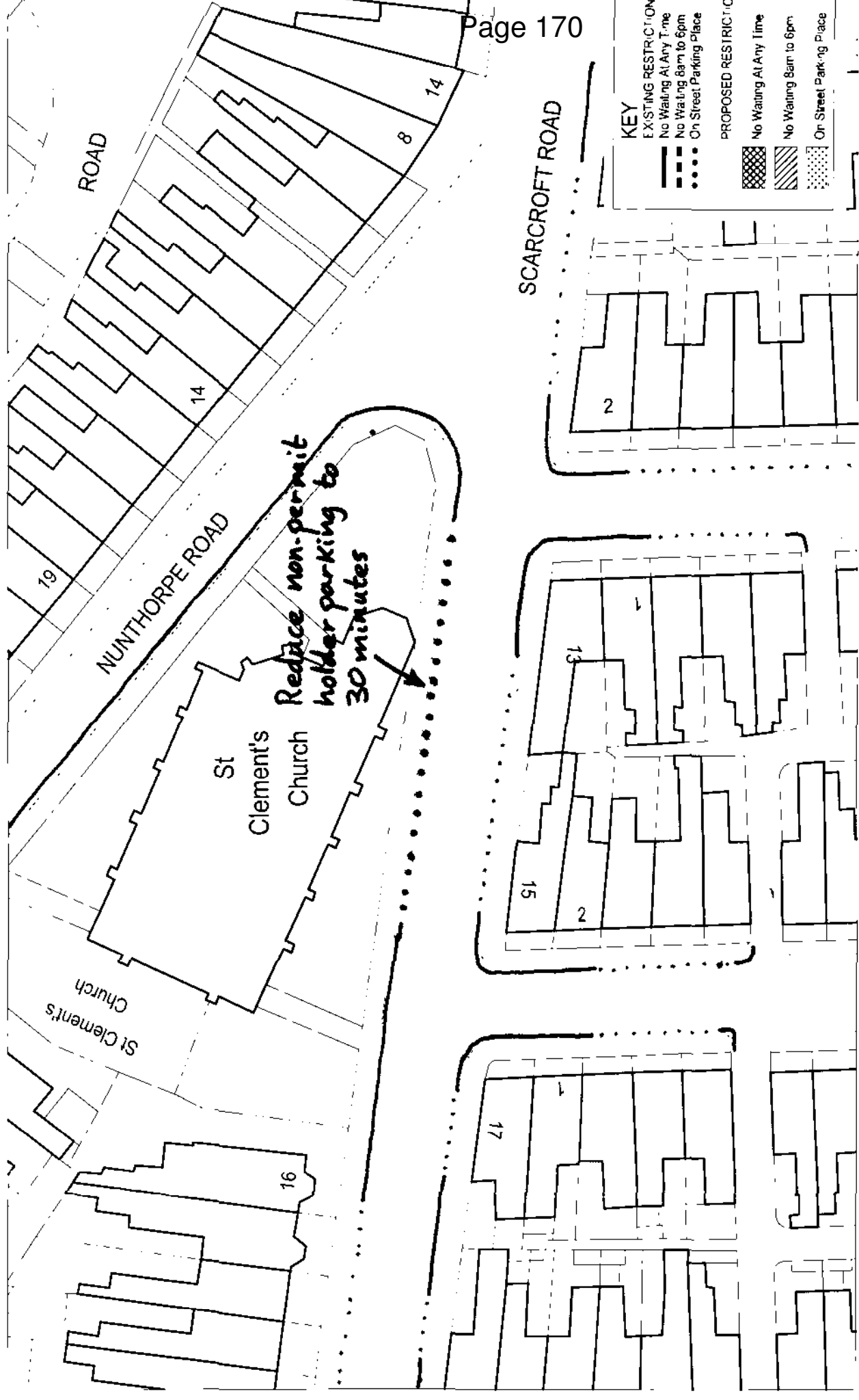
43 - Carr Lane / Rosedale Ave.

SCALE: 1:1000
 DRAWN BY: [Name]
 ORGANISATION: [Name]

DATE: [Date]
 DRAWING NO: [Number]

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KEY

EXISTING RESTRICTIONS

- No Waiting At Any Time
- - - No Waiting Barm to 6pm
- On Street Parking Place

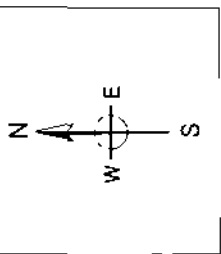
PROPOSED RESTRICTIONS

- [Cross-hatch pattern] No Waiting At Any Time
- [Diagonal lines pattern] No Waiting Barm to 6pm
- [Dotted pattern] On Street Parking Place

44 - Scarcroft Road

SCALE 1:1111 DRAWN BY: [] DATE: 14/1/2006

ORGANISING GROUP: [] ORGANISATION: [] DRAWING NO: []



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Fire Station

SANDACRE COURT

BOROUGHBRIDGE ROAD

1 to 6

7 to 10

17
18




15
16

12
14




11

KEY

EXISTING RESTRICTIONS

-  No Waiting At Any Time
-  No Waiting 8am to 6pm
-  On Street Parking Place

PROPOSED RESTRICTIONS

-  No Waiting At Any Time
-  No Waiting 8am to 6pm
-  On Street Parking Place

45 - Sandacre Court

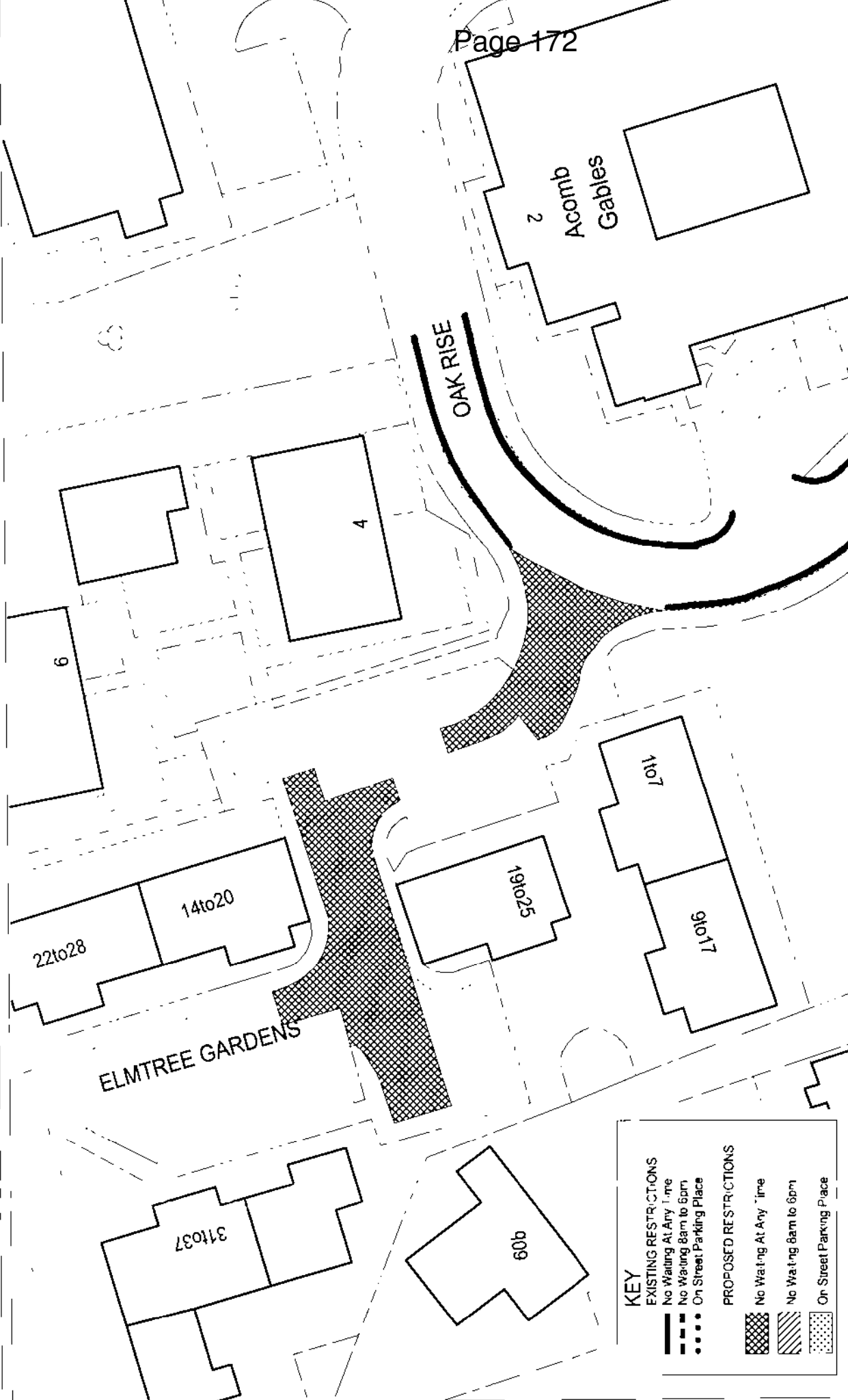
SCALE 1:500
 DRAWING NO. 10/10/05
 ORGANISATION

DAT: 10/10/05
Drawing No.

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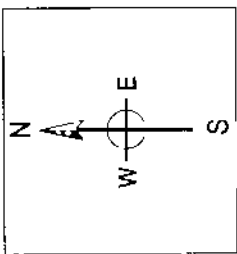
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46 - Elmtree Gardens / Oak Rise

DATE: 14/06/2016
 DRAWN BY: [Name]
 SCALE: 1:500
 ORGANISATION: [Name]

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KEY	
EXISTING RESTRICTIONS	
	No Waiting At Any Time
	No Waiting 8am to 6pm
	On Street Parking Place
PROPOSED RESTRICTIONS	
	No Waiting At Any Time
	No Waiting 8am to 6pm
	On Street Parking Place

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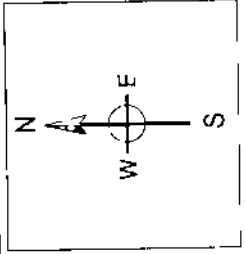
BRAMBLE DENE

MOORCROFT ROAD

47 - Bramble Dene / Moorcroft Road

SCALE 1:500
DATE 14.10.16
DRAWN BY [Name]
ORGANISATION [Name]

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KEY

EXISTING RESTRICTIONS

- No Waiting At Any Time
- No Waiting 8am to 6pm
- On Street Parking Place

PROPOSED RESTRICTIONS

- No Waiting At Any Time
- No Waiting 8am to 6pm
- On Street Parking Place

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110

51

34

32

37

TADCASTER ROAD

Hotel

80

64

89

12

1a

1b

3

ROYAL CHASE

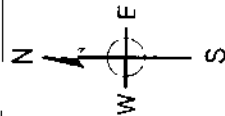
4

KEY

- EXISTING RESTRICTIONS**
- No Waiting At Any Time
 - - - No Waiting 8am to 6pm
 - On Street Parking Place

PROPOSED RESTRICTIONS

- [Cross-hatch pattern] No Waiting At Any Time
- [Diagonal lines] No Waiting 8am to 6pm
- [Dotted pattern] On Street Parking Place



48 - Royal Chase

SCALE 1:1000

DATE 15/01/2010

DRAWN BY

ORGANISATION

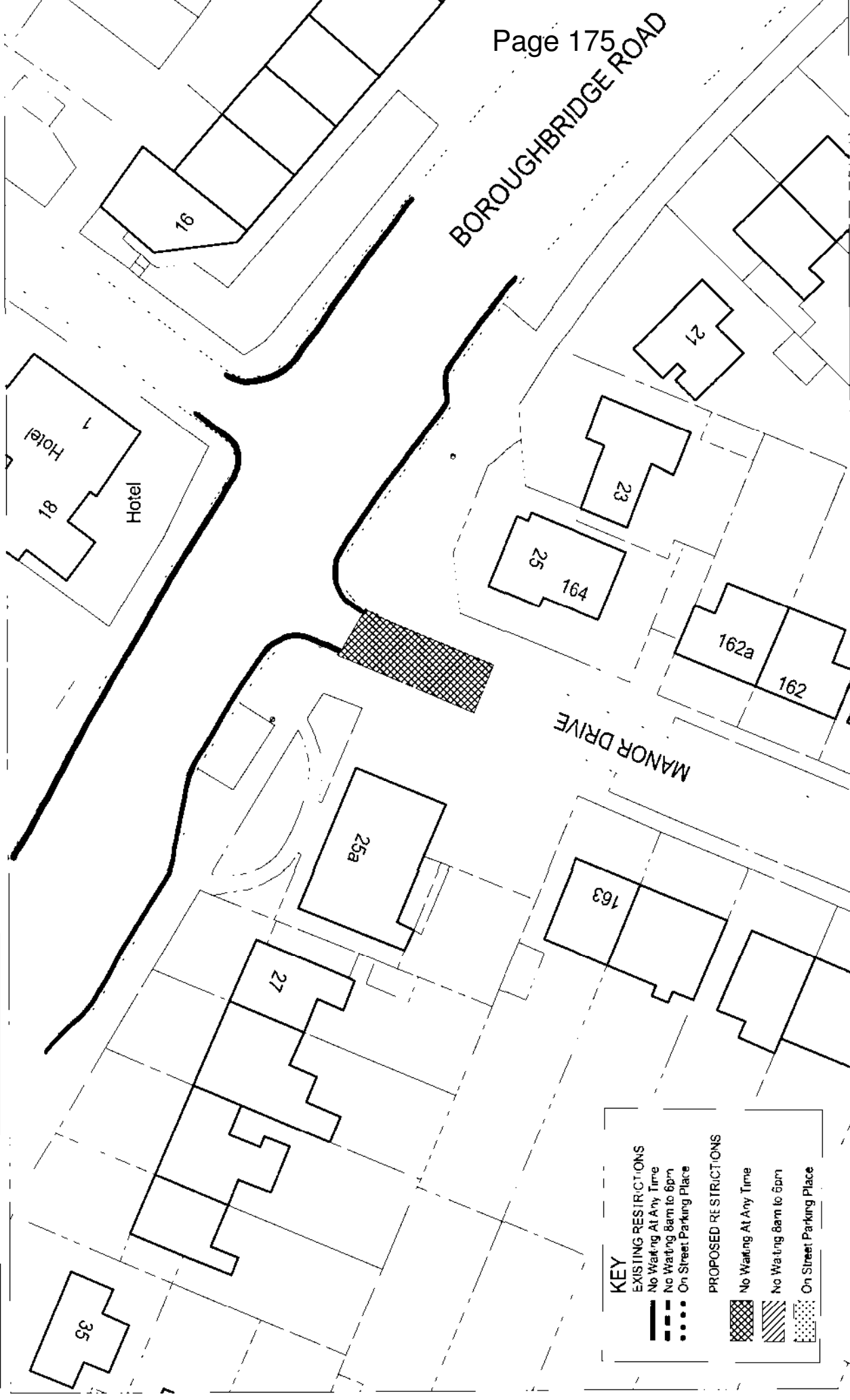
Organisation

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BOROUGHBRIDGE ROAD



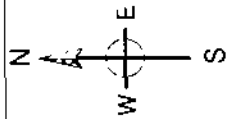
Cartology

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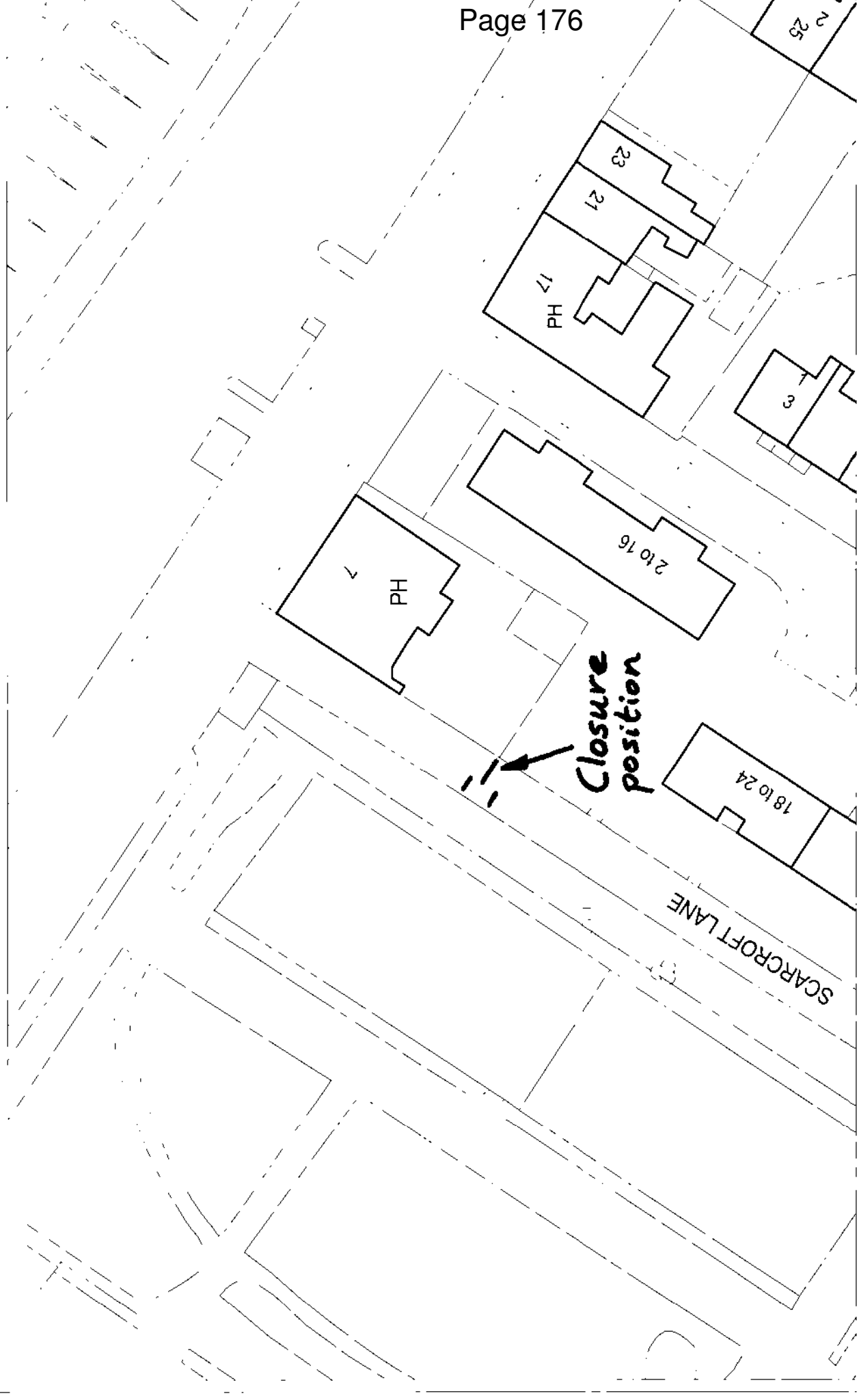
49 - Manor Drive

SCALE 1:500
 DRAWN BY [Name]
 ORGANISATION [Organisation]

DATE 10/07/2016
 DRAWING No. 175



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A - Scarcroft Lane

DATE: 10/11/11
Drawing No: 176

SCALE: 1:1000
DISC: 10/11/11

Client: [Blank]
Drawing Date: [Blank]

Organisation: [Blank]

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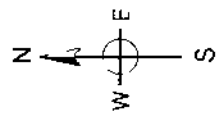
Footway area
under consideration



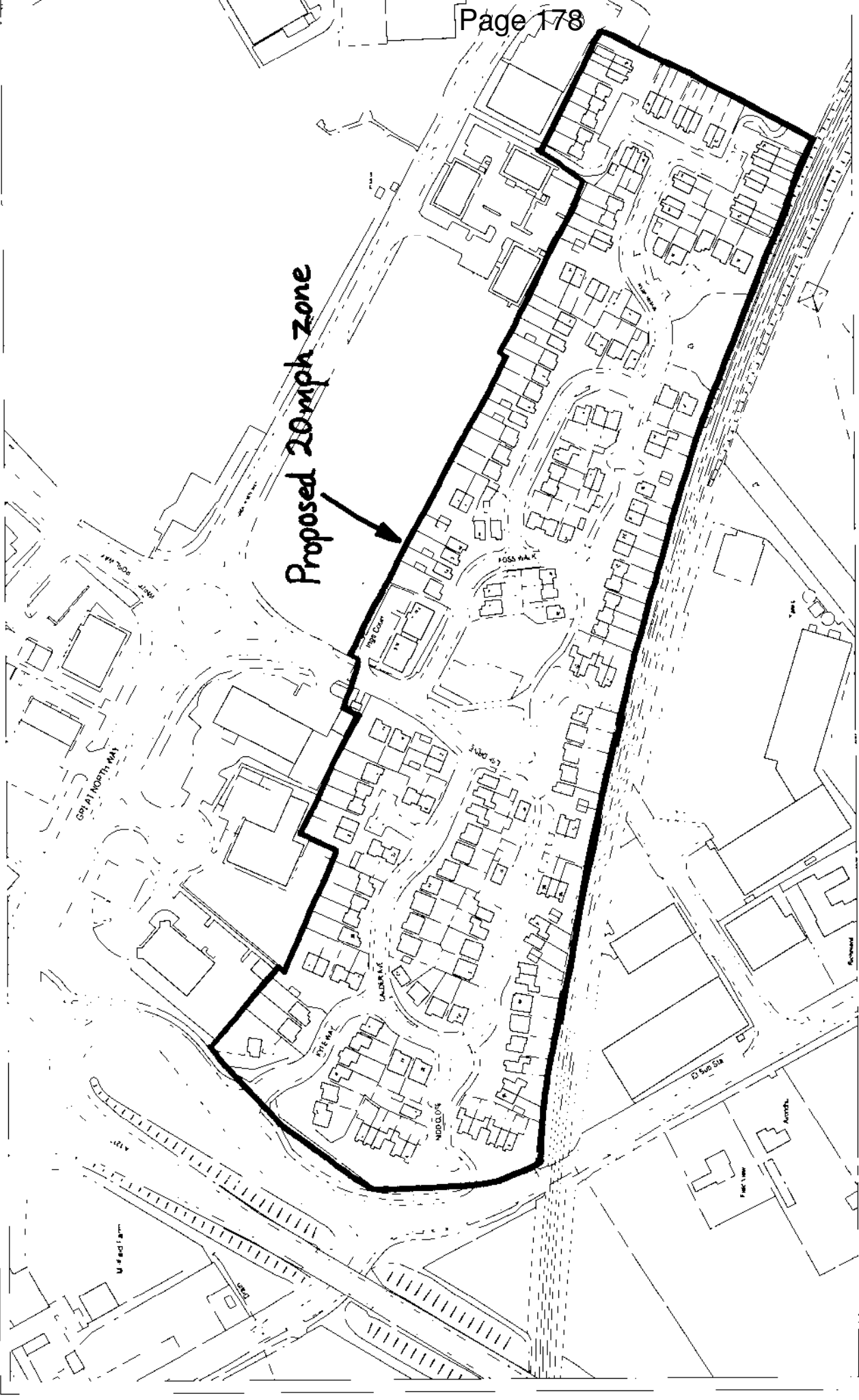
B - Staithe Close

DATE: 15/12/2018
 DRAWN BY: [Name]
 Organisation: [Name]

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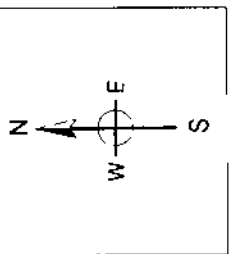
Proposed 20mph Zone

C - Poppleton Park

Scale: 1:4000
Drawing Date: 14/11/14

DATE: 14/11/14
Drawing No: 178

Organisation:

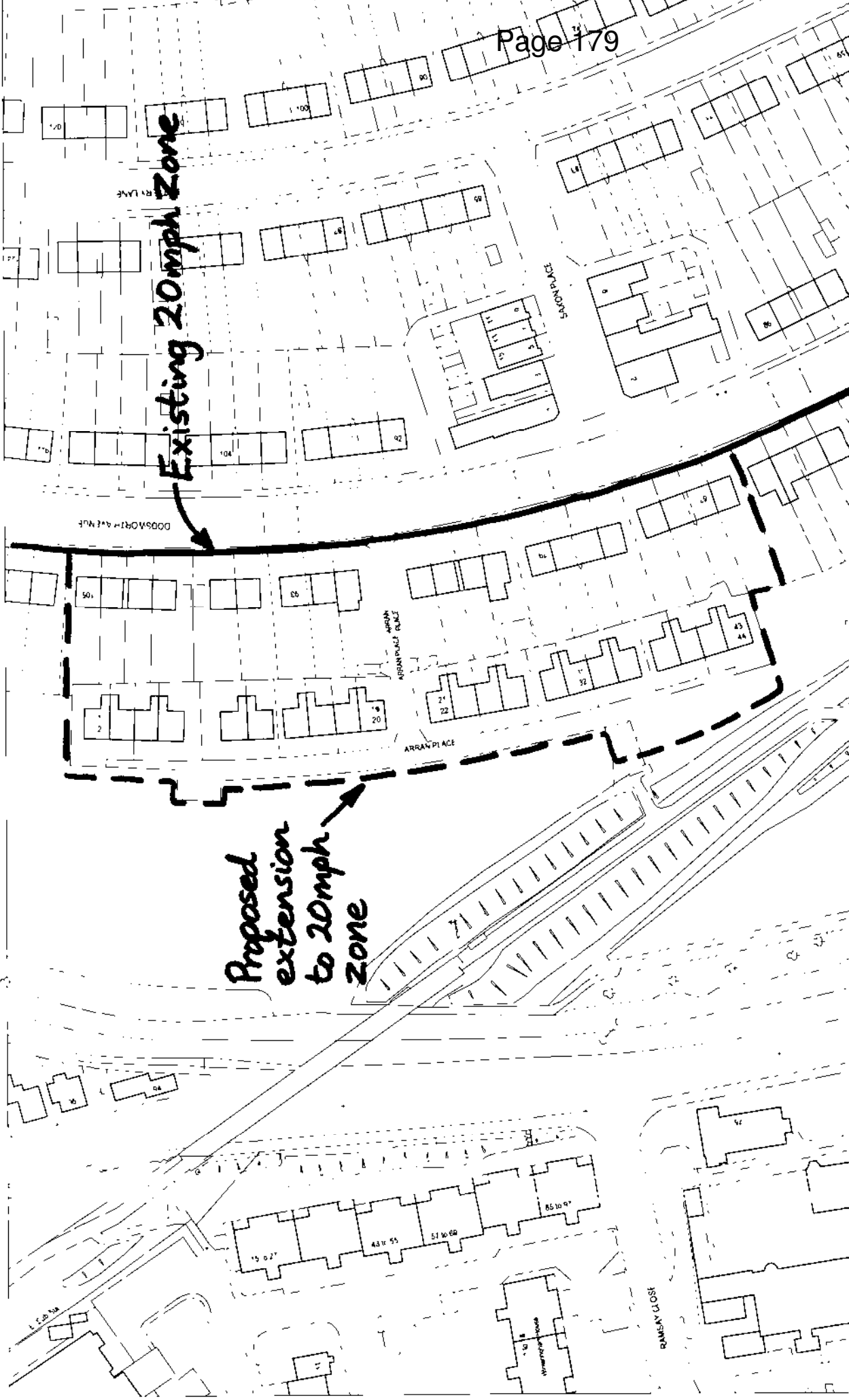


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Existing 20mph Zone

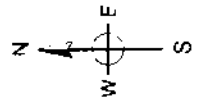
Proposed extension to 20mph zone



D - Arran Place

SOA/C 1 1
DRAWN BY
Organisation

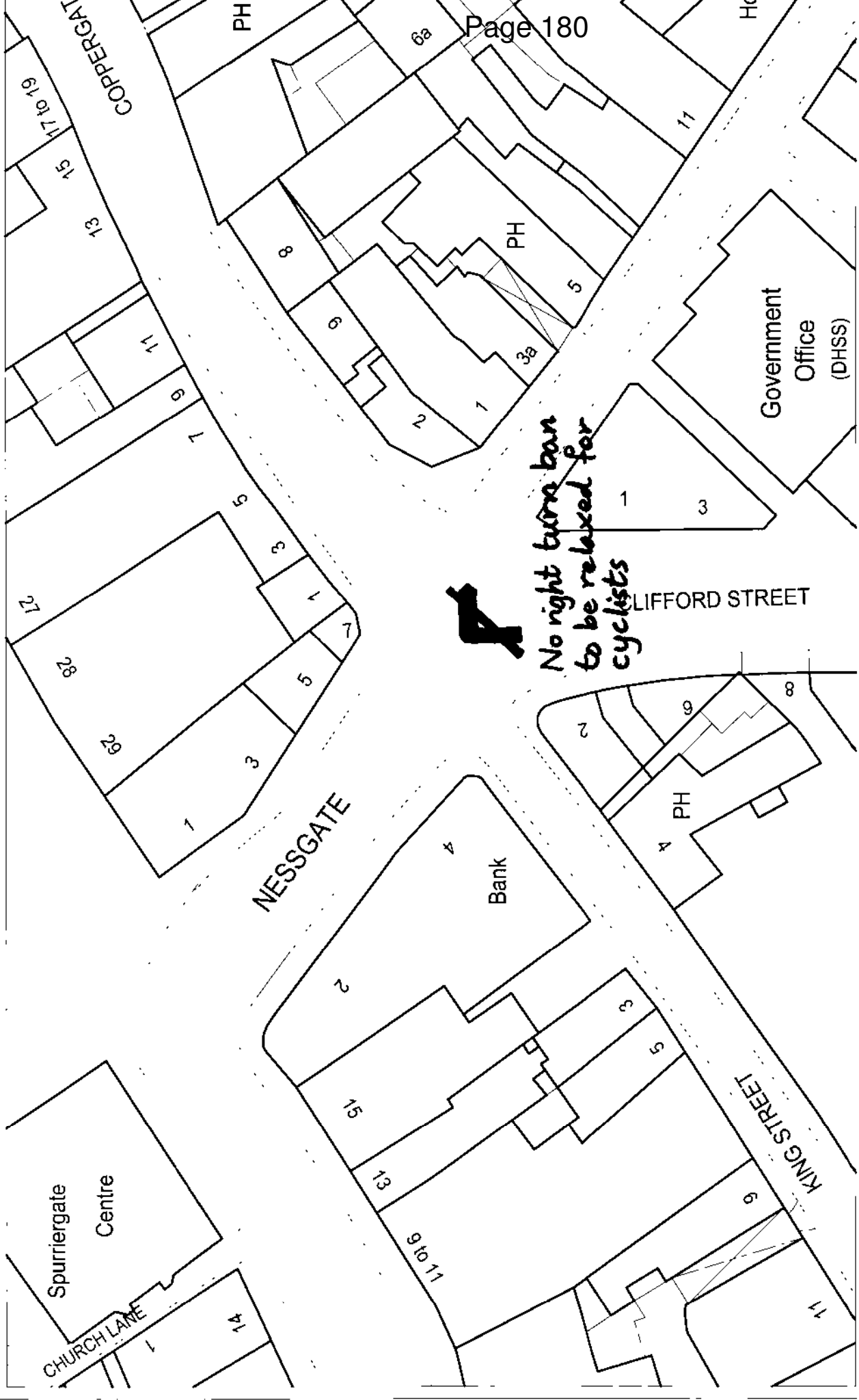
DATE
Drawing No



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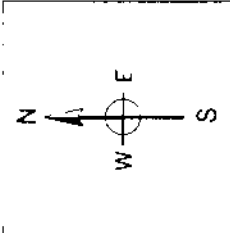


*No right turn ban
to be relaxed for
cyclists*



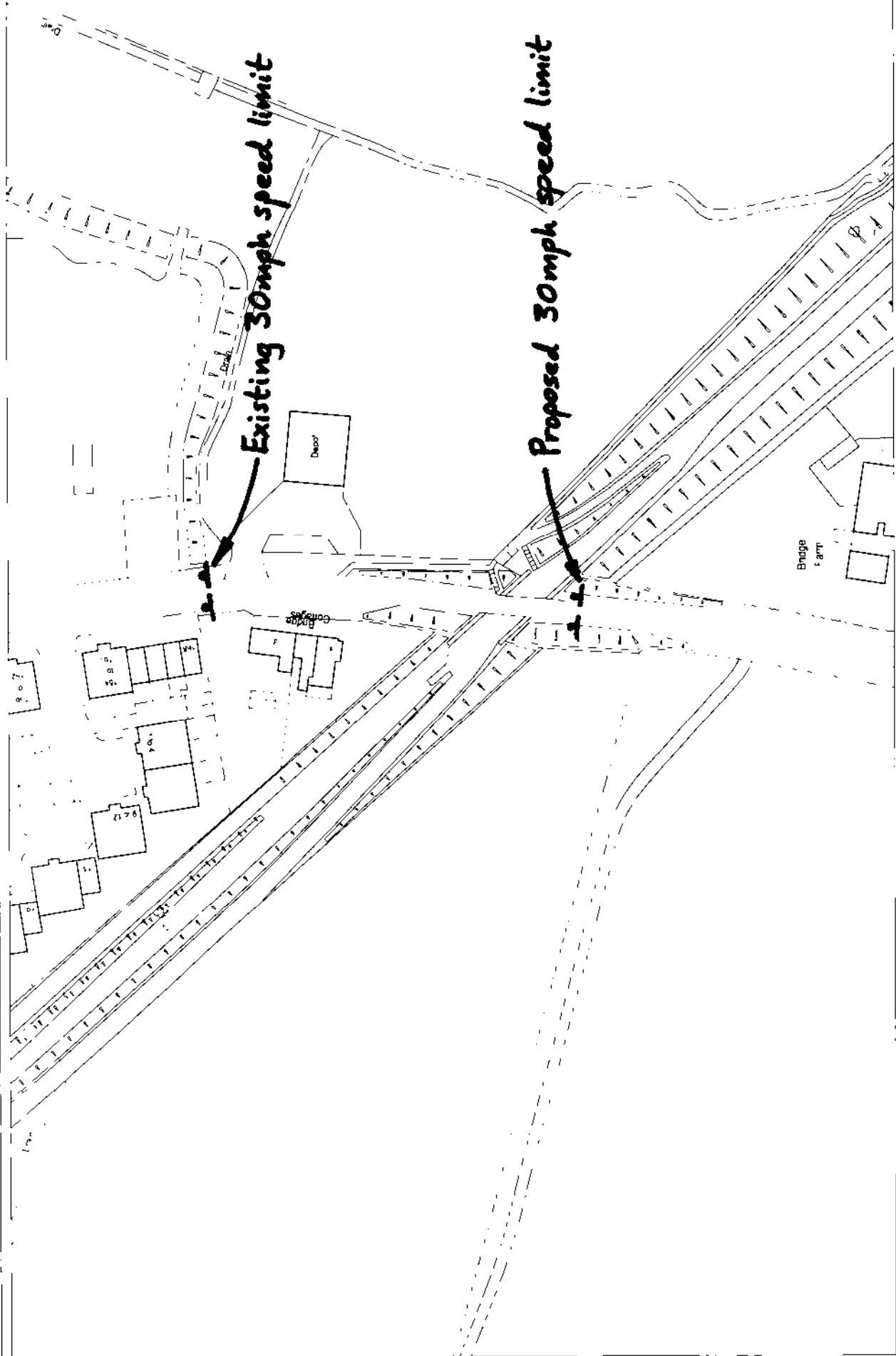
E - Clifford Street / Coppergate

SCALE: 1:1000
 DRAWN BY: []
 DATE: []
 ORGANISATION: []



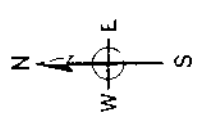
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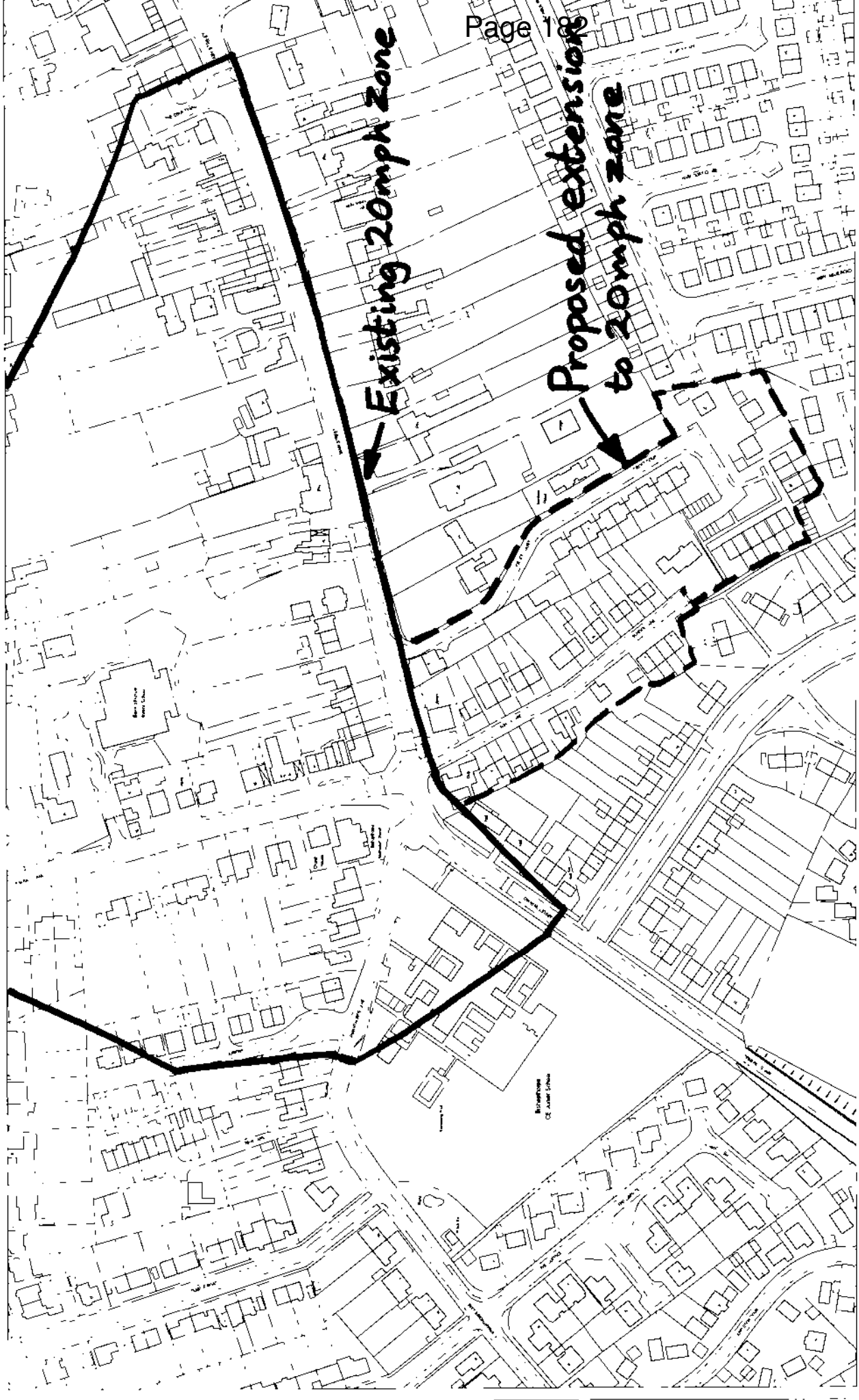
F - Acaster Lane, Bishopthorpe

Scale: 1:1000
 Drawing No: _____
 DATE: 15/10/10
 Drawing No: _____



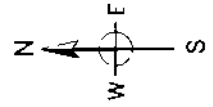
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Existing 20mph zone

Proposed extensions to 20mph zone



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G - School Lane and Croft Court

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 Original layout Organisation

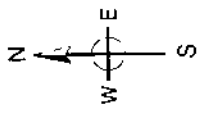
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H - Northholme and Southholme Drives

DATE: 1/20/00
DRAWN BY: J. Van Natta
ORIGIN: Station



Cartology

The Science of Maps

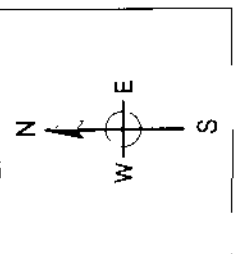
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I - Wheatlands Grove

DATE: 11/11/2010
Drawing No:

SCALE: 1:500
(See main title block)
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DATE: [Date]
ORGANISATION: [Organisation]



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Meeting of Executive Members for City Strategy and the Advisory Panel

17th July 2006

Report of the Director of City Strategy

Automatic Teller Machine (ATM) Defensible Space

Summary

1. This report brings to Members attention a request for markings on the public highway at the Royal Bank of Scotland ATM in Nessgate to improve security and seeks approval to develop a policy for when and where such markings are appropriate.

Background

2. The Royal Bank of Scotland have asked for approval to mark out a “defensible space” at their ATM in Nessgate in order to increase security for their customers (see example in annex A). The marking consists of a white or yellow line 1m² with the words cash machine area inside the box around the ATM. Whilst this type of marking has not been used before in York, they have been used elsewhere in the country with positive results in terms of crime reduction.
3. There are a number of ways crimes at ATM’s are carried out:
 - Standing close to the victim to see their pin number (known as shoulder surfing) then either skimming or stealing their card to make further withdrawals.
 - Assessing how much has been withdrawn then stealing the cash from the victim at a more secluded location.
 - Standing behind the victim threatening them with violence and ordering them to withdraw money for them.

By putting markings on the ground the area becomes more “offender hostile” which discourages the offenders from taking action. In addition, victims and potential witnesses become more aware of possible threats.

4. Where the ATM fronts onto land owned by the bank or other landowner, local authority approval is not required. However, in this case the ATM on Nessgate fronts directly on to the Public Highway, hence the involvement of the Highway Authority. The markings do not feature in the Traffic Signs Regulations and General Directions that specifies what markings can be used on the highway. However, the Department for Transport representative for this area has

confirmed that the placing of a non-highway related marking on the highway would be down to the discretion of the City Council as Highway Authority.

5. This is the first request for a defensible space marking and it may be the first of many. There are many ATM's across the authority area, including an estimated 25 in the pedestrianised area of the city centre and there is no policy in place for the use of such non-highway related markings on the public highway.

Consultation

6. No consultation has been carried out.

Options

7. The following options are put forward for consideration:
 - A. Turn down this and any subsequent request for defensible space markings on the public highway.
 - B. Approve the use of defensible space markings at ATM's that front on to the public highway.
 - C. Defer a decision until officers develop a policy for presenting to a subsequent meeting of the Executive Members for Strategy and Advisory Panel for consideration.

Analysis

8. Although option A resolves this and any subsequent requests of this type quickly it does not contribute towards crime prevention in the city. Hence, option A is not recommended.
9. A blanket approval as put forward in option B may lead to a proliferation of such markings in locations that don't merit the attention. Hence, option B is not recommended.
10. Option C allows officers to make further investigations and come up with a set of recommendations to ensure a consistent approach to using the markings taking into account various factors such as existing crime, site conditions, visual impact, materials, colour, funding, etc. This option is recommended for approval.

Corporate Priorities

11. The City Council has a stated corporate priority to reduce the actual and perceived impact of violent, aggressive and nuisance behaviour on people in York. The introduction of defensible spaces at ATM's could contribute to this aim by reducing crime and also the fear of crime.

Implications

12. At this stage the following implications have been identified:
- **Financial** - there are no financial implications at this stage if the recommendations are approved.
 - **Human Resources (HR)** - there are no HR implications.
 - **Equalities** - there are no Equalities implications.
 - **Legal** – the city council as Highway Authority for the area has the authority to introduce non-highway related markings on to the footway.
 - **Crime and Disorder** - if the recommendations are approved the subsequent report to members will outline the likely contributions to crime and disorder.
 - **Information Technology (IT)** - there are no IT implications.
 - **Property** - there are no Property implications.
 - **Other** – if the recommendations are approved the Head of Network Management will have to take on the task of determining requests for defensible space markings.

Risk Management

13. In compliance with the Councils risk management strategy, there are no risks associated with the recommendations in this report.

Recommendations

14. Members are requested to approve Option C:

Defer a decision on this request until officers have had the opportunity to develop a policy for presenting to the December meeting of the Executive Members for City Strategy and Advisory Panel for consideration.

Reason: to ensure a consistent approach to using the markings, taking into account various factors such as existing crime, site conditions, visual impact, materials, colour, funding, etc.

Officers to advise the Royal Bank of Scotland of the above.

Contact Details

Author:

Alistair Briggs
Traffic Engineer
Department of City Strategy
Tel No. 551368

Chief Officer Responsible for the report:

Bill Woolley
Director of City Strategy

Report Approved

Date 16/06/06

Wards Affected:

All

For further information please contact the author of the report

Background Papers - None

Annex A – Example of a defensible space marking

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Annex A

Example of a defensible space marking



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Meeting of Executive Members for City Strategy and the Advisory Panel

17 July 2006

Report of the Director of City Strategy

CODE OF PRACTICE FOR HIGHWAY MAINTENANCE

Summary

1. This report provides a brief overview of the code of practice, 'Well Maintained Highways 2005' and asks Members to approve the policies determining standards of highway maintenance within this authority, particularly where they vary from the recommendations of the Code of Practice. These variations are clearly shown in Annex 1 of this report which in effect is the exemptions report contained within the Council's Highway Survey, Inspection and Repair Manual.

Background

2. The Annual Highway Maintenance Report, 2 May 2006, included a reference to three new Codes of Practice:
 - 'Well-maintained Highways': Code of Practice for Highway Maintenance Management, July 2005
 - 'Well-lit Highways' Code of Practice for Highway Lighting Management, November 2004
 - 'Management of Highway Structures' Code of Practice , September 2005

This report considers the first of these three Codes of Practice.

3. The first Code of Practice for Highway Maintenance endorsed by the local government associations was published in 1983 and has subsequently been revised twice to take account of new and emerging developments in technology, policy and good practice.
4. The Code covers all aspects of highway maintenance, from day to day small scale repairs to long term strategic planning. Its recommendations are not mandatory, and it does not set prescriptive standards. It sets out an approach to highway maintenance for authorities to adapt where local conditions are taken into consideration, while including examples of good practice, and is intended as a benchmark against which policies can be developed and local variations identified. However, it also recommends that local variations are 'derived following a risk assessment, then approved, adopted and published by the authority. The approval and adoption process should involve the authority's Executive and be explicit, transparent and inclusive.'

5. The latest edition emphasises the use of asset management, risk management, whole life costing and sustainability in the development of highway maintenance programmes and procedures. The preparation of the York Transport Asset Management Plan, which deals with long term planning, data management and preparation of annual work programmes, is well advanced, and will be the subject of a separate report to Members later this year.
6. The current arrangements for regular basic maintenance of York's highway network have developed over a number of years and consist of
 - a network hierarchy based on the recommendations in the Code of Practice, the Council's Hierarchy of Road Users, and local knowledge
 - regular safety inspections by dedicated safety inspectors, with frequencies determined by the network hierarchy
 - a number of reliable and publicised means by which members of the public and other users can report defects and other concerns regarding the highway – the most popular being the York Pride Action Line
 - area based reactive inspectors to respond to all reported defects on the highway within a specified time
 - a dedicated inspector to supervise and monitor all new development work which is subject to a section 38 [1980 Highways Act.] agreement.
 - dedicated utility inspectors to monitor and inspect work carried out by the public utilities within the public highway
 - specified investigatory levels for defects used by all inspectors to ensure consistency and effective use of resources, the most frequently used being :

Carriageway pothole	Depression \geq 40mm deep extending \geq 300mm in any one direction
Footway trip	Abrupt level difference \geq 20mm
 - specified response times for defects - the inspector carries out a risk assessment on site to decide the risk posed to highway users by the defect, the level of risk determining the category of response.
 - All inspectors are proactive and respond to any defects which pose an immediate risk to the public noticed during other inspections.
7. To formalise our highway maintenance policy and to comply with the Code of Practice means a specific manual has to be produced with any differences highlighted within this document in a section titled "The Exemptions Report" and approved by Members. Therefore the City of York Council has produced such a document called the Highway Survey, Inspection and Repair Manual – which details all surveys, inspections, categories and investigatory levels, and is issued to all CYC staff directly involved in highway inspection. A copy is placed in the Members' library for reference. The manual is updated regularly to take account of changes in the network, codes of practices, legal requirements and staffing arrangements etcetera. This manual is also

used as the main document when evoking defence against third party highway insurance claims. It is recommended that Members familiarise themselves with the Code of Practice which can be found on www.roadscodes.org and the Council's Highway Survey, Inspection and Repair Manual which can be found in the Members' library.

Consultation

8. The Code of Practice is a nationally agreed document which was widely consulted on prior to publication.

Options

9. **Option 1** - Members note and approve this report, particularly the adoption of the highway survey, inspection and repair manual as Council policy.

Option 2 - Members note the report and suggest any changes they would like to see be included within the manual before it is adopted as Council policy

Option 3 - Members note the report and reject the manual as Council policy.

Analysis

10. The advantages of option 1 are:-

The inspection and maintenance regimes currently practised by the Council have been developed in accordance with

- The code of practice 'Well Maintained Highways 2005' and preceding documents
- Council policies and objectives
- Local knowledge of the highway network
- Financial and staff resources available

11. Since the introduction of the inspection and repair manual and the regular safety inspections in 2000 the number of insurance claims received by the Council has dropped significantly, by over 80% and the Council's repudiation rate is currently at over 90%, one of the highest in the country.
12. The basic maintenance regime, together with procedures used to produce the annual programme of carriageway and footway resurfacing schemes, has resulted in significant improvement in condition. This is measured by the BVPIs, and sustained increase in customer satisfaction as measured by the Residents' Opinion Survey.
13. Policies and procedures are constantly monitored and updated to improve efficiency and effectiveness, and to achieve best value. For instance, the employment of a driver to assist the safety inspectors has allowed the inclusion of all frequent bus routes within the monthly safety inspection.

14. The network hierarchy, inspections frequencies and investigatory levels vary only slightly from the recommendations in the Code of Practice. The main differences are:
- No separate hierarchy for footways, as carriageways and footways are inspected together during safety inspections. All of the most heavily used footways are included in the monthly inspections.
 - There is no 3 monthly inspection frequency in York. All important link roads are included in the monthly inspections and school frontages are inspected at least 6 monthly. With the resources available, and from local knowledge of the network, it is considered that annual inspections are appropriate for all Level 3 roads.
 - An additional defect category is included to allow inspectors to differentiate between defects that are immediately dangerous, and those which require prompt attention but can reasonably be attended to within 1 working day.
15. A detailed comparison between the Code of Practice recommendations and CYC procedures is included as Appendix 6 in the Highway Survey, Inspection and Repair Manual, and this is set out in Annex 1.
16. Option 1 enables the recent improvements to highway maintenance service delivery and the Council's claims history to be continued. Any other option, to vary service delivery in relation to the Code of Practice, or to move away from acceptance of the Code of Practice, would need to be carefully considered as this could have implications for customer satisfaction and insurance costs.

Corporate Objectives

Maintenance of the public highway has a direct impact on several of the Council's corporate aims and objectives:

17. **Corporate Aim 1: (Environment)** Take Pride in the City, by improving quality and sustainability, creating a clean and safe environment.

Specific objectives:

- 1.1 Increase resident satisfaction and pride with their local neighbourhoods.
- 1.2 Protect and enhance the built and green environment that makes York unique.
- 1.3 Make getting around York easier, more reliable and less damaging to the environment.

18. **Corporate Aim 3: (Economy)** Strengthen and diversify York's economy and improve employment opportunities for residents.

Not directly relevant to any of the specific objectives, but good quality highway infrastructure is vital to the local economy.

19. **Corporate Aim 4: (Safer City)** Create a safe City through transparent partnership working with other agencies and the local community.

Specific objectives:

- 4.7 Make York's roads safer for all types of user.

20. **Corporate aim 8: (Corporate Health)** Transform City of York Council into an excellent customer-focused “can do” authority.

Specific objective:

8.9 Manage the Council’s property, IT and other assets on behalf of York residents.

21. **LTP aim:** To maintain, improve and make more efficient use of the existing transport network.

Implications

Financial

22. The costs of dealing with highway defects, in accordance with the Highway Survey, Inspection and Repair manual, are met by the Council's annual revenue budget.

Human Resources (HR)

23. Staff in Highway Infrastructure manage the day to day maintenance issues using the Highway Survey, Inspection and Repair manual as a tool to prioritise and target resources.

Equalities

24. There are no equalities implications.

Legal

- The Council, in its capacity as the Highway Authority, has a statutory duty under Section 41 of the Highways Act 1980 to maintain the public highway.
 - The Council can use the Highway Survey, Inspection and Repair manual to demonstrate it has a Section 58 defence to third party highway insurance claims.
25. The suggested recommendations of the Code are explicitly not mandatory on authorities. However, where authorities are the subject of claims or legal action by those seeking to establish non-compliance with legal obligations, it has been recognised that the contents of the Code may be considered to be a relevant consideration. It is essential therefore, for any deviations from the Code to be identified, together with the reasoning for such differences.

Crime and Disorder

26. There are no crime and disorder implications.

Information Technology (IT)

27. There are no information technology implications.

Property

28. There are no property implications.

Other

29. There are no other implications.

Risk Management

30. In compliance with the Council's risk management strategy, the main risks that have been identified in this report are risks arising from hazards to assets and people (Physical), those which could lead to financial loss (Financial), and non-compliance with legislation (Legal & Regulatory).
31. Measured in terms of impact and likelihood, the risk score all risks has been assessed at less than 16. This means that at this point the risks need only to be monitored as they do not provide a real threat to the achievement of the objectives of this report.

Recommendations

32. That the Advisory Panel advise the Executive Member that:
- 1) It be noted that highway maintenance procedures within the City of York have been developed in accordance with the Code of Practice 'Well Maintained Highways' 2005.
 - 2) Option 1, with the variations from the recommendations of the Code, as set out in Annex 1, be approved.

Reason: The Council, as Highway Authority, has a legal duty to maintain the highway. The Code of Practice may be considered to be a relevant consideration when the authority is the subject of claims or legal action by those seeking to establish non-compliance with these legal duties.

Contact Details

Author:

Fred Isles
Maintenance Manager
Highway Infrastructure
Tel 551444

Chief Officer Responsible for the report:

Damon Copperthwaite
Acting Assistant Director
(City Development & Transport)

Report Approved



Date 30/06/06

Specialist Implications Officer(s)

There are no specialist implications.

Wards Affected

All



For further information please contact the author of the report

Background Papers:

Highway Survey, Inspection and Repair Manual - located

Annexes

Annex 1 – Extract from the Highway Survey, Inspection and Repair Manual.

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The following is an extract from the Highway Survey, Inspection and Repair manual:

APPENDIX 6

COMPARISON WITH NATIONAL STANDARDS (EXEMPTIONS REPORT)

6.1 NETWORK HIERARCHY

The Code of Practice quotes separate hierarchies for roads, footways and cycleways. As CYC footways and cycleways are inspected at the same time as the adjacent road, one inclusive hierarchy has been developed for the CYC network.

A comparison between the CYC hierarchy, and the road hierarchy in the Code of Practice is shown in Tables 6.1 and 6.2.

The inclusion of City Centre footstreets, routes from car parks and railway station, and main suburban shopping areas as CYC level 1 reflects both the Council's commitment to giving pedestrians top priority in its Hierarchy of Road Users, and the footway hierarchy in the Code of Practice.

Windmill Lane (C294) is the only classified road which is included in Level 3, with annual safety inspection. This is due to the change in its function from important link between classified routes to local access road, with restricted access at one end.

6.2 SAFETY INSPECTION FREQUENCIES

The Code of Practice states that safety inspection frequencies should be based upon:

- Category within the network hierarchy
- Traffic use characteristics and trends
- Incident and inspection history
- Characteristics of adjoining network elements
- Wider policy or operational considerations

The relative frequencies within the CYC regime are dictated by the first four elements above. The actual frequencies are determined by the resources available, and are those which CYC is confident it can achieve, based on past experience. A programme has been developed for the annual safety inspections of the Level 3 roads which takes account of the characteristics of each area and allows for periods of adverse weather, so that regularity of inspection can be ensured.

A comparison between the CYC safety inspection frequencies and those suggested in the Code of Practice is shown in Tables 6.3, 6.4 and 6.5.

The Code of Practice also states that safety inspections 'are normally undertaken by slow moving vehicle'. Whilst as much of the York network as possible is surveyed by vehicle, this is not feasible for the city centre, urban shopping areas and approximately 15% of the

remainder, due to the numbers of pedestrians and/or parked vehicles. As walked surveys take longer this contributes to the slightly lower frequency of CYC inspections compared to the Code of Practice.

6.3 INVESTIGATORY LEVELS, DEFECT CATEGORIES AND RESPONSE TIMES

The Code of Practice does not specify values for investigatory levels, allowing local judgement to be made as to the hazard to users of the network, depending on the location and severity of the defect, and the normal use of the item.

The investigatory levels given in Appendix 4 cover all the items given in the Code of Practice list of 'suggested items for inspection'. They have been developed using Audit Commission Standards of Performance, the Highways Agency's Routine Maintenance Management System, and local knowledge of York's highways.

A comparison between the Code of Practice and CYC defect categories and response times is shown in Table 6.6. The introduction of an additional category in the CYC regime allows the inspector to differentiate between defects that are immediately dangerous, and those which require prompt attention but can reasonably be attended to within 1 working day.

CODE OF PRACTICE HIERARCHIES

Roads		Footways	
Level	Description	Level	Description
1	Motorway	1a	Prestige zone – Prestige areas with exceptionally high usage
		1	Primary route – Busy urban shopping and business areas, and main pedestrian routes linking transport interchanges
2	Strategic Route – Trunk roads and some principal roads	2	Secondary route – Medium usage routes feeding primary routes, shopping centres, large schools etc.
3a	Main urban network and links between strategic routes	3	Link footway – Linking local access footways through urban areas, and busy rural footways
3b	Other classified roads and unclassified bus routes carrying local traffic		
4a	Local traffic roads linking category 3 roads	4	Local access footway – Low usage routes, estate roads and culs de sac
4b	Local access roads serving limited number of properties only.		

Table 6.1

CITY OF YORK COUNCIL HIERARCHY

Level	Description
1	City Centre footstreets; important pedestrian routes from car parks and railway station; main suburban shopping areas
2	All classified roads and footways and important links between classified routes. Unclassified routes with frequent* bus services.
3	All other roads and footways and off-road cycle routes

*at least one every 20 minutes in one direction

Table 6.2

Notes:

1. As footways, cycleways and the adjacent road are inspected at the same time in York, the one CYC hierarchy covers all 3 levels of use.
2. There are no motorways within CYC boundary, and trunk roads are maintained by the Highways Agency, so no categories have been included for these.

CODE OF PRACTICE SAFETY INSPECTIONS

Road Category	Description	Inspection Frequency
2	Strategic Route – Trunk roads and some principal roads	Monthly
3a & 3b	Main urban network. Other classified roads and unclassified bus routes	Monthly
4a	Local traffic roads.	3 monthly
4b	Local access roads serving limited number of properties	Annually

Table 6.3

Footway Category	Description	Inspection Frequency
1a & 1	Prestige zones. Main urban pedestrian routes	Monthly
2	Medium usage routes	3 monthly
3	Link footways and busy rural footways	6 monthly
4	Low usage routes, estate roads and cul de sacs	Annually

Table 6.4

CITY OF YORK COUNCIL SAFETY INSPECTIONS

Category	Description	Inspection Frequency
Level 1	The city centre footstreets and important routes from car parks and the railway station. Main suburban shopping areas	Monthly
Level 2	Principal roads and other main important distributor roads, including unclassified roads carrying frequent* bus services.	Monthly
	Frontages of schools not located on Level 1 or 2 roads.	6 monthly
Level 3	All other roads. Plus off-road cycle routes	Annually

Table 6.5

Note:

Footways, cycleways and the adjacent road are inspected at the same time in York

*at least one every 20 minutes in one direction

DEFECT CATEGORIES AND RESPONSE TIMES

Code of Practice			City of York Council		
Cat.	Definition	Response	Cat.	Definition	Response
1	Require prompt attention because they represent immediate or imminent hazard or there is a risk of short-term structural deterioration.	Correct or make safe at time of inspection (if reasonably practicable). Temporary repair within 24 hours. Permanent repair within 28 days	1	First person to pass by would be likely to have an accident	Defect is made safe before the Inspector leaves site. Temporary repair within 1 working day. Permanent repair within 20 working days
			2	There is an immediate risk to the public or risk of short-term structural deterioration.	Defect is made safe or repaired within 1 working day. Permanent repair within 20 working days
2	All others	Within planned programmes of work with the priority as determined by risk assessment.	3	No immediate risk to the public.	Permanent repair within 20 working days.

Table 6.6

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Meeting of Executive Members for City Strategy and the Advisory Panel

17 July 2006

Report of the Director of City Strategy

CODE OF PRACTICE FOR HIGHWAY LIGHTING MANAGEMENT

Summary

1. This report provides a brief overview of the code of practice 'Well Lit Highways November 2004' and asks Members to note and approve the recommended standards of highway lighting management.

Background

2. The Annual Highway Maintenance Report, 2 May 2006, included a reference to three new Codes of Practice:
 - 'Well-maintained Highways': Code of Practice for Highway Maintenance Management, July 2005
 - 'Well-lit Highways' Code of Practice for Highway Lighting Management, November 2004
 - 'Management of Highway Structures' Code of Practice, September 2005

This report considers the second of these three Codes of Practice.

3. The first Code of Practice for Road Lighting endorsed by the local government associations was published in 1999 and has subsequently been revised by this edition to take account of new and emerging developments in technology, policy and good practice incorporating changes in legislation and standards.
4. The Code covers the provision and maintenance of a street lighting service with reference to legal obligations and best practice within the industry. The code also touches on service level agreements with Distribution Network Operators, and the procurement of contracts within the street lighting arena.
5. The Code emphasises the use of best value systems including asset management and make a series of recommendations to achieve this.
6. The current highway lighting management system is based on the previous Code of Practice along with a number of advances based on technical reports issued by the Institute of Lighting Engineers (ILE) and Institute of Electrical Engineers, built up over a period of time. This can be summarised as:

- A prioritisation of works and systems based on ILE technical reports, current design regulations, previous codes or best practice and current recommendations along with local knowledge.
 - Visual inspection of the street lighting and illuminated network timed once a month in summer and twice in winter.
 - A number of reliable and publicised means by which members of the public and other users can report defects and other concerns regarding the highway; the most popular being the freephone number displayed on all equipment and the York Pride Action Line.
 - Reactive attendance of all faults determined by severity or risk. Standard faults are attended within two working days and Emergencies within two hours.
 - Routine programmed maintenance in line with best practice (dependant on budgetary constraints).
 - Monitoring and approval of specifications and levels in all systems related to current regulations.
7. Improvements to the current system and ways of working are always being evaluated and will be subject to a specific report to be brought before Members in September.

Options

8. **Option 1** - Members note the report and approve the measures being taken to comply with the recommendations as set out in Annex 1.

Option 2 - Members note the report and suggest any changes they would like to see be included in relation to the recommendations.

Option 3 - Members note the report and reject compliance with the Code and its recommendations.

Analysis

9. The advantages of option 1 are strong and re-enforce systems already underway but to summarise:-

The inspection and maintenance regimes currently practised by the Council have been developed in accordance with

- The code of practice 'Well Lit Highways' and preceding documents
- Council policies and objectives
- Local knowledge of the Street Lighting network
- Financial and staff resources available

10. With the use of the ILE's Technical Report No. 22 relating to column conditions as set out in the Code, proactive management of lighting stock and risk can be improved.
11. Policies and procedures are constantly monitored and updated to improve efficiency and effectiveness, and to achieve best value.
12. A detailed comparison between the Code of Practice recommendations and CYC procedures is included in Annex 1.
13. Option 1 enables the maintenance and safety of the lighting network to be provided with the greatest possible compliance with the recommendations in the Code of Practice. It also assists in maintaining the authority's national standing with respect to lighting networks. Any option that moves further away from the Code of Practice recommendations will need to be carefully considered, as this could have customer satisfaction and cost implications.

Corporate Objectives

Maintenance of Street Lighting has a direct impact on several of the Council's corporate aims and objectives:

14. **Corporate Aim 1: (Environment)** Take Pride in the City, by improving quality and sustainability, creating a clean and safe environment.

Specific objectives:

- 1.1 Increase resident satisfaction and pride with their local neighbourhoods.
- 1.2 Protect and enhance the built and green environment that makes York unique.
- 1.3 Make getting around York easier, more reliable and less damaging to the environment.
- 1.4 Control and improvement of the night environment through best value and quality procedures.

15. **Corporate Aim 3: (Economy)** Strengthen and diversify York's economy and improve employment opportunities for residents.
Good quality street lighting systems aid the local economy through better visible access to facilities.

16. **Corporate Aim 4: (Safer City)** Create a safe City through transparent partnership working with other agencies and the local community.

Specific objectives:

- 4.7 Good Quality management of lighting systems through management of risk and improvements to the network (electrical, structural and light output).

17. **Corporate aim 8: (Corporate Health)** Transform City of York Council into an excellent customer-focused "can do" authority.

Specific objective:

- 8.9 Manage the Council's property, IT and other assets on behalf of York residents.

Implications

Financial

18. The costs associated with dealing with lighting maintenance, replacement and fault management come from both City of York Council revenue budgets, ward committees funding, and the LTP allocation.

Human Resources (HR)

19. The Street Lighting team consists of two full time staff to implement and manage the whole service. There are no implications with this report.

Equalities

20. There are no equalities implications.

Legal

- The Council, in its capacity as the Highway Authority, has the power to light the highway under Section 97 of the Highways Act 1980.
 - The Council also has a duty of care to the road user, however this duty of care does not impose on the Highway Authority any duty to keep the public lighting lit.
 - An authority responsible for the maintenance of public lighting should be able to demonstrate that they have systems in place to maintain the public lighting equipment in a safe condition, including the detection of dangerous equipment.
21. The suggested recommendations of the Code are explicitly not mandatory on authorities. However, where authorities are the subject of claims or legal action by those seeking to establish non-compliance with legal obligations, it has been recognised that the contents of the Code may be considered to be a relevant consideration. It is essential therefore, for any deviations from the Code to be identified, together with the reasoning for such differences.

Crime and Disorder

22. There is a link between good systems of lighting and the positive effect this has on levels of crime.

Information Technology (IT)

23. The development of the current asset management systems has links with IT and Exor management systems.

Property

24. There are no property implications.

Other

25. There are no other implications.

Risk Management

26. In compliance with the Council's risk management strategy, the main risks that have been identified in this report are risks arising from hazards to assets and people (Physical), those which could lead to financial loss (Financial), and non-compliance with legislation (Legal & Regulatory).
27. Measured in terms of impact and likelihood, the risk score all risks has been assessed at less than 16. This means that at this point the risks need only to be monitored as they do not provide a real threat to the achievement of the objectives of this report.

Recommendations

28. That the Advisory Panel advise the Executive Member that:
- 1) The report be noted.
 - 2) The main recommendations in the Code of Practice 'Well Lit Highway' 2005 be noted and current progress towards meeting these recommendations, as set out in Annex 1, be noted and approved.

Reason: The Council, as Highway Authority, has a legal duty to maintain the highway. The Code of Practice may be considered to be a relevant consideration when the authority is the subject of claims or legal action by those seeking to establish non-compliance with these legal duties.

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Report Approved



Date 22/06/06

Specialist Implications Officer(s)

There are no specialist implications

Wards Affected

All



For further information please contact the author of the report

Background Papers:

None.

Annexes

Annex 1 – Extract from the Well-Lit Highways – Code of Practice for Highway Lighting Management.

Well Lit Highways – Code of Practice for Highway Lighting Management

The following is an extract of the recommendations made within the code along with comments, in italics, relating to current CYC policy and procedures:

Summary of Recommendations

1. The policy of any authority, in relation to the provision of its public lighting service, should be clearly stated and should cover all the organisations and services involved in delivering the service. (3.2)

Currently the services policy is covered in two documents. Designs and specifications of new schemes are outlined in the street lighting and illuminated signs policy, whilst maintenance timescales and all other aspects are covered within the street lighting term maintenance contract. Policy in relation to the inventory and asset monitoring systems is not covered in any great detail currently but this will be improved through the forthcoming Transport Asset Management Plan.

2. All Personnel engaged in public lighting operations should be trained in accordance with the national guidelines such as those produced by the Institution of Lighting Engineers and issued with the appropriate certification.

All our contractors are fully approved and part of the sector schemes for competency.

3. No operatives should be placed at risk due to lack of skills on the part of themselves or others dealing with electrical equipment.

All operations in relation to electrical equipment are tightly governed by legislation and are abided by within the current systems. All contractors' personnel are continuously evaluated and trained when needed.

4. Each Authority should establish and maintain up to date and accurate inventory of all highway electrical equipment (including authority cable networks) as part of its asset management system.

This is something we have already undertaken and are developing constantly in lines with the recommendations.

5. Authority cable networks should be recorded on Ordinance Survey based plans or alternatively on a Geographic Information System.

This information is noted on "as constructed" drawings and could only be implemented as recommended if resources and finance could be made available.

6. An asset management system should be used to record and control all cyclical and reactive maintenance activities.

Currently all maintenance activities are logged through the Exor system and this notes the dates and times of these activities.

7. Cyclical Maintenance intervals for lighting installations should be determined to ensure the installations' correct operation and light output, minimize failures and maximise life.

There are considerable cost implications associated with this recommendation. Cyclical maintenance systems have been in place but have been temporarily put on hold. Re-introduction will be considered subject to the finance being available.

8. Lamp replacement policies should be carefully evaluated taking account of local technical and geographical considerations, to maintain light out put whilst limiting the number of lamp failures to an acceptable level.

Whilst fitting new lamps and/or lanterns to provide better light output in a more efficient way with reduced light pollution is desirable, there are considerable cost implications. Large scale replacements are currently not affordable.

9. Each authority should establish and operate a system for monitoring the operational status of its equipment.

For quite some time CYC has had systems in place for the monitoring of its stock, and complied with one of the suggested methods within the code.

10. Each authority should establish and operate a system for the reporting of faults by the public. The system should allow for the reporting of emergencies 24 hours per day each day.

This is also a system that CYC has had in place for quite some time and operates successfully whilst complying with the code.

11. Each authority should establish and enforce specific response times for each maintenance task.

We currently have set response times that are specified in the maintenance contract. These response times are known to be amongst the most demanding compared to other authorities across the country.

12. Each authority should determine the frequency of electrical inspection and testing and carry out such works at a frequency of not less than once every 6 years.

Routine electrical inspection and testing is not carried out at present. This is an issue for further consideration to determine the most appropriate frequency and to develop budgets to fund the works.

13. The condition of all enclosures, including the general structural condition of lighting columns, illuminated traffic signposts; feeder pillars etc. should be included on the operative report at each maintenance visit.

This is carried out whenever maintenance work is undertaken.

14. New steel lighting columns should, as a minimum, be hot dipped galvanised and the lighting column manufacturer should give consideration to the application of further protective coating at the time of manufacture.

This is already undertaken by CYC as a standard specification.

15. A programme for the maintenance and reapplication of protective coatings for in situ lighting column or illuminated traffic sign posts should be determine and implemented taking account of the location, existing protective system and any other environmental factors including atmospheric conditions.

This is not currently undertaken due to the financial implication but it does have the potential to extend the maintenance life of current equipment.

16. A risk assessment strategy for the management of the structural safety of lighting columns should be developed and implemented and where necessary structural testing of lighting columns and illuminated traffic sign posts should be carried out. The asset management systems should include sufficient data as to the location, type and age of the equipment to allow the risk assessment to be carried out.

The current inventory and asset data now allow the risk assessment to be carried out. However, there are resource issues associated with structural testing and the number of replacements that would result and this needs further consideration and financial planning.

17. Each authority should negotiate a formal service level agreement (SLA) with the Distribution Network Operator (DNO).

The Council has already entered into this using the trial SLA administered by OFGEM.

18. Each authority should ensure that their procedures, and those of any contractor, do not prevent the DNO from meeting agreed performance standards.

The Council works closely with the DNO, and therefore already complies with the recommendation.

19. Each authority should consider the use of competitive tendering for highway electrical maintenance as part of Best Value policy.

Competitive tendering is used for highway electrical maintenance.

20. Each authority should seek competitively tendered supplies of electricity for its highway electrical equipment.

Having obtained the accurate inventory then the next stage is to obtain certification of this from the DNO followed by seeking competitive prices for the supply of electricity.

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Meeting of Executive Members for City Strategy and the Advisory Panel

17 July 2006

Report of the Director of City Strategy

TENDERS FOR PROVISION OF SUBSIDISED BUS SERVICES

Summary

1. To consider tenders received for continuation of most bus services subsidised by the Council, in either their existing or modified form, and to decide on appropriate action in respect of the bus services involved.

Background

2. The Council has powers, contained in the Transport Act 1985, to provide subsidies for bus services where, in its view, there is a transport need that is currently not being met through commercially operated services. The only means of providing these services is to offer subsidies for them. Council Financial Regulations, United Kingdom Statutory Regulations, and European Union Procurement Regulations govern the way in which such subsidies are allocated and, amongst other things, limit the length of subsidy contracts to a maximum of five years. The majority of the Council's contracts for the provision of bus services are due to expire at the end of July and August 2006 and tenders were invited earlier this year in accordance with financial regulations with a view to continuation of the services for a further five year period.
3. The majority of the bus services involved are currently provided by First York and were last revised in September 2004, during the currency of the four year contracts due to expire shortly. The revisions were made by mutual agreement between Council Officers and the Company and included several service improvements made possible by growth in bus use achieved by the Company across its network of services since 2001. A list of the services involved (in their current form), the current operator, and an outline description of each service forms Annex A to this report.
4. Fifteen companies requested tender documents (for a combination of local bus service and home to school transport services) and bids for all or some of the services were returned by twelve of them. Seven of the submissions included bids for one or more local bus service contracts and are considered in this report. A further tender submission was received after the published

closing date and was returned to its sender unopened with an explanation that it was inadmissible.

Consultation

5. No specific consultation is required. It was envisaged that the services provided would only be subject to minor alterations. Subsidised bus services are continually monitored to ensure that they continue to meet the travel needs of passengers and are provided in accordance with Council transport policies which have been the subject of extensive previous public consultation. Additionally, from time to time, the Council participates in Bus User Surgeries organised by Bus Users UK, to listen to public views about bus services. The appropriateness of the existing subsidised supported services will be reviewed in the context of the Council's Second Local Transport Plan during the timeframe of the contracts due to be awarded. Public consultation and notification will be carried out on any significant changes proposed as an outcome of this process.

Options

6. To award contracts for all the services listed in Annex A. This would substantially exceed the allocated budgets. This is due to significant increases in most tender prices. This is mainly attributable to bus service operating costs rising faster than inflation in several successive years. Confidential Annex B to this report compares existing costs with the cost of the lowest acceptable bids for each service and includes performance indicators for the various services and part services involved.
7. To discontinue support for some services. In order to contain expenditure within existing budgets, it would be necessary to discontinue support for some services on the basis of tenders received. It is recognised that this would be a retrograde step, in the context of Council transport policies. This report, therefore, makes no suggestions of which services might be at risk of discontinuation, if this option is pursued.
8. Not to award any substantive contracts at the present time and negotiate with the tenderers to seek reductions in costs, and if necessary to carry out further tendering of services in the future. Members may wish to consider not awarding any contracts on the basis of the tenders received. In this event, it would be necessary for officers to negotiate temporary contracts, with existing suppliers where possible, initially until 25 February 2007, to allow time for the situation to be examined in more detail. This date is the earliest agreed bus service change date the Council has with bus companies, which will allow sufficient time for negotiations to be completed. During this process, there may be additional expenditure implications or a need to modify contract specifications in order to make savings. It may be possible to mitigate these effects by proposed changes to bus services 22 and 23 for reasons outlined in Annex C to this report. During the period of these extended contracts, officers would engage with lowest price bidders to explore any opportunities for savings, which would contain expenditure within budget whilst minimising any adverse effect on the bus services affected. If this cannot be accomplished,

tenders would need to be invited afresh, with the aim of encouraging bidders to become more competitive. A new tender specification would need to be adopted which maintained the level of service whilst achieving reductions in cost.

Analysis

9. In order to contain expenditure within budget it will be necessary to review the current level and extent of services provided. In the 2006/7 financial year without negotiation, there would need to be a saving of up to £71,750 in expenditure. This could potentially have a significant effect on the extent of the existing network of bus services in the City.
10. Existing bus service support budgets are fully committed to maintaining existing subsidised services at current prices. Additional funding would have to be found from other revenue spending areas, if reductions in bus service provision are to be avoided. This is unlikely to be easily achieved and would involve careful analysis during the process of setting the 2007/8 budget.
11. Extending current contracts and negotiating affordable solutions with tender bidders, or re-tendering will not necessarily produce the necessary savings to completely avoid the need for either additional spending or reductions in services. This course of action may, however, reduce the scale of the difficulties which the Council faces.
12. It should be noted that patronage data collected for the subsidised services, which has been used in this analysis, was collected before the advent of free Concessionary Travel for those eligible. Consequently, any patronage growth associated therewith will not be reflected in the analysis.

Corporate Objectives

13. Providing subsidies to maintain bus services, which would otherwise not exist, and supplement those services provided commercially by the private sector, contributes towards the following Council's Corporate Aims as set out in the Council Plan for 2005/6. In particular, it contributes towards the "Sustainable City" and "Inclusive City" strategic objectives in the Community Strategy and Corporate Aim 1.3 to "make getting around York, easier, more reliable, and less damaging to the environment". It also contributes towards achievement of the objectives embodied in the Council's Second Local Transport Plan; to reduce congestion, improve safety, improve air quality, improve accessibility, and improve other aspects of quality of life.

Implications

14. Financial

As indicated in paragraphs 6, 9 and Annex B, awarding all contracts to maintain all existing subsidised bus services would require a substantial increase in related expenditure. It may be possible to reduce the amount involved through negotiation and minor changes to contract specifications.

Containment of expenditure may, however require the Council to withdraw support from selected bus services or parts thereof.

15. **Human Resources (HR)**

The proposed negotiations, together with re-tendering (if required) will necessitate resources within the Transport Planning Unit being re-allocated away from current priorities.

16. **Equalities**

The discontinuation of some bus services would disadvantage some residents, who are dependent on those services for their mobility and access to various facilities in the City. The action proposed seeks to minimise this adverse effect.

17. **Legal**

Tenders were invited in accordance with legal requirements. The Council makes no commitment when tendering to accept the lowest or any tender. The Transport Act 1985 (Section 91) allows the Council to enter into emergency agreements to maintain or replace services to meet a requirement which has arisen unexpectedly, provided tenders are invited as soon as possible afterwards. It also provides that, where an authority has invited tenders, but have received none which they consider acceptable, the authority may enter into a negotiated agreement without inviting further tenders.

18. **Crime and Disorder**

Discontinuation, particularly of evening bus services, may lead to people needing to walk further to and from their nearest bus stops, or not making journeys by bus, due to perceived safety risks.

19. **Information Technology (IT)**

There are no Information Technology implications for the Council.

20. **Property**

There are no property implications for the Council.

21. **Transport**

Discontinuation or reduction of bus services, making the overall bus service offer less attractive, may cause some transfer to car use with a consequent increase in traffic volumes. The scale of likely transfer is, however, not forecast to make a material difference to traffic congestion in and around the City.

Risk Management

22. Measured in terms of impact and likelihood, the risk score all risks has been assessed at less than 16. This means that at this point the risks need only be monitored as they do not provide a real threat to the achievement of the objectives of this report. The detailed risk analysis forms Annex D to this report.

Recommendations

23. That the Advisory Panel advise the Executive Member that:
- 1) Existing contracts should be extended, or temporary contracts awarded, for continuation of the following bus services in broadly their current form until 25 February 2007:
 - 10 (York – Poppletons; weekday evenings)
 - 11 (York – Bishopthorpe; weekday evenings)
 - 11 (York – Bishopthorpe; Sundays & Public Holidays)
 - 12 (York – Acomb Park; weekday evenings)
 - 12 (Haxby – York – Acomb Park; Sundays and Public Holidays)
 - 13 (Monks Cross – York – Copmanthorpe; Sundays and Public Holidays)
 - 14 (York – Clifton, Green Lane; weekdays)
 - 16, 17, 17A (Clifton Moor – Acomb – Askham Bar/York & Monks Cross; every day)
 - 20 (Clifton Moor – Haxby – Monks Cross; daily)
 - 21 (Acaster Malbis – Middlethorpe Estate – York; Tuesdays, Thursdays, and Fridays)
 - 26 (York – Acomb – Askham Bar; weekdays)
 - 128, 129 (Monks Cross – Heworth/Haxby Road & York – University; Mondays to Fridays)
 - 746 (York – Pocklington; early Monday to Friday morning journey)
 - C3 (Askham Bryan/Richard – Askham Bar; weekdays)

Reason: To ensure, as far as possible, continuity, in the short term, of established subsidised bus services, which supplement and complement the existing network of bus services provided commercially within the

City, to form a comprehensive and convenient overall network of services designed to achieve the LTP and Corporate goals. To enable more detailed consideration to be given to the issues raised by this report, with the aim of seeking to minimise any possible adverse longer term outcomes.

- 2) A contract to be awarded for continuation of bus services 22, 23, 27 in the modified form as proposed in Annex C to this report (reduced weekday frequency between York & Fulford).

Reason: To reflect recent increases in commercial bus service provision between York & Fulford and to contribute towards containment of expenditure within allocated budgets.

- 3) The Director of City Strategy should be empowered, in consultation with the Executive Member, to take appropriate action, guided by the aims embodied in this report, to respond to any changes in the situation brought about by commercial bus service registrations, with any such action reported to a subsequent meeting of this Panel.

Reason: To facilitate a timely response to any unforeseen changes, which may be made with a minimum of eight week's notice, to the network of bus services provided commercially by the private sector.

- 4) The Director of City Strategy has delegated authority to negotiate with the existing tenderers to explore opportunities for savings which would bring the cost of the service within existing budgets whilst minimising any adverse effect of the bus services affected.

Reason: To reduce the financial implications and bring the costs within budget.

- 5) The Director of City Strategy has delegated authority to re-tender all or any of the services where these cannot be delivered within existing budgets.

Reason: To encourage bidders to become more competitive and ensure that the best services are provided for future bus services.

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Report Approved

Date 05/07/06

Specialist Implications Officer(s)

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Wards Affected:

All

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Background Papers:

Tenders submitted by bus service operating companies in response to Council invitation issued March 2006.

Patronage data for existing subsidised bus services supplied by the current operators.

Sample survey data collected by Council Officers to monitor usage of existing subsidised bus services.

The Council Plan 2005/6

Annexes

A - Services for which tenders invited

B - Price and performance comparisons (***Exempt - By virtue of paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972, as amended by the Local Government (Access to information) (Variation) Order 2006***)

C - Proposed economies in Subsidised Bus Service Provision

D - Assessment of Risks

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ANNEX A

**City of York Council – Directorate of City Strategy
Tenders for Provision of Subsidised Bus Services
Services for which tenders invited**

<i>Bus Service Number</i>	<i>Current provider</i>	<i>Outline Service Description</i>
10	First York	Hourly weekday evenings between York and Poppletons 1915 to 2350
11	First York	Hourly weekday evenings (1845 to 2330) and Sundays/Public Holidays (0800 to 1930) between York & Bishopthorpe plus Fri/Sat only 2335 Service 22 York to Fulford
12	First York	Hourly weekday evenings between York & Acomb Park 1900 to 2345 and hourly Sundays/Public Holidays between Haxby & Acomb Park 0725 to 2340
13	First York	Hourly Sunday/Public Holidays between Monks Cross & Copmanthorpe 0850 to 1930
14	First York	Hourly between peaks weekday daytime service between York & Clifton (Green Lane) 0930 to 1500
16, 17, 17A	First York	Half-hourly weekday daytime service between Monks Cross & Acomb 0620 to 1940 extending hourly between Acomb & Clifton Moor plus one return journey between Clifton Moor & York College. Also hourly Sunday/Public Holidays between Acomb & Monks Cross 0830 to 1900
20	Door to Door	Hourly daily between Clifton Moor & Monks Cross via Haxby 0730 (0900 Sunday) to 1900
21	Door to Door	Two hourly between peaks Tuesdays, Thursdays & Fridays between Acaster Malbis & York 0920 to 1650
22,23,27	First York	Half-hourly weekday daytime between Fulford and Skelton/Clifton Moor 0600 to 1945 plus hourly weekday evenings (1915 to 2340) and Sundays/Public Holidays (0815 to 2340) between York & Skelton. Also return journeys between Heworth and Archbishop Holgate/Fulford Schools and between Skelton & St. Wilfrid's School
26	First York	Hourly weekday daytime between York & Askham Bar via Acomb 0720 to 1900
128,129	Top Line Travel	Hourly Monday to Friday daytime between Monks Cross & York University 0700 to 1930 integrated with Home to School transport between Dunnington & Fulford School
746	East Yorks Motor Services	Early morning Monday to Friday York to Pocklington journey.
C3	Door to Door	Weekday peak journeys between Askham Bryan/Richard and Askham Bar integrated with Home to School transport between Askham Bryan & Askham Richard and between Copmanthorpe & Manor School

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**City of York Council – Directorate of City Strategy
Tenders for Provision of Subsidised Bus Services
Proposed economies in Subsidised Bus Service Provision**

1. **Bus Services 22,23,27:** This group of services emerged from the changes agreed with First York in September 2004 and included:
- Reintroduced First York services between York & Fulford
 - Improved frequency service to Rawcliffe
 - Reintroduced weekday evening & Sunday services to Leeman Road area, Rawcliffe, and Skelton.

Arriva Yorkshire, which runs mainly commercial services through Fulford, has questioned the provision of a subsidised service over much of their route and, with their tender submission, indicated an intention to run a half hourly service via Heslington Lane and Broadway to eliminate much of the justification for the supported service. Arriva will increase the frequency of its main York to Selby service from 31 July 2006 from every 20 minutes to every 15 minutes through most of the day. The Company has agreed, however, to continue running the service straight along Fulford Road, Main Street and Selby Road provided the Council does not provide more than an hourly frequency service (currently half hourly) via Heslington Lane and Broadway to Fordlands Road. First York has also recently increased the frequency of its Service 7 (Designer Outlet Park & Ride) along this main road route from every 15 minutes to every 10 minutes. A draft timetable for Services 22, 23 has been prepared to reflect this situation, with timings co-ordinated with Service 128 to maintain a half hourly frequency (Monday to Friday) between Broadway and York City Centre. Two little used journeys from Wheldrake to York, which had been included in the previous 22, 23 timetable to supplement the main service from that village, will be lost as part of the changes. These changes would be proposed, even if there was no need to consider containing expenditure commitments.

From surveys carried out by the Council, up to about **150 passenger journeys** (24%) on the service, to and from stops on Broadway, Heslington Lane, and Fordlands Road, could be affected by the reduced service. Possible subsidy savings have not been discussed with bidders, but are estimated at **£10,000 per annum**.

An estimated 50,000 passenger journeys will be affected by the proposed reduced frequency service for Heslington Lane and Fordlands Road (plus Broadway on Saturdays) and the loss of through journeys between Skelton, Clifton Moor and Fulford. Current total annual passengers for all Council subsidised services is 1,006,000. This change will therefore affect up to 5% of current subsidised bus service users.

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**City of York Council – Directorate of City Strategy
Tenders for Provision of Subsidised Bus Services
Assessment of Risks**

Risk Category	Detail	Impact	Likelihood	Score
Governance	Public expectation is for a comprehensive and integrated public transport service. Fragmentation of provision and reductions in service detract from these expectations.	Medium	Certain	15
Strategic	The above factors may lead to reduced use of bus services, thereby undermining pursuit of Corporate Aims.	Low	Certain	10
Physical	People required to walk further to access bus services would become more vulnerable to hazards	Very Low	Possible	3
Financial	Reduced use of Council subsidised bus services could lead to increased subsidy costs or further service discontinuations in the future.	Medium	Probable	12
Competitive	The financial risks referred to above will reduce the value of the affected subsidised services and the City's public transport service in general.	Medium	Probable	9

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