

Notice of meeting of

Decision Session - Executive Member for City Strategy

To: Councillor Steve Galloway (Executive Member)

Date: Tuesday, 6 April 2010

Time: 4.00 pm

Venue: The Guildhall, York

AGENDA

Notice to Members – Calling In

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

10.00 am on Thursday 1 April 2010 if an item is called in before a decision is taken, or

4.00pm on Thursday 8 April 2010 if an item is called in after a decision has been taken.

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

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00pm** on **Wednesday 31 March 2010**.

1. Declarations of Interest

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

2. Minutes (Pages 3 - 10)

To approve and sign the minutes of the last City Strategy Decision Session held on 2 March 2010.

3. Public Participation - Decision Session

At this point in the meeting, members of the public who have registered their wish to speak at the meeting can do so.

The deadline for registering is **5:00pm on Thursday 1 April 2010.**

Members of the public may register to speak on:-

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

Note: No items have been published on the Information Log since the last Decision Session.

4. Petitions for 20 mph Speed Limits on Residential Roads in York (Pages 11 - 26)

To advise the Executive Member of the progress towards prioritisation of a number of petitions and requests for 20mph speed limits and to set out the proposed response to a number of petitions.

5. Proposed Narrow Cycle Lane Trials - Museum Street/Lendal Bridge and Gillygate (Pages 27 - 46)

This report advises the Executive Member of feedback from consultation on proposals to introduce narrow cycle lanes on Museum Street/Lendal Bridge and Gillygate.

6. Adoption of Highways on New Estates - Update Report (Pages 47 - 56)

This report provides the Executive Member with an interim progress report on highway adoptions completed, together with the current work programme and general development activity.

7. Public Rights of Way - Wildlife and Countryside Act 1981, Preparation of Definitive Map Former County Borough of York (Fishergate, Guildhall and Micklegate Wards) (Pages 57 - 178)

This report seeks to assist the Executive Member in determining whether or not to make a number of Definitive Map Modification Orders to record public rights of way on the Definitive Map for the former County Borough of York within Fishergate, Guildhall and Micklegate Wards.

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

Democracy Officer:

Name: Jill Pickering

Contact details:

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

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

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

Contact details are set out above.

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

Scrutiny Committees

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

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

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City of York Council

Committee Minutes

MEETING	DECISION SESSION - EXECUTIVE MEMBER FOR CITY STRATEGY
DATE	2 MARCH 2010
PRESENT	COUNCILLORS STEVE GALLOWAY (EXECUTIVE MEMBER)
IN ATTENDANCE	COUNCILLORS HORTON AND MERRETT

83. DECLARATIONS OF INTEREST

Members were invited to declare at this point in the meeting any personal or prejudicial interests they might have in the business on the agenda.

Councillor Merrett declared a personal non prejudicial interest in relation to Agenda item 6 (City Strategy Capital Programme – 2010/11 Budget Report) as a member of the Cycling England Board.

84. MINUTES

RESOLVED: That the minutes of the Decision Sessions – Executive Member for City Strategy, held on 28 January and 2 February 2010 be approved and signed by the Executive Member as correct records.

85. PUBLIC PARTICIPATION - DECISION SESSION

It was reported that there had been 2 registrations to speak at the meeting under the Council's Public Participation Scheme. Details of these speakers are set out under the individual agenda items.

86. PUBLIC RIGHTS OF WAY - WILDLIFE & COUNTRYSIDE ACT 1981 - PREPARATION OF DEFINITIVE MAP FORMER COUNTY BOROUGH OF YORK (ACOMB, DRINGHOUSES & WOODTHORPE & WESTFIELD WARDS)

The Executive Member considered a report, which sought to assist him in determining whether or not to make a number of Definitive Map Modification Orders (DMMO's) to register public rights of way on the Definitive Map for the former County Borough of York. These public rights of way were situated in the Acomb Ward (Annex 1 of the report), Dringhouses and Woodthorpe Ward (Annex 2 of the report) and Westfield Ward (Annexes 3a and b of the report).

As the surveying authority for the area, the Council for the City of York had a statutory duty to produce a Definitive Map and Statement for the former

County Borough of York and in doing so it was obliged to make DMMO's to register the existence of all public rights of way in the area.

It was reported that of the routes identified for inclusion these formed the basis of the first phase but that eventually all the public rights that were recorded on the Definitive Map that were found to be highways maintainable at public expense would be added to the List of Streets.

The Definitive Map Officer updated with the following amendments to the report:

- Table in Paragraph 15, in relation to the Westfield Ward should read as follows:

Ward	No of Paths under consideration	No. of paths recommended for DMMOs	No. of paths where no further action is recommended at this time
Westfield	52	47	5

- Annex 3 a (Page 105) removal of reference to Path Nos. 76 and 88.

Representations on behalf of the Ramblers Association were received from David Nunns. He stated that he was pleased that work was now being undertaken on adding footpaths to the Definitive Map and he referred to work undertaken by their Association both in 1981 and 2002 to assist this process. He pointed out that there were many more paths for consideration as public rights of way in the area and he asked that there should be no further delays in progressing this work. He went onto ask that outstanding requests for gating orders and PROW diversions should not be carried out at the expense of registering these paths.

He referred to a number of paths in the area which did not appear on the maps but which had appeared on earlier West Riding maps and he hoped that Officers would be examining all such cases.

Councillor Merrett also confirmed that he was pleased to see that this work was being undertaken. He went onto refer to a number footpaths in the Dringhouses and Woodthorpe area, which he hoped, would be included in the surveys including one which he had personally used for the past 20 years.

The Definitive Map Officer also confirmed that this was only the first stage in a very long process and that some routes had intentionally been omitted at this stage and that any paths subsequently identified could be picked up during the later stage, although paths with less than 20 years use could be designated through common law.

The Executive Member advised that written reports on suggested additions should be made to enable Officers to examine the issues raised. He confirmed that these were only the first three Wards in the city to be examined and that similar reports would be coming forward shortly so it would be useful if any suggested comments/additions could be made in writing as these reports became available.

He went onto refer to a number of paths, which had already been closed through the deliberate action of the Council or owing to anti social behaviour. He also confirmed that he was agreeing to the designation of some footpaths, which had been closed for a number of years, and that designation as a PROW would not have any meaningful affect. He also confirmed that, in terms of the Council's priorities, there was a greater need for urgency in addressing outstanding requests for gating orders and PROW diversions than pursuing the designation of additional paths.

RESOLVED: That the Executive Member agrees to:

- i) Authorise the (Interim) Head of Civic, Democratic and Legal Services to make and advertise the required Definitive Map Modification Orders to add all those paths to the Definitive Map, where it is recommended based on the evidence available, to make an Order (see bottom of page of each Schedule (Annexes 1-3) for recommended action). ^{1.}
- ii) If no objections are received, or any objections received are subsequently withdrawn, the Orders referred to in i) above be confirmed; or
- iii) If objections are received, and not withdrawn, the Orders, or relevant parts thereof, be referred to the Secretary of State for determination;
- iv) Request the Director of City Strategy to report to a future Decision Session the position on any outstanding requests for footpath diversion, closure or gating orders for the Acomb, Dringhouses and Westfield Wards, and to make recommendations on how any backlog of work can be addressed. ^{2.}

REASON: As surveying authority for the area, the Council for the City of York has a statutory duty (Wildlife and Countryside Act 1981, section 55(3)), to produce a Definitive Map and Statement for the former County Borough of York; and in doing so is obliged to make Definitive Map Modification Orders to register the existence of all public rights of way in that area.

Action Required

1. Instruct Head of Legal Services to make DMMO.
2. Report back on requests to future meeting.

JC
JC

**87. CITY OF YORK'S LOCAL TRANSPORT PLAN 3 - STAGE 1
CONSULTATION RESULTS AND PREPARATIONS FOR STAGE 2
(OPTIONS AND IMPACTS) CONSULTATION**

Consideration was given to a report, which outlined the development of York's Third Local Transport Plan (LTP3) to cover the period from 2011 onwards. In particular it summarised the findings of the first stage of consultation in respect of setting the context for transport in York, the future transport challenges it faced and the possible actions that could be taken to tackle the challenges.

The report also set out the approach for undertaking the second stage of consultation for putting forward four options, together with an overview of their likely achievements against objectives and their impacts, to generate support and agreement for the strategy and the degree of the strategy's application in LTP3.

The Executive Member reported that this matter had been called in for further consideration by three members for the following reasons:

- (i) The report fails to take into account the recommendations from the traffic Congestion Scrutiny report and the current household scrutiny questionnaire that is being undertaken on the long term strategy for the city, contrary to assurances given by the former Assistant Director that they would be.
- (ii) The 10 year strategies in annex C do not match the Government's LTP 3 guidance (paragraph 4) which is looking for a twenty year long term strategy and shorter term policies and implementation plans.
- (iii) The outline questionnaire in annex C is extremely confusing and unlikely to produce useful results in its current form.

He confirmed that he would be making an in principle decision on the report which would be reviewed by the Scrutiny Management (Calling In) Committee at their meeting on 8 March 2010.

Officers confirmed that the proposed options had originally been intended for consideration as part of the Local Development Framework but that the draft strategy would go towards any longer term strategies. In relation to the consultation document and its distribution within the April 2010 issue of Your City he referred to the tight deadlines involved which required the final version to be available for printing on 23 March. He pointed out that a paragraph had been included in the draft confirming that the results of the Traffic Congestion Ad Hoc Scrutiny Committee had not yet been analysed but that if additional information became available in time it would be included. He also referred to correspondence received from Yorkshire and Humber Government Office in support of the approach taken by Officers.

Councillor Merrett referred to the concerns specified in the reasons for the call in of this report. He questioned how the results of the Traffic Congestion Ad Hoc Scrutiny Committee would be taken into account as no acknowledgement was made of their work in the LTP3 strategy. He also felt that residents would find Annex C confusing with the overlap in short and longer term options. He stated that earlier agreement had been

reached that the Traffic Congestion and the LPT3 surveys would not overlap and that there would be clear distinctions between the two. Finally he stated that he felt this questionnaire was seriously flawed in relation to the four options with multiple choice and the effects of each.

The Executive Member referred to the call in and to difficulties in analysing feed back from the Traffic Congestion survey but he confirmed that if this information was available he would ask Officers to include it if at all possible. He went onto refer to the high response rate of stage 1 of the consultation exercise and to there being very few surprises in the results with a general wish to avoid worsening congestion levels as a general concern. He referred to the Officers suggestion of 4 packages and confirmed that, at this stage, it was important for residents to have the option to 'mix and match' initiatives. He confirmed that any consultation on the final document in the autumn would be via Ward Committees and the Council's website.

- RESOLVED:
- That the Executive Member for City Strategy agrees to:
- i) Note the content of the report, particularly the analysis of the Stage 1 consultations and Annex C, which sets out the four options to put forward for the Stage 2 consultation in April 2010;
 - ii) Approve the options proposed in Annex C, to form the basis of the Stage 2 (options and impacts) consultation;
 - iii) That Officers be requested, if possible, to publish the results of the Traffic Congestion Scrutiny Committees recent survey, in the April edition of Your City, in order to provide background information for residents as they respond to the second stage of the consultation on LTP3. ¹.

REASON: To enable the commencement of the second stage of consultations required to prepare the City's Local Transport Plan 3.

Action Required

1. Commence the second stage consultation as agreed IS
(await decision in relation to call in)

Please note that this in principle decision no longer applies as it has been superseded by the decision of the Executive (Calling In) meeting held on 9 March 2010.

88. CITY STRATEGY CAPITAL PROGRAMME - 2010/11 BUDGET REPORT

The Executive Member considered a report, which set out the funding sources for the City Strategy Capital Programme and the proposed schemes to be delivered in 2010/11. The report also covered the Integrated Transport and City Walls restoration allocations.

It was reported that the programme for 2010/11 would comprise of the following, further details of which were outlined in the report together with details of funding:

Proposed 2010/11 Programme	£000s
Access York Phase 1	550
Access York Phase 2 inc. A19/A1237 Roundabout	1,750
Multi-Modal Schemes	1,075
Air Quality & Traffic Management	250
Park & Ride	50
Public Transport Improvements	530
Walking	710
Cycling Schemes	2,352
Safety and Accessibility Schemes	460
School Schemes	250
Previous Years Transport Scheme Costs	100
City Walls Restoration	90
Total City Strategy Programme	8,167
Over Programming	1,167
Total City Strategy Budget	7,000

Officers updated that Yorkshire Forward would match the funding for the purchase of Dial and Ride vehicles. It was therefore proposed to increase the budget allocation from £80k to £97k to enable two vehicles to be purchased in 2010/11. It was reported that a budget had also been included for measures to improve safety for cyclists at the southern end of Beckfield Lane and that this work would be carried out when an acceptable solution had been found.

Representations were then received from Dee Bush of Beckfield Lane. She asked for clarification that the reference in the report to the measures to be undertaken to improve safety for cyclists on Beckfield Lane would be provided on rather than off road. She stated that pedestrians should not be punished for bad driving habits which required the provision of a shared cycle path. Drivers should be required make allowances for cyclists and slow down. She referred to the blind and partially sighted and asked for the use of Department for Transport (DfT) best practice in relation to the extension of this path.

Councillor Merrett referred to this being the final year of the three year Cycling City grant and he queried whether application would be made for a further grant if money became available. He also welcomed the commencement of the low emission strategy for the city and questioned

the piloting of additional 20mph schemes in the forth-coming year. In relation to paragraph 13 of the report and the Bus Location and Information Sub-System (BLISS) he supported its roll out onto further vehicles together with additional indicators at bus stops.

Councillor Horton referred to the reference to the Beckfield Lane cycle improvements and requested clarification on the dual use proposals for the southern section.

Officers confirmed that that the budget allocation for the Beckfield Lane works had been based on the original proposals however other measures were now being investigated details of which would be brought back to the Decision Session for the Executive Members approval. He also confirmed that the BLISS works included the upgrade of bus stops and shelters and that, if additional Cycle City funding did become available then an application would be made for this.

The Executive Member also confirmed that Officers were working on a scheme to overcome safety issues on Beckfield Lane, which incorporated an on carriageway cycle route, which may also include some carryovers from the earlier scheme. He also pointed out that an allocation had not specifically been included for additional 20mph zones but that future schemes could include individual streets or groups of streets. He also confirmed that he would examine the extension of the number of routes on which the BLISS system was available.

The Executive Member went onto report that this capital programme represented a further substantial investment in transport infrastructure in the city with the £7million programme providing significant improvements for all road users with benefits being felt by the whole area.

RESOLVED: That the Executive Member approves the scheme allocations set out in Annex 1 of the report subject to the following modification:

- That the allocation for the purchase of Dial and Ride vehicles be increased from £80k to £97k to enable two vehicles to be purchased. This to be accommodated by increasing the level of overprogramming across the programme by £17k. ¹.

REASON: To implement the council's transport strategy identified in York's second Local Transport Plan and deliver schemes identified in the Council's Capital Programme.

Action Required

1. Amend the scheme allocations as agreed.

TC

Cllr Steve Galloway, Executive Member for City Strategy
[The meeting started at 4.00 pm and finished at 5.05 pm].



Decision Session
Executive Member for City Strategy6th April 2010

Report of the Director of City Strategy

Petitions for 20mph speed limits on residential roads in York**Summary**

1. To advise the Executive Member of the progress towards prioritisation of a number of petitions and requests for 20mph speed limits and to set out the proposed response to a number of petitions.

Recommendations

2. The Executive Member for City Strategy is recommended to:
 - a) Agree the prioritised list of petitions and requests
 - b) Agree to progress the next four schemes on the list through the 2010/11 capital programme, which are: Holly Bank area, Westminster Road, Low Poppleton Road and Millfield Lane.
 - c) Note that the second stage LTP3 consultation will contain a question on 20mph speed limits.

Reason: To enable a response to petitions to be progressed and a number of 20mph speed limit schemes to be developed for implementation during 2010/11 as part of the capital programme.

Background

3. In December 2009 a report was presented to the Executive Member Decision Session (EMDS) setting out a set of criteria for prioritising the petitions and requests for 20mph speed limits on residential roads in York.
4. The prioritisation is to be considered against, at least 50% of households within the street have signed the petition, the occurrence of an injury accident during the previous three years, of any severity or road user, average speed on the road must be 24mph or below, the road must be a 'residential' or 'mixed priority' road within the context of the speed management plan and where wider benefits associated with increasing walking and cycling could be expected e.g. cycle facilities are available or planned. Officers have also used

the presence of a school, shopping area or play area to assist in the prioritisation.

5. A number of petitions have been received requesting 20mph speed limits in areas across York. Five petitions were presented at Council on 9th July 2009 requesting 20mph on streets across York. The first petition relates to Newlands Drive (signed by 77 residents); the second relates to Nunmill Street (signed by 40 residents); the third relates to Scarcroft Hill (signed by 44 residents); the fourth relates to Lidgett Grove (signed by 13 residents) and the fifth petition is a request for a citywide 20mph signed by 65 residents. None of these petitions with the exception of Nunmill Street were submitted with 50% household support.
6. The December EMDS report recommended that the petitions in paragraph 5 were included in the prioritised list and brought back to a future Decision Session meeting. Nunmill Street and Scarcroft Hill are being addressed through the South Bank 20mph trial, proposed at the December EMDS and agreed at an Officer in Consultation meeting on 23rd February 2010. Newlands Drive was discussed in the report in relation to a suggestion of increased traffic flows and speeds. Whilst traffic flows had not increased and average traffic speeds were recorded at between 19-21mph it was agreed that Newlands Drive should be considered as part of a wider area with Lidgett Grove and four other petitions, which have recently been presented at Council (see paragraph 7).
7. A further five petitions were presented at Council on 15th October 2009 and relate to Ouseburn Avenue (signed by 22 residents); Millgates (signed by 27 residents), Viking Road (signed by 13 residents) and Low Poppleton Lane, signed by 8 residents (note that this is not the same as households). These petitions are to be considered as part of a wider area with Newlands Drive and Lidgett Grove. In addition a petition for the Holly Bank area signed by 107 residents was also presented on 15th October. None of these petitions achieved 50% household support.
8. Petitions for Cranbrook Road signed by 29 residents and Beckfield Lane signed by 36 residents were presented at Council on 3rd December 2009. Neither Cranbrook Road nor Beckfield Lane petitions achieved a 50% household support rate. In addition part of Beckfield Lane already has a 20 mph limit (enforced by traffic calming).
9. The development of the Local Transport Plan (LTP3) and the various stages of consultation to be undertaken as part of the process was presented to EMDS on 2nd March 2010. The second stage of the city-wide consultation is due to be distributed in Your City at the beginning of April and will include a question on 20mph speed limits on residential streets in York to enable a more coherent and proactive policy for addressing 20mph limits to be developed.

Prioritising petitions and requests

10. The prioritised list is meant to be a working document and as such will change over time as other petitions and requests are assessed. Not all the requests and petitions received so far have been assessed. The December report to EMDS agreed that petitions would be included in the list of schemes to be prioritised against the agreed criteria rather than dealt with separately. The list of petitions received and requests made to the Council is contained in Annex A. Annex A contains the table setting out the latest prioritised position based on available information. The number and severity of casualties together with the speed data has been used as the primary criteria for assessment. Only two petitions received so far have been submitted with at least 50% of household supporting the proposal. Clearly there is an element of judgement included in the assessment as there are a number of criteria to be balanced. Those with recorded accidents have been given priority and those with no accidents and less than 50% support are lower down the prioritisation.
11. In order, top of the current list is the South Bank area which has been agreed for implementation. Holly Bank area has two recorded casualties although it does not have 50% household support on submission. Westminster Road was agreed at the EMDS on 1st September 2009 when consideration was given to the Westminster Road petitions. Low Poppleton Lane has 50% household support and has had one slight casualty in the last three years and is adjacent to Millfield Lane which has had one serious and one slight accident although it has neither 50% household support nor is it the subject of a petition.
12. The capital programme includes an allocation to be used for a speed limit review, progressing outcomes from the speed review process and 20mph speed limit schemes. The estimated costs of implementing these schemes, including consultation, advertising the TRO and signing are as follows:
 - South Bank area £45,000
 - Holly Bank area £3500
 - Westminster Road £750 (to be implemented using Network Management budget for signing, lining and traffic regulation orders)
 - Low Poppleton Lane/ £2600
 Millfield Lane

Petitions

13. The petitions for Newlands Drive, Lidgett Grove and Ouseburn Avenue request a reduced speed limit. The covering letter suggests that these roads have experienced rat-running and increased vehicle speed resulting from the alterations to the junction at Beckfield Lane/Boroughbridge Road. The traffic data for Newlands Drive reported to December 2009 EMDS showed that through traffic had not increased. The average vehicle speeds on all these roads is below 24mph, further detail is provided in Annex B. Before data for

Ouseburn Avenue and Lidgett Grove, regarding through traffic, was not collected as it was not anticipated that traffic would divert to use these roads. Some vehicle flow data was obtained from the week -long speed survey. This is shown below:

	Lidgett Grove (average number of vehicles per hour)	Ouseburn Avenue (average number of vehicles per hour)
Avg. Flow Weekday 7-8am	6.4	14.25
Avg. Flow Weekday 8-9am	31.2	36.75
Avg. Flow Weekday 9-10am	67	73.25
Avg. Flow Weekday 3-4pm	31.4	30.4
Avg. Flow Weekday 4-5pm	41.6	48
Avg. Flow Weekday 5-6pm	41.8	56.8
Avg. Flow Weekend 9-10am	9	28
Avg. Flow Weekend 4-5pm	26.5	31

14. There are approximately 106 households on Ouseburn Avenue and a further 29 on Lidgett Grove. In the absence of detailed through traffic and local traffic flow data it is difficult to draw any absolute conclusions. It can be seen though that traffic levels on Lidgett Grove regularly exceed the number of households on the street, probably suggesting some evidence of through traffic. Ouseburn Avenue is less conclusive. In many cases it has similar levels of vehicle flow as the far smaller Lidgett Grove.
15. It is not possible to confirm whether traffic flows have increased on Millgates and Viking Road as there is no data against which to compare current traffic flows. However, traffic flow data was recorded on Beckfield Lane prior to the signals being installed and again after the installation. An average of 294 vehicles per hour were recorded prior to installation and 288 vehicles per hour afterwards.
16. Beckfield Lane speed data returned an average speed of 27.5 mph and therefore does not meet the criteria to be considered under this process for a signed only 20mph scheme. The speed survey was conducted within the existing 30mph section. In addition it is identified in the Speed Management Plan as a Mixed Priority Route, therefore it does not meet the criteria for a residential route. It can, however, be considered as a 20mph zone with traffic calming outside of the 20mph speed limit prioritisation process and further options are being considered as part of the Beckfield Lane phase 2 safety scheme development.
17. Viking Road is already part of a 20mph zone (i.e. with entry signs and traffic calming). The traffic data returned an average speed of 15.4mph. The Ward Member has suggested that as it is a large zone additional signing may help to reinforce the speed limit. Network Management have advised that all the entry points into the zone are correctly signed and the regulations do not allow for

repeater signing within a 20mph zone. Therefore no further action is to be taken.

18. It would seem appropriate to consider Newlands Drive, Lidgett Grove, Ouseburn Avenue, Cranbrook Road and Millgates as part of a wider 20mph speed limit area, in particular as a request has also been received for Wheatlands Grove, which runs perpendicular to both streets. This area would have a boundary with the current 20mph zone surrounding Carr Infant and Junior Schools, and which includes Viking Road. The recent proposed revision of Dft's speed limit circular (which is subject to final confirmation of alterations) suggests that 20mph speed limits sharing a boundary with 20mph zones should be avoided as it may cause confusion. The circular suggests that it may be more appropriate to have the whole area as a 'zone' that included minor traffic calming engineering works. This would make a scheme in the area more expensive to deliver and would require more extensive consultation. It is proposed to wait until revisions to the speed circular have been confirmed and there is more certainty regarding signing current 20mph zones within or adjacent to 20mph limits before progressing further with this scheme. It is also appropriate to wait until the results of the Fishergate and South Bank trials are available.
19. As an area it has been prioritised and included within the table in Annex A. Unless additional funding can be found for this area scheme it is unlikely that it can be funded in 2010/11 but it is currently prioritised for delivery in 2011/12. If however the Ward Committee wished to fund the scheme as a local priority it could be progressed sooner.
20. The petition for Low Poppleton Lane was for a 20mph speed limit although it was the covering letter that made reference to increased heavy traffic, vehicle speeds and vibration from the buses as a result of the installation of the bus gate. An engineering inspection of the site has not identified any significant defects with the installation of the traffic calming in this location, however it has identified some maintenance issues that need addressing. Engineers have passed the inspection information to Neighbourhood Services for inclusion in the routine maintenance programme. It does however have a recorded accident on the road and does meet all the other criteria. Another request has been received relating to Millfield Lane. Millfield Lane meets the criteria for implementing a 20mph speed limit and is adjacent to Low Poppleton Lane. It is proposed to include Millfield Lane from Low Poppleton Lane to the A1237 outer ring road within the 20mph speed limit.

Consultation

21. Councillor Potter replied that in her view all residential streets should be 20mph across York. She also expressed concern with the criteria agreed at the December EMDS in that the response rate will not reach 50% and that this will be used to block 20mph areas going forward. There's an increasing number of properties where people work away, are student/holiday/short term lets, etc. in some of these parts of the city. She thought that 50% of those returning the ballot paper was reasonable.

Councillor Merrett also commented that the Micklegate Ward Members were concerned about the likely response rate simply not reaching 50% and requiring a 50% response rate. By way of example if you applied 50% turnout to Council elections you'd have no Council at all, as turnout very rarely reaches 50% anywhere. Our experience canvassing is that there are a significant double figure percentage (>20%) of properties where we can never contact anyone at all, despite revisits, so I can see even if we got a 75% vote in favour, the turnout will fail the 50% return test, and we don't think that should be a reason for not proceeding.

22. The 50% household support rate was in relation to the prioritisation of the requests and petitions. Officers agree that a scheme could be progressed on a lower percentage return provided at least 50% of the returns were in favour and no significant objections were received.
23. The relevant Highways Authority for the highway concerned is responsible for the management of that highway. The imposition of any 20 mph speed limit on any highway by the relevant authority, is not objected to due to the following understanding. The imposition of any 20 mph speed limit is made with due regard to the Highway Authorities responsibility under the relevant legislation and any imposition will comply with DfT guidance. The assumption of North Yorkshire Police is that if correctly placed, the speed limit will be self enforcing and the relevant highways authority are fully responsible for ensuring that it meets those aims. With due regard to the obligations of the Highways Authority, North Yorkshire Police will not undertake any routine speed enforcement on any highway that has a 20 mph limit imposed, it will be the duty of the relevant highways authority to put into place corrective speed reduction measures if that limit fails.

Options

24. Option one – Agree the latest prioritised position and agree to progress the schemes in paragraph 11 through the 2010/11 capital programme.
25. Option two – Agree the prioritisation but do not proceed with further delivery until the results of the LTP3 survey are known.
26. Option three – Do not agree the current prioritisation or implementation of further 20mph schemes.

Analysis

27. Option one – The introduction of the agreed criteria and process for responding to petitions and requests has provided a consistent approach, which is data led. It has identified a number of areas that would benefit from the introduction of a 20mph speed limit. Available funding has been identified from the growth bid in 2009/10 (£30,000) and the draft capital programme for 2010/11 that allows for progress towards delivery to commence.

28. Option two – Uses the agreed criteria to identify schemes but delays implementation until later in the year when a response from residents about the wider context within which 20mph has been considered, understood and reported to EMDS. This may allow funding to be directed in another way to fit in with any longer term policy.
29. Option three – Does not allow for any progress towards implementation.

Corporate Objectives

30. A data led approach of assessing road safety issues and prioritising scheme meets the Council's corporate priorities to create a Safer City. It also supports the aims and objectives of the Road Safety Strategy as part of the Second Local Transport Plan and contributes to A Safer City.

Implications

Financial

31. Option One – The cost of the schemes has been estimated at a total of £51,100. Costs will include consultation, Traffic Regulation Orders and signing as well as monitoring costs. The South Bank scheme is being funded from the revenue growth award of £30,000 available for implementing 20mph speed limits and a £15,000 contribution from the capital programme. The remaining schemes can be funded from the 2010/11 capital programme. These costs do not include staff time which can be charged to the capital programme.

Option two – No financial implications.

Option three – No financial implication.

Legal

32. A Traffic Regulation Order (TRO) will need to be in place in order to enable the speed limit on any road to be altered. The Council has powers under the Highways Act and Road Traffic Regulation Act to undertake and implement TROs.

HR

33. Staff time would be required to undertake the consultation and implement the schemes. This work is not currently accounted for and other areas of work may be delayed as a result.

Other

34. None

Crime and Disorder

35. Speeding is a criminal offence and the Council has a responsibility to deliver an effective Speed Management Strategy.

Risk Management

36. In compliance with the Council's risk management strategy, no significant risks have been identified arising from the recommendations.

Contact Details

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Report Approved

Date 15 March 2010

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

Financial

Patrick Looker

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Wards Affected:

All Y

For further information please contact the author of the report

Background Papers:

Annex A – Prioritisation Table

Annex B – Table of vehicle speeds for roads covered by the petitions

Area	Date request registered with Council	Petition	Households*	Households supporting	50% supporting?	Accidents in the area	Vehicles per day (7am-7pm weekday)	Average speed acceptable for 20 speed limit?*	65% speed**	Max recorded speed	Close to a School?	Not on key Route	Cost to implement 20 mph zone	Number of traffic signs required	Comments
1. South Bank	1/6/09 Various around June '09	Y	2200			5	Various	All 7 streets surveyed have acceptable average speeds			Y	Y	£45,000		Implementation in progress. Resident petition Now at full consultation stage
2. Westminster Road / The Avenue†	16/06/2009	Y	167	67	Y†	4	1440	20	26	61	Y	Y	£750		Already approved as part of local safety improvements. Resident request
3. Holly Bank Road Area	15/10/2009	Y	330	64	N	2	434	22	28	65	Y	Y	£3,500		Resident petition
4. Millfield Lane	15/10/2009	N	15	N/a	N/a	2	1149	25	34	65	Y	Y	£1,300		
5. Low Poppleton Lane	15/10/2009	Y	16	5	N	1	361	18	22	42	Y	Y	£1,300		Could be combined to link with Manor School 20mph zone. Resident request on Millfield and petition on Low Poppleton
6. Ouseburn Avenue	15/10/2009	Y	104	17	N	1	487	20	27	44	Y	Y			Should be combined to prevent motorists confusion as the streets are close together. Resident petition
7. Straylands Grove	04/06/2009	N	22	N/a	N/a	1		To be collected			Y	Y			Potential to be a small 20mph limit area. Would benefit more schoolchildren. Resident request
8. Kilburn Road	16/06/2009	N	98	N/a	N/a	1		To be collected			N	Y			Resident request
9. Dodsworth Avenue	04/12/2009	Y	209	8	N	1		To be collected			N	Y			Resident petition
10. Grants Avenue Area	08/06/2009	N	64	N/a	N/a	0		To be collected			Y	Y			Very close to Fulford School / St. Oswald's School. School request

Area	Date request registered with Council	Petition	Households*	Households supporting	50% supporting?	Accidents in the area	Vehicles per day (7am-7pm weekday)	Average speed acceptable for 20 speed limit?***	85% speed**	Max recorded speed	Close to a School?	Not on key Route	Cost to implement 20 mph zone	Number of traffic signs required	Comments
11. Fulford Cross and Danesmead	09/06/2009	N	265	N/a	N/a	0		To be collected			Y	Y			Resident request
12. Fordlands Road Area	09/06/2009	N	302	N/a	N/a	0		To be collected			Y	Y			Fordlands Road Area. Resident request
13. Bowness Drive, Rawcliffe	09/06/2009	N	27	N/a	N/a	0		To be collected			Y	Y			Resident request
14. Park Grove	09/06/2009	N	65	N/a	N/a	0		To be collected			Y	Y			20mph already. Resident request
15. Temple Road, Bishopthorpe	12/06/2009	N	20	N/a	N/a	0		To be collected			Y	Y			Resident request
16. Almsford Road	17/06/2009	N	133	N/a	N/a	0		To be collected			Y	Y			20mph already. Resident request
17. Osbaldwick Lane – between Derwent School and Osbaldwick Primary	27/07/2009	N	67	N/a	N/a	0		To be collected			Y	Y			Linking two school 20mph zones. Already zones directly outside the schools though. Resident and school request
18. Wheatlands Grove	06/08/2009	N	58	N/a	N/a	0		To be collected			Y	Y			Could be part of a wider 20mph limit with Lidgett Grove / Ouseburn Avenue. Resident request
19. St. Paul's Terrace Area	07/09/2009	N	448	N/a	N/a	0		To be collected			Y	Y			Resident request
20. Burnholme Drive near path to Hempland School	12/11/2009	N	86	N/a	N/a	0		To be collected			Y	Y			Resident request

Area	Date request registered with Council	Petition	Households*	Households supporting	50% supporting?	Accidents in the area	Vehicles per day (7am-7pm weekday)	Average speed acceptable for 20 speed limit?***	85% speed**	Max recorded speed	Close to a School?	Not on key Route	Cost to implement 20 mph zone	Number of traffic signs required	Comments
21. Viking Road	15/10/2009	Y	67	10	N	0	369	16	19	35	Y	Y			20mph already. Other issues being looked at and could be linked with Cranbrook Road area. Resident petition
22. Cranbrook Road	03/12/2009	Y	115	21	N	0	348	20	25	40	Y	Y			
23. Sovereign Park	04/02/2010	Y	256	223	Y	0		To be collected			N	Y			High number of residents signed petition
24. Gordon Street Area	06/06/2009	N	299	N/a	N/a	0		To be collected			N	Y			Resident request
25. Alma Terrace Area	09/06/2009	N	399	N/a	N/a	0		To be collected			N	Y			Similar to area in Fishergate already done. Resident request
26. Pasture Close, Strensall	09/06/2009	N	45	N/a	N/a	0		To be collected			N	Y			Small cul-de-sac. Resident request
27. Garfield Terrace, Holgate	09/06/2009	N	90	N/a	N/a	0		To be collected			N	Y			Already traffic calmed. Resident request
28. The Green, Acomb	10/06/2009	N	22	N/a	N/a	0		To be collected			N	Y			Resident request
29. Rockingham Avenue, Tang Hall	15/06/2009	N	76	N/a	N/a	0		To be collected			N	Y			Possible rat-run. Resident request
30. Kyme Street, Micklegate	15/06/2009	N	46	N/a	N/a	0		To be collected			N	Y			Short street – potential for larger area to be 20mph.
31. Rawdon Avenue, Tang Hall	15/06/2009	N	87	N/a	N/a	0		To be collected			N	Y			Very little, if any through traffic. Resident request
32. Eastern Terrace	25/08/2009	N	45	N/a	N/a	0		To be collected			N	Y			Resident request
33. Troutbeck	07/09/2009	N	34	N/a	N/a	0		To be collected			N	Y			Small cul-de-sac. Resident request

Area	Date request registered with Council	Petition	Households*	Households supporting	50% supporting?	Accidents in the area	Vehicles per day (7am-7pm weekday)	Average speed acceptable for 20 speed limit?***	85% speed**	Max recorded speed	Close to a School?	Not on Key Route	Cost to implement 20 mph zone	Number of traffic signs required	Comments
34. Deighton Village	08/10/2009	N	71	N/a	N/a	0		To be collected			N	Y			Could be installed as part of the village accessibility scheme. Resident request
35. Newlands Drive	09/07/2009	Y	24	11	N	0	292	20	26	40	N	Y			
36. Lidgett Grove	09/07/2009	Y	29	8	N	0	452	18	24	36	N	Y			
37. Millgates	15/10/2009	Y	44	18	N	0	113	21	26	37	N	Y			Small cul-de-sac. Resident petition
38. Residential Roads in Haxby	13/08/2009	N						To be collected			Y	Y			Advisable to wait for the outcome of the South Bank trial before looking at any larger schemes Requires clarification or more specific suggestions as a Haxby-wide scheme would be expensive and some roads have high average speeds. Resident request Some streets have average speeds of over 30mph. Flows will vary considerably.
39. Melrosegate	15/06/2009	N	200	N/a	N/a	12	6841	32	37	69	N	N			High number of accidents but speed not compliant. Resident request
40. Carr Lane (at the top of the hill)	24/08/2009	N	82			1		To be collected			N	N			Does not meet criteria for residential road. Resident request
41. Beckfield Lane	03/12/2009	Y	226	24	N	7	5706	30	35	65	Y	N			Speed survey on existing 30mph section of road. Resident petition
42. Heslington Lane – golf course to Heslington Village	06/06/2009	N	33	N/a	N/a	1		To be collected			N	N			Does not meet criteria for residential road. Resident request

Area	Date request registered with Council	Petition	Households*	Households supporting	50% supporting?	Accidents in the area	Vehicles per day (7am-7pm weekday)	Average speed acceptable for 20 speed limit?***	85% speed**	Max recorded speed	Close to a School?	Not on key Route	Cost to implement 20 mph zone	Number of traffic signs required	Comments
43. Monkgate	07/09/2009	N	85			2		To be collected			N	N			Part of the Inner Ring Road and does not meet criteria for residential road. Resident request
44. Heworth Road near Heworth Primary	12/11/2009	N	104	N/a	N/a	0		To be collected			Y	N			Could be referred to Safer Routes to School work. Resident and school request
45. Knapton	10/06/2009	N	95	N/a	N/a	0		To be collected			N	N			Resident request
46. Section of Haxby Road in New Earswick	11/06/2009	N	32	N/a	N/a	0	8895	27	31	53	N	N			Already 20mph outside the school. Resident request

Sorted sequentially by

1. Not on Key Route
2. Number of accidents
3. Near school
4. 50% signing petition (where applicable)
5. Date of receipt

The key roads category has been taken from the principal, classified and trunk roads plan

* Number of households obtained from address point data. As such there may be very slight variations against the actual number of households.

** Average and 85th percentile speed shown is the highest value for either direction on the street.

† Westminster Avenue area has been consulted upon and approved for a 20mph zone. Data shown is from the consultation response, which has superseded the petition. The percentage of respondents supporting a 20mph speed limit was greater than 50%.

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Annex B – Average Speed Data

Street	Direction	Average Speed
Nunmill Street	From Scarcroft Road	15
	To Scarcroft Road	19
Scarcroft Hill	From Albermarle Road	17
	To Albermarle Road	17
Lidgett Grove	To Wheatlands Grove	18
	To Wheatlands Grove	18
Ouseburn Avenue	From Wheatlands Grove	20
	To Wheatlands Grove	20
Viking Road	North	16
	South	15
Millgates	From A59	21
	To A59	18
Beckfield Lane	From A59	26
	To A59	30
Low Poppleton Lane	From Millfield Lane	18
	To Millfield Lane	17
Millfield Lane	North	25
	South	24
Cranbrook Road	East	20
	West	19
Holly Bank Road	From Anderson Grove	21
	To Anderson Grove	22
Campbell Avenue	From Hob Moor Drive	19
	To Hob Moor Drive	20
Newlands Drive (2 Surveys)	From Beckfield Lane	19, 21
	To Beckfield Lane	20, 19

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Decision Session – Executive Member for City Strategy

6th April 2010

Report of the Director of City Strategy

PROPOSED NARROW CYCLE LANE TRIALS - MUSEUM STREET / LENDAL BRIDGE, AND GILLYGATE

Summary

1. This report advises the Executive Member of feedback from consultation on proposals to introduce narrow cycle lanes on Museum Street/Lendal Bridge and Gillygate. The proposals are intended to improve facilities for cyclists on these narrow roads, where queuing traffic often obstructs the progress of cyclists riding on their nearside. The proposals are to be introduced on a trial basis in order to evaluate their effectiveness. If successful, proposals for other locations on the Inner Ring Road with similar characteristics may follow.

Recommendations

2. Following feedback from consultation, Officers recommend that **Option 2** be approved for implementation on a trial basis. This would introduce a slightly revised scheme to that originally consulted on for Museum Street/Lendal Bridge, as shown in **Annex D**. On Gillygate the proposals as originally consulted on would be implemented, as shown in **Annex B**.

Reason: Officers consider that these proposals will benefit cyclists, as they will improve the passage for cyclists on the nearside of queuing vehicles. The proposed measures would also contribute towards the aims of the Council as a Cycling City.

Background

3. Encouraging more people to cycle has been a long-standing priority for the Council, and this work has recently been given a huge boost by our successful bid to become a 'Cycling City'.
4. On these roads queuing traffic can be a particular problem for cyclists, as it only takes one driver to be positioned too close to the kerb to prevent cyclists from riding past on the nearside. This can be frustrating for them and may lead to delays, dangerous manoeuvres being attempted, or cycling on the footway. There has been a long-term desire to seek a resolution to this problem, particularly since gaining Cycling City status.
5. Currently on such roads, there is not enough space to provide cycle lanes at the standard 1.5 metres on one or both sides of the carriageway. The narrow footways also mean that options to provide facilities for cyclists are very limited.

This problem was carefully considered as part of developing the Council's Cycling Infrastructure Standards and it was concluded that the use of narrow cycle lanes could be a possible way forward. The idea is to provide 1.0 metre wide cycle lanes and reduced traffic lane widths (down to a minimum of 2.0 metres) to encourage queuing traffic to be positioned away from the kerb, leaving sufficient space for cyclists to get by. However, as the cycle lanes will be advisory, vehicles will be legally allowed to enter them, and it is accepted that situations will arise when large vehicles such as HGVs and buses straddle both the traffic and cycle lanes.

Proposals

Museum Street (Over Lendal Bridge)

6. For a large proportion of the day, traffic regularly queues in both directions along this length, which means that traffic speeds are generally low. Hence, it is proposed to provide 1.0 metre width advisory on-road cycle lanes for the full length of Museum Street in both directions (i.e. between the junctions with St. Leonard's Place and Rougier Street), which would leave approximately 2.15 metre wide traffic lanes. The proposals are shown in **Annex A**.

Gillygate

7. On Gillygate, traffic only tends to queue back significantly in one direction, approaching the junction with Bootham. Therefore, it is proposed to provide a 1.0 metre width advisory on-road cycle lane along the full south side of Gillygate, travelling towards the junction with Bootham. On the northern side, a shorter length of cycle lane is proposed approaching the junction with Lord Mayor's Walk, extending just beyond the Portland Street junction mouth (still retaining the two lane approach for traffic). The northeast bound section without any cycle lane provision is the section where traffic does not tend to queue on a regular basis. The proposals for Gillygate are shown in **Annex B**.
8. The intention is to implement both schemes on a trial basis, in order to assess the effectiveness of the measures. If successful, similar proposals may be brought forward for other sections of the Inner Ring Road, such as:
 - Station Road;
 - Ouse Bridge/Bridge Street/Low Ousegate;
 - Lord Mayor's Walk.

Consultation Feedback

9. External consultation has taken place with the Police, cycling organisations and relevant councillors. Comments were received as follows, and Officer responses provided for each:
10. **The Police** support the proposals for Gillygate, and consider that it could work quite well and be beneficial to cyclists. However, for the Museum Street/Lendal Bridge proposal, they have quoted an extract from Rule 140 of the Highway Code, which states: "Do not drive or park in a cycle lane marked by a broken white line unless it is unavoidable". This means that if a bus or large vehicle enters the bridge area and there is no opposing traffic, they should avoid entering the cycle lane. Should a vehicle then approach from the opposite

direction, which would necessitate them moving in towards the nearside, they would probably enter the cycle lane, causing potential danger to cyclists, who may then become trapped between the vehicle and the kerb. Consequently, they are not sure that the Lendal Bridge scheme would be capable of delivering a safe option.

11. **The Cyclists' Touring Club** consider that the proposals would be of limited benefit, and perhaps slightly ease the passage of cyclists during peak time queuing, except past wide vehicles. One concern with advisory lanes is that some drivers expect cyclists to stay in them, and not deviate to avoid hazards like gullies. Where the lane is narrow, e.g. 1.0 metre, this scenario may be worsened. Therefore, it would be helpful to examine the carriageway edges in the scheme area, and determine whether there are any gullies or similar items that could cause regular weaving by cyclists towards the carriageway centre. If problems are identified, they should be addressed. The Museum Street carriageway width is locally restricted in the vicinity of the Museum Gardens entrance by a central pedestrian refuge. They consider that there are 'pinch point' risks for cyclists in this area, and question whether the advisory lanes should be discontinued past the refuge.
12. **The York Cycle Campaign** are wary of proposals to install such narrow cycle lanes and consider that they are often worse than useless. Firstly, they encourage those cyclists who do not know better to take up a position on the road where they are at greater risk (under the National Cycle Training Standards, cyclists are trained to ride in a safe position in the carriageway, which is usually at least 1.0 metre from the kerb edge). Secondly, they encourage aggressive behaviour by drivers towards cyclists who do know about the benefits of appropriate positioning on the road, and ride outside of the lanes.

Lanes narrower than 1.5m would only be acceptable under LTN2/08 (conformance was a prerequisite of the Cycling Demonstration Town bid) if they are feeder lanes to get cyclists past queuing traffic to facilities such as Advanced Stop Lines (ASLs). On that basis, the Gillygate proposals are just about acceptable, as are the lanes on Museum Street/Lendal Bridge northbound and Lendal Bridge southbound, as traffic queues are frequent. However, these stretches see a high density of pedestrians on the footways, and if cyclists ride in such narrow lanes their handlebars will overhang the footway, with potential for conflict.

They also have concerns for the proposals on Museum Street southbound. Encouraging cyclists to ride so close to the kerb edge where there is likely to be both encroaching traffic from the left (emerging from Lendal), and traffic looking to overtake despite the pedestrian refuge, could be very dangerous. They consider that a narrow lane can't be justified here because queuing traffic is much less likely.

In summary, they would not like to see the proposals implemented as described, and have suggested three alternative proposals, as follows:

- Don't install cycle lanes - Not providing a facility may be the least worst option and there seems a significant case to support this.

- Install 1.5m lanes - Since some vehicles are inevitably going to have to encroach even on the 1.0m lanes in congested conditions, is it a problem to have wider advisory lanes?
- Don't call them cycle lanes - The proposed lanes are unusual in that they are more about getting congested traffic to align itself a little from the kerb rather than the safety of cyclists in moving traffic. As such they aren't really cycle lanes in the conventional sense. They are also too narrow to be conventional cycle lanes. This suggestion therefore involves: not referring to the facilities as 'cycle lanes'; not putting cycle logos on them, and not using coloured tarmac; marking the 'lanes' out with narrower dashed lines than normal to emphasise the distinction from conventional cycle lanes. It seems likely that drivers are likely to naturally align themselves with these markings in congested conditions. This avoids many of the concerns outlined above, as drivers will not expect cyclists to stick to them, cyclists won't feel they have to cycle within the lane, and in addition, are less likely to get annoyed with wide vehicles blocking them.

Ward Member Views

13. Ward Members Looker and Watson from Guildhall, and Fraser, Gunnell and Merrett from Micklegate were consulted by e-mail on 13th January and asked for their comments. Feedback from the local Ward Councillors is summarised below, as follows:
14. **Cllr Looker** – Supports the proposals, but has concerns over the level of encroachment by buses, and if possible, would like the scheme to include measures to assist cyclist movements from Museum Street into Duncombe Place.
15. **Cllr Watson** – Does not support the proposals because he considers that both roads are too narrow to accommodate such cycle lanes safely.
16. **Cllr Merrett** – Has some concerns about vehicle encroachment into the cycle lanes, particularly on the uphill section approaching Lendal Bridge, where cyclists may stray outside the lane markings. However, he is generally supportive of the proposals, and considers that overall, this would be helpful for cyclists in terms of recognising what goes on and trying to maintain a reasonable gap for cyclists so that they can get past on the left, rather than overtaking traffic on their right. He also pointed out that these roads are the sorts of essential gaps in the system that the December 2008 residents' survey said put them off cycling, and need to be addressed.
17. **Cllr Gunnell** – No response has been received at the time of writing this report.
18. **Cllr Fraser** – No response has been received at the time of writing this report.

Other Member Views

19. Cllr Andy D'Agorne (Green), Cllr Ian Gillies (Conservative) and Cllr Ruth Potter (Labour) were consulted by e-mail on 13th January and asked for their comments.

20. **Cllr D'Agorne** – Is generally supportive of the proposals, but considers that when entering Gillygate from Clarence Street (travelling westbound) the road is wider to start with, so the initial section of cycle lane should not be required. In addition, he considers that the cycle lane should be wider (for example 1.2 metres) as you approach the signal controlled junctions at either end of Gillygate, rather than having to have one on both sides the whole length of the road where there isn't room. He also points out that loading vehicles would obstruct cycle lanes, and that if not already, this should be restricted to hours between 9.30am - 3pm, or after 6pm to reduce the risk of obstruction to the lanes at peak times.

He also considers that a cycle lane on the corner under the city wall rounding the bend on the approach to Lendal Bridge would greatly assist in alerting drivers of large vehicles the need to consider cyclists as they negotiate the bend.

21. **Cllr Gillies** – Does not support the proposals because he is concerned about cyclists' safety, given the likely problems associated with the encroachment of large vehicles, particularly on the uphill section approaching Lendal Bridge, where cyclists may stray outside the lane markings. This situation would be exacerbated when two large vehicles pass at the same point. He also questions the motivation behind the proposals, and if there is a history of accidents, would like to see the details.

22. **Cllr Potter** – Supports the proposals and considers that some designated space for cyclists on Lendal Bridge and the beginning of Museum Street would be of benefit, given that randomly positioned traffic queues currently holding cyclists up would be less frequent, with no negative effect on vehicular traffic, and that when the traffic sets off there will be fewer cyclists in the traffic queue to negotiate. On Gillygate, a concern is raised about the way that the road narrows on the approach to the signals at the Bootham junction, which might result in increased encroachment in to the cycle lane and create danger for cyclists. She has requested that this should be considered in the detailed design.

Officer Responses

23. The key issues resulting from consultation feedback are summarised below, followed by an Officer response:

- Potential danger to cyclists in the narrow cycle lanes when vehicles encroach, especially when traffic has to suddenly move closer to the nearside due to oncoming vehicles;

Officer response: Officers consider that the proposals should generally improve safety for cyclists by encouraging vehicles to align themselves closer to the centerline, thereby leaving a more consistent gap on the nearside for cyclists to bypass queuing traffic. There should be no requirement for any vehicles to 'suddenly' move further across to their nearside, as it is not anticipated that vehicles would actually encroach into the opposite traffic lane unless carrying out a specific overtaking manoeuvre. Indeed, at most times of day drivers would encounter oncoming traffic in the opposite lane and would therefore be forced to stay on their side of the centre-line. It is accepted as part of making these proposals that some wide vehicles (especially buses and HGVs) may need to straddle the cycle feeder lanes, but this is not thought to pose a danger to cyclists. In free-flowing traffic conditions, it is likely that the drivers of such vehicles would follow behind cyclists, as they do now, and not attempt to

overtake. It is also extremely unlikely that cyclists would attempt to undertake a slow moving or stationary bus or lorry if an adequate gap to pass safely did not exist.

- Potential danger to cyclists who may not have sufficient space within the narrow cycle lanes to avoid hazards like gullies or poor road surface conditions, and may move out into the line of traffic;

Officer response: Officers appreciate this concern and have identified some areas where maintenance work would be beneficial and ensure that gullies or a poor road surface condition would not present hazards for cyclists. It is proposed to carry these works out as part of the scheme, although this will increase costs slightly.

- An increased risk of pedestrians being hit by the overhanging handlebars of a bicycle due to cyclists riding closer to the kerb;

Officer response: There should not be any significant handlebar overhang if a bicycle is being ridden down the centre of the cycle lane. If the position of vehicles forces cyclists to adopt a position closer the kerb, they are likely to be moving slowly and will have good visibility of nearby pedestrians. Therefore, it is unlikely that this will be any more of a problem than it is at the moment, and with a degree of common sense on the part of cyclists (and to a certain extent, pedestrians) any such conflicts should be kept to a minimum.

- On Museum Street it could be potentially dangerous to encourage cyclists to ride so close to the kerb edge approaching the Lendal side road, where cyclists could be at risk from traffic emerging from Lendal, and in addition, from drivers attempting to overtake cyclists near or adjacent to the pedestrian refuge;

Officer response: Officers acknowledge the concerns raised above. Having reviewed this part of the scheme, it is proposed that the cycle lane should commence a few metres south of the junction with Lendal. Removing the section of cycle lane between Lendal and Blake Street is not considered to be a significant drawback, given that traffic queues do not regularly extend over this section. The absence of a cycle lane could encourage cyclists to adopt a slightly more central position in the carriageway as they approach the junction with Lendal, thereby addressing the concerns raised. This change to the scheme is shown in **Annex C**.

- The proposed cycle lanes are too narrow to be considered as conventional cycle lanes, and it has been suggested that the proposals would work better if marked with narrower lines and without cycle symbols;

Officer response: The proposed lanes are intended for use as extended cycle feeder lanes alongside queuing traffic to help cyclists access ASLs at signalised junctions. Therefore, it is considered reasonable for them to be termed 'extended cycle feeder lanes' rather than conventional cycle lanes and it is proposed that this term is used when publicising the trial schemes. However, for them to work well, Officers consider it important that they are clearly recognised by drivers as being areas where cyclists will be present. Hence, it is considered appropriate to use standard lane markings and regularly placed cycle symbols.

- Can the scheme include measures to help cyclists make the straight-ahead movement from Museum Street onto the cycle route down Duncombe Place?;

Officer response: In order to assist the straight-ahead cyclist movement, and to indicate where cyclists should position themselves within the ASL, the proposals have been amended. A left turn arrow will be provided on the left hand side of the ASL box, and a straight ahead/right turn arrow on the right hand side of the ASL box. This change to the scheme is shown in **Annex C**. At the present time, it is considered that lengthening the ASL box would not provide any significant benefit, as it is already close to the maximum permitted depth of six metres. In addition, due to the space required by turning traffic, there is insufficient space available to widen the box.

- It has been suggested that the cycle lane should be widened to about 1.2 metres on Gillygate as you approach the signal controlled junctions at both ends, and that the first section of the cycle lane for cyclists entering Gillygate from Clarence Street and Lord Mayor's Walk should be removed to allow for a wider feeder lane on the opposite side approaching the traffic signals;

Officer response: Providing a feeder lane at a width of 1.2 metres at the Bootham end of Gillygate is not considered feasible because this is the narrowest section, and it would reduce the width of the traffic lanes such that new safety issues could arise, for example, a wider cycle lane would result in traffic heading away from Bootham being positioned closer to the adjacent narrow footway, which could increase danger for pedestrians. At the Lord Mayor's Walk end, Officers have reviewed the current proposals, and consider it is essential to retain a cycle lane on the inbound side of Gillygate because traffic regularly extends all the way back to the Lord Mayor's Walk junction. Given the need to retain three traffic lanes, it is not considered feasible to provide more than a 1.0 metre cycle lane on either side of the road.

- Loading vehicles would obstruct the cycle lanes;

Officer response: There are existing loading restrictions, which prohibit loading between 8am to 9.15am and 4pm to 6pm, Monday to Saturday. Officers consider that these restrictions are reasonable, in that they cover the more sensitive peak traffic periods.

- Concern regarding the way that the road narrows on the approach to the signals at the Bootham junction, which might result in increased encroachment in to the cycle lane and create danger for cyclists;

Officer response: Officers are aware that the road narrows on Gillygate on the westbound approach to Bootham Bar between the Gillygate Public House and the Surgery, reducing from about 8.0 metres to just in excess of 6.6 metres. The proposals only provide a westbound cycle lane on Gillygate because traffic does not tend to queue back on the eastbound side. However, with the introduction of the proposals, the narrow traffic lanes should mean that traffic would not be able to overtake eastbound cyclists, particularly when traffic queues in the westbound lane. In addition, although some traffic may need to encroach into the cycle lane on the narrower section, there should still be enough of a gap for cyclists to bypass the queuing traffic.

- What is the justification for the scheme proposals and will it improve road safety?;

Officer response: The proposals are primarily intended to encourage motorists to recognise that cyclists may wish to get past on their nearside, and therefore queue in a position further away from the kerbside. This should increase convenience for cyclists. The proposals should also have some safety benefits

for cyclists. A check of the Police records suggests that a contributory factor in some accidents was a lack of awareness on the part of vehicle occupants and pedestrians of cyclists moving along the inside of queuing traffic. The proposed cycle lanes should improve general awareness of the presence of cyclists. Therefore, the current accident rates have a good chance of reducing following the implementation of the measures. Clearly, there are limitations with the proposals, and should the trial prove to be unsuccessful, the road markings could be removed, and the streets returned to their previous layouts.

Revised Proposals / Further Consultation Feedback

24. The key elements of the revised proposals for Museum Street/Lendal Bridge have been described above within the Officer responses, and are illustrated on the revised plan shown in **Annex C**.
25. These proposals were considered at an Officer In Consultation (OIC) meeting on 9th February. In view of the comments received from consultation and the amendments proposed to address some of the concerns raised, it was decided to refer the proposals to this Decision Session meeting, in order to allow time for further consultation and representations to be made. Notification of this situation was sent to all the previous consultees via e-mail on 11th February, and a summary of the feedback received is set out below:
 - **Cllr D'Agorne** – although seeing logic in the amendments, considers that a short section of cycle lane is needed on entering Museum Street from Duncombe Place and St. Leonard's Place at 1.2 metres width opposite the existing Advance Stop Line (ASL), possibly extending to a position opposite Library Square. In addition, there should be a 1.2 metre wide section in green surfacing opposite the pedestrian refuge and continue past the Lendal junction mouth. This would assist in highlighting the presence of cyclists. Also, additional markings should be considered for the ASL on St. Leonard's Place at the junction with Museum Street;
 - **Cllr Merrett** – endorses the comments made above by Cllr D'Agorne. He also puts forward the idea of introducing a give-way line and signing for vehicular traffic on Museum Street, just in advance of the pedestrian refuge, with the intention of drivers giving way to cyclists and pedestrians at this point. To slow speeds near the refuge, the introduction of a speed table is also suggested, subject to agreement with the emergency services.
 - **Cllr Gillies** - agrees with the amended proposals in general, but remains opposed to the introduction of cycle lanes between Lendal and Rougier Street. Regarding cyclists turning right into Museum Street from St. Leonard's, it would be safer if they could use the advance stop line to get themselves in the appropriate position, and together with relevant hand signals inform other road users of their intentions (which would help to prevent the quick start by motor vehicles who don't know if the cyclist adjacent to the kerb is going to turn right, or go straight on into Blake Street);
 - **Cllr Watson** – considers the diagram in the centre of the plan in **Annex C** depicting how the road space would be used merely highlights the dangers, and remains in objection to the scheme proposals for road safety reasons;

- **Cllr Gunnell and The Cyclists' Touring Club** – agree that additional markings should be considered for the ASL on St. Leonard's Place at the junction with Museum Street to assist right turning cyclists;
- **York Cycle Campaign** – support the amendments made to the proposals;
- **Cllr Potter** - supports the amendments made to the proposals.

Further Officer Responses

26. Officers remain of the opinion that any cycle lane markings provided on the north eastern side of Museum Street could present dangers to cyclists. In addition, the suggestion to provide facilities on this section is not consistent with the purpose of implementing extended cycle feeder lanes because vehicular traffic does not regularly queue on the northern-most section of Museum Street. For these reasons, Officers propose to retain the commencement of the southbound extended cycle feeder lane from the southern side of the junction with Lendal, as shown in **Annex D**.
27. The provision of give-way markings and signing for traffic on Museum Street at the existing pedestrian refuge (at the Museum Gardens entrance) would not be appropriate or permitted under the relevant regulations. The introduction of a speed table at the refuge would also be contrary to the council's Speed Management Plan, which only allows for vertical measures being introduced on Traffic Routes in exceptional circumstances. It would also be difficult to introduce a speed table, or possibly a controlled crossing facility, in this location on a trial basis. Therefore issues concerning traffic speeds and road safety at the refuge should be monitored closely as part of the proposed cycle lane trial to assess if additional measures ought to be considered for future inclusion in any permanent improvement scheme for this area.
28. The suggestion to provide additional markings within the ASL on St. Leonard's Place is considered to be of potential benefit to right turning cyclists, in the same way that the proposals already incorporate similar markings within the Museum Street ASL box for straight ahead cyclist movements. This has been incorporated into the proposals, and is shown in **Annex D**. Also amended at this stage is the reference to widening the ASL box on Museum Street, which upon reflection, whilst only providing minimal benefit on the available width that could be used, could in practice place cyclists in conflict with large right turning vehicles from St. Leonard's Place. Therefore, **Annex D** retains this ASL box at its original width.

Cycling Evaluation Tool

29. The Cycling Evaluation Tool is a means of scoring cycling schemes on a range of criteria so that schemes may be ranked and compared against each other. It was approved at the City Strategy Decision Session on 20 October 2009. The proposed narrow cycle lanes trial scheme has been evaluated using this tool and both sections achieved the same score of +25 (each section was evaluated separately). This compares very favourably with other, similar projects, as shown in the table below:

Scheme	Total points
Beckfield Lane - Boroughbridge Road to Ostman Road - completed section	+16
Crichton Avenue – scheme under construction	+21
Clifton Green - completed scheme	+24
Wigginton Road – proposals approved in principle	+25
Moor Lane Bridge - completed scheme	+26

Options on the Way Forward

30. A number of options are available for consideration:

- **Option 1** – implement the proposals as shown in **Annexes A** (for Lendal Bridge/Museum Street) and **B** (for Gillygate), as consulted upon;
- **Option 2** – implement the revised proposals resulting from consultation feedback, as shown in **Annex D** for Museum Street/Lendal Bridge, and the original proposal for Gillygate as shown in **Annex B**;
- **Option 3** – implement a variation of the proposals to incorporate any changes that may be deemed necessary.
- **Option 4** – make no alterations to the current situation

Analysis of Options

31. **Option 1** would provide some benefit, but through the consultation process Officers consider that the original scheme proposals could be improved to address some safety issues.
32. **Option 2** is considered by Officers to provide the most benefit to cyclists, and the revised proposals are considered to represent the safest means of providing cycling facilities under these circumstances.
33. **Option 3** gives an opportunity to implement a variation of the proposals to incorporate any other changes that may be deemed necessary.
34. **Option 4** would provide no material benefit, and retaining the current layout would do nothing to improve the situation for cyclists on these narrow routes where queuing traffic can often present obstacles to the free passage of cyclists.
35. Based on the above analysis, Officers consider that the scheme proposals offered in **Option 2** present the best way forward.

Corporate Priorities

36. The scheme would contribute to the following Corporate Priorities:

- Sustainable City – the scheme should encourage more commuting Cyclists to use these routes for riding into and away from the city, in preference to using motorised forms of transport.

- Safer City – the scheme would make these roads easier and safer for cyclists to get past queuing vehicles.
 - Healthy City – the scheme should encourage more cycling, which would have a beneficial effect upon peoples' health.
37. The scheme would also contribute to several of the aims of the Local Transport Plan, namely:
- Encourage essential journeys to be undertaken by more sustainable modes where possible;
 - Reduce the level of actual and perceived safety problems;

Implications

Financial / Programme

38. Implementation of the scheme proposals is expected to be achieved during the early part of the current financial year 2010/11. The current estimated cost of implementing both schemes is £10k. This can be accommodated within the Cycling Minor Schemes allocation (£75k), which forms part of the 2010/11 City Strategy Capital Programme.

Human Resources (HR)

39. There are no human resources implications.

Equalities

40. There are no equalities implications.

Legal

41. The City of York Council, as Highways Authority for the area, has powers under the provisions of the Highways Act 1980, and the Road Traffic Act 1984 to implement the measures proposed.

Crime and Disorder

42. There are no crime and disorder issues.

Information Technology (IT)

43. There are no information technology implications.

Property

44. There are no property implications.

Risk Management

45. Physical - there is always a potential for new safety issues to arise whenever an existing highway layout is altered, but risks are minimised through careful design and the road safety audit checking process.

46. Organisation/Reputation - there is a risk of criticism from the public in implementing a scheme to which some people may have objections, but there could also be criticism from potential supporters of the scheme if it is not implemented. Good quality public information should ensure that well informed decisions are made about the scheme and reduce the risk of public criticism.

47.

Risk Category	Impact	Likelihood	Score
Physical	Medium	Possible	9
Governance (Reputation)	Medium	Unlikely	6

Measured in terms of impact and likelihood, the risk scores have all been assessed at lower than 16. This means that at this point, the risks need only to be monitored, as they do not provide a real threat to the achievement of the objectives of this report.

Contact Details

Author:

Jon Pickles, Senior Engineer
Transport & Safety
Tel. No. 3462

Chief Officer Responsible for the report:

Richard Wood
Assistant Director of City Development &
Transport

Report Approved

Date 15.03.10

Specialist Implications Officer(s)

There are no special implications

All

Wards Affected: Guildhall, Micklegate

For further information please contact the author of the report

Background Papers:

“York Cycling City” – report to the Meeting of Executive Members for City Strategy and Advisory Panel on 8 September 2008.

“Cycling Infrastructure within York – Standards, Evaluation Tool, and Cost/Benefit Matrix” - report to the Executive Member for City Strategy Decision Session on 20 October 2009.

“Proposed Narrow Cycle Lane Trial - Museum Street / Lendal Bridge & Gillygate” – OIC Report on 9 February 2010.

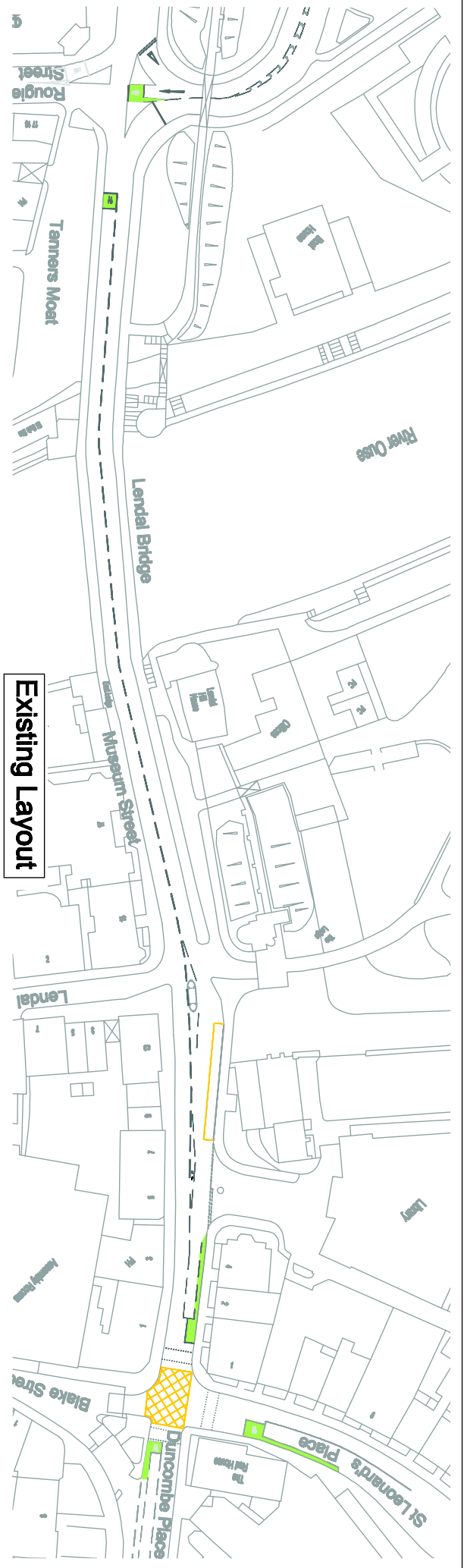
Annexes:

Annex A – Original Proposals for Museum Street / Lendal Bridge, as consulted upon

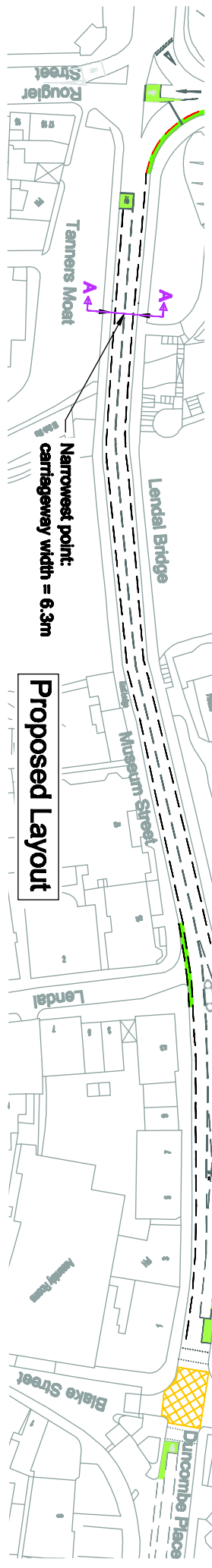
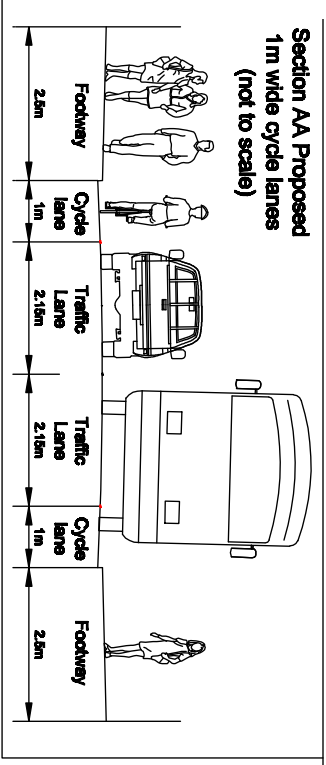
Annex B – Original Proposals for Gillygate, as consulted upon

Annex C – Proposed Amendments for Museum Street / Lendal Bridge following feedback from consultation

Annex D – Final Proposals for Museum Street / Lendal Bridge following feedback from a second stage consultation exercise



Existing Layout



Proposed Layout

York Consultancy
Consultants of the future

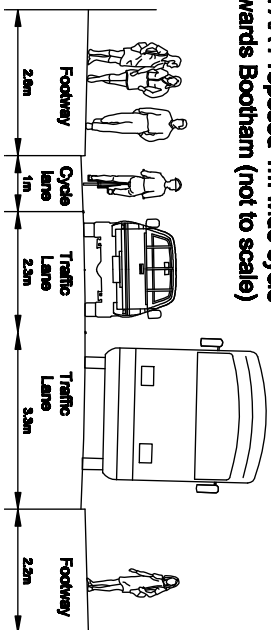
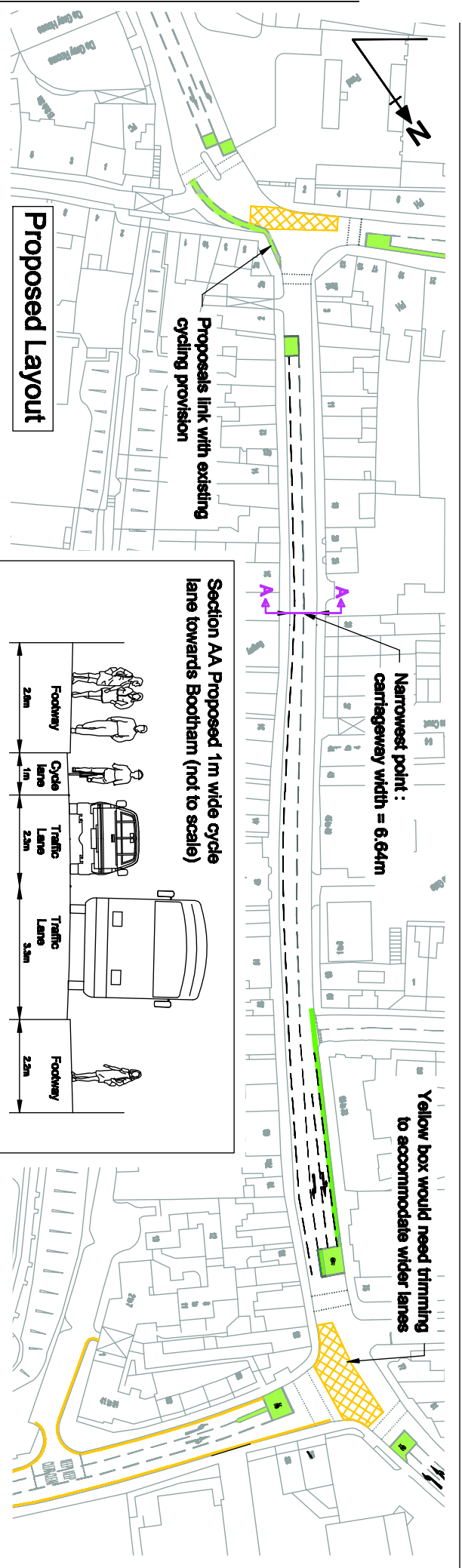
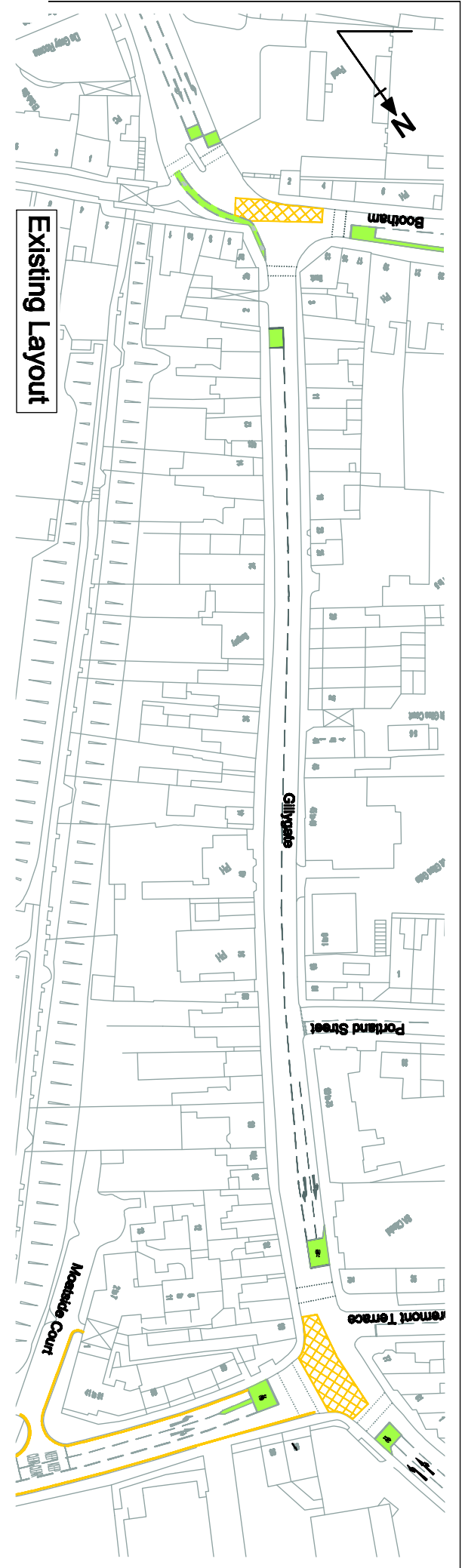
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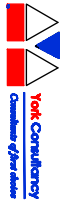

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**Inner Ring Road - Phase 1 - Lendal Bridge
Existing & Proposed Layout**

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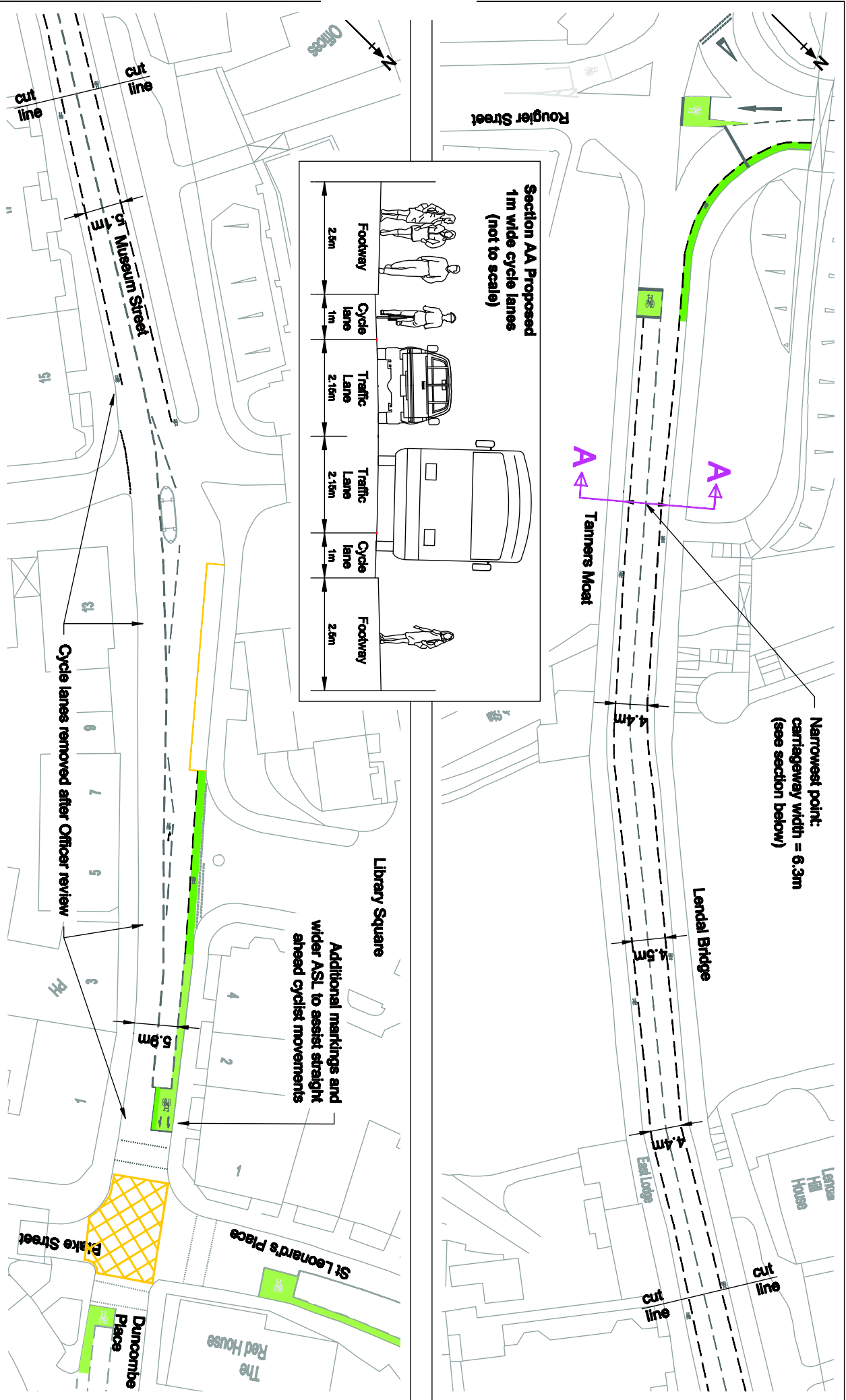
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Inner Ring Road - Gilligate

Existing & Proposed Layout

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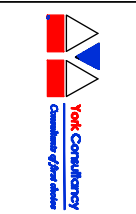
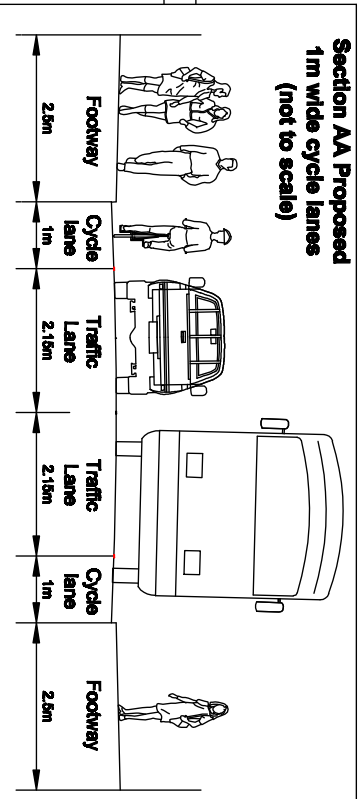
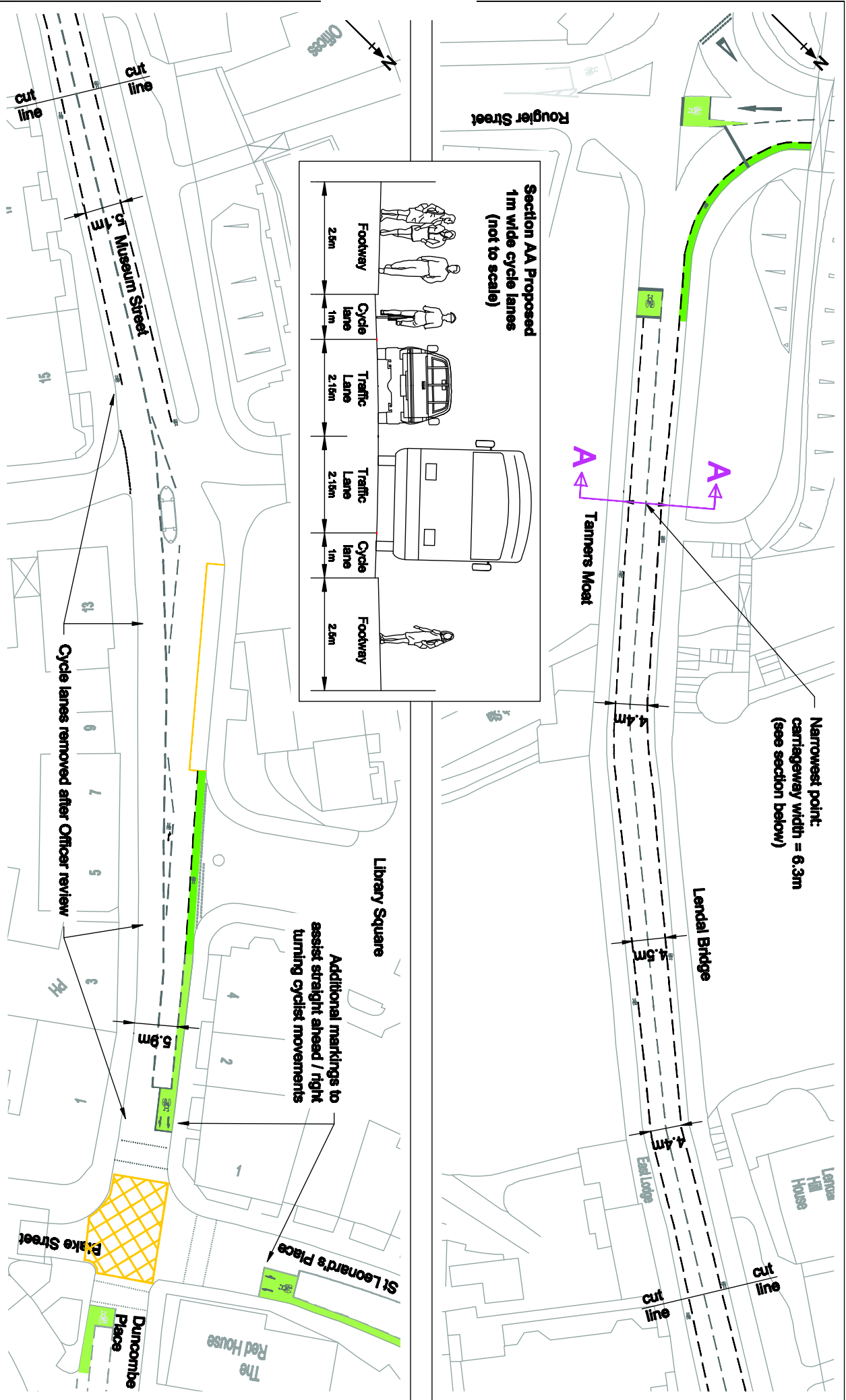



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Inner Ring Road - Phase 1 - Lendal Bridge
Proposed Layout: revisions after first stage of consultation

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Inner Ring Road - Phase 1 - Lendal Bridge
Proposed Layout: revisions after second stage of consultation

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**Decision Session – Executive Member for
City Strategy****6 April 2010**

Report of the Assistant Director of City Development and Transport

Adoption of Highways on New Estates – Update Report**Summary**

1. This report provides an interim progress report on highway adoptions completed, together with the current work programme and general development activity. It focuses upon the period following the comprehensive report on the highway adoption service, considered by the Executive Member on 1 September 2009.
2. Also included are brief updates relating to potential improvements to current procedures/systems and the establishment of a local developer forum.

Recommendations

3. Based on the commentary presented within this report the Executive Member is advised to note and review the highway adoption work portfolio as detailed under Option A, and that a raked percentage fee linked to the commencement of road building be investigated as detailed under Option B.

Reason: It will provide the most informative analysis, including an ongoing review of work programme and service performance, together with engagement with developers to provide improved understanding of their commercial processes, and identify opportunities for improvement, for the overall benefit of residents.

Background

4. Whilst not wishing to duplicate the previous report content, it is hoped that the following list can act as a useful reminder, of the key points and actions that are required through the adoption process:
 - a. Satisfactory completion of a new section of publicly maintainable highway, is governed by highway legislation, chiefly Section 38 of the Highways Act 1980.
 - b. Developers enter (in almost all situations) into a Section 38 Agreement with the Council as Highway Authority, which establishes the

specifications and standards, which the new streets will need to meet before responsibility for maintenance can transfer to the council.

- c. A sub clause seeks to secure completion of the street in parallel with the completion of final dwellings. A 12 month maintenance period follows completion.
- d. Foul and surface water sewerage systems must be approved and adopted by Yorkshire Water, prior to formal highway adoption taking place.
- e. The legal framework (as applied across council's in England and Wales) is specifically laid out to protect the local authority.
- f. Within the authority area, there are currently 86 housing developments, which are governed by a Section 38 agreement.

Development Progress

5. The developments list, attached at Annex A, has been updated, according to progress achieved in the last 6 months. It includes details of key stages in the whole process (this also includes commercial schemes, which are being developed with prospectively adoptable highway layouts, together with associated highway improvement schemes).
6. The following streets have been adopted as highway maintainable at public expense, since September:
 - Littlethorpe Close, Strensall (within the Brecks)
 - Rosetta Way, Acomb (commercial part of Sovereign Park)
 - Monks Cross Drive, Huntington (access to shopping park)
 - Monks Cross Park and Ride cycle path connecting to New Lane
 - Greenfields, Clifton
 - Murton Way, Osbaldwick
7. In addition, progress has been made at several other developments, whereby they have been placed upon the maintenance period, which should allow adoption within the next 12 months. These include:
 - The Sidings, Strensall
 - Foss Islands Link Road
 - Melander Close, off Beckfield Lane
 - Laurens Manor, Lawrence Street
8. When reported at 1 September 2009, there were 86 housing developments governed by Section 38 Agreements. Whilst the above adoptions have not had a noticeable impact on reducing the headline figure, (because as many new developments have been added, as have been adopted) it is nonetheless a good indication that progress is being made in this challenging service area.

9. In addition to the above there are several other streets, which it is anticipated will become adopted within the next few months, including the remainder of the Brecks at Strensall. This development comprises, 9 phases, 25 streets, 3050 metres of highway, being inherited from North Yorkshire. It's adoption will represent a very positive outcome for the authority and local residents.
10. In addition to achieving the ultimate adoption approval on the above developments, significant progress has been made in recent months on many other schemes, in securing fees from developers, relating to both the supervision of works on the ground and auditing of submissions (drawings of design, construction, drainage), seeking technical approval. The following developments are included:
 - Elvington Airfield (2 phases)
 - The Croft, Heworth Green
 - Agar Street, Monkgate
 - Northfield School, Beckfield Lane
 - York College (2 phases)
 - Chapelfields Road
 - Heslington East (2 phases)
 - Burton Garage, Shipton Street
 - Calf Close, Haxby
 - Burton Green, Burton Stone Lane

General Development activity

11. In September it was reported that the recession had resulted in development ceasing on several schemes. Over the last 6 months, the picture has remained surprisingly buoyant in York, with several key developments advancing at differing stages, together with progress on some medium to small scale schemes, including, Heslington East (Field Lane roundabout/Bus interchange), Dane Avenue and Morrill Close.
12. The following sites are active and officer's are engaged with the developer and their representatives: Dennison/Gladstone Street, Deans Acre/Windmill Lane, The Croft/Heworth Green, York College, Roxby/Chequers Farm Elvington, Burton Green Burton Stone Lane, Birch Park, St Anns Court, Richmond/Faber Street and York District Hospital, which includes S38 works.

Review of current systems and procedures

13. It was previously highlighted that whilst the adoption of highways is governed by established legislation in the form of the Highways Act 1980 (not forgetting the requirement for foul and surface water sewerage being approved and adopted by Yorkshire Water), which requires a well rehearsed set of procedures to be followed, officer's had had some discussion with other local authorities, to gauge their procedures on highway adoption and the approach of the developer, to say the commencement of works and completion of agreements. The feedback indicated that the adoptions experience here in York is very comparable to the national perspective.

14. Having said that, there was an indication that reviewing our procedures relating to the percentage fee we charge for the above mentioned services (auditing/supervision), was worthy of consideration. The commencement of the construction of new roads prior to the Section 38 Agreement being in place, is unfortunately common in York and nationally. This gives rise to issues such as the authority not being able to inspect works until such a time as the agreement is in place and thus the developer is undertaking works at potentially considerable risk. In Norfolk, developer's signing the agreement before works commence pay an 8% supervision fee, if they start work prior, the rate is 10%. In York, we currently have a flat rate of 7%.
15. Further comment is provided in Options/Analysis.
16. As mentioned in paragraph 10, efforts have been concentrated to secure the earlier payment of fees for supervision and auditing services. Officer's are presently working with colleagues in legal services in order to make revisions to the template highway adoptions agreement, such that fees are achieved consistent with the services being undertaken. Details of this can be included in the annual adoptions report.

Developer Forum

17. With the temporary additional staffing resource (1 FTE) in place (funded through a growth bid), effort has been concentrated upon the technical review and approval process, together with the site based inspection work and significantly in recent months, applying pressure on developer's, consultant engineering companies and Yorkshire Water.
18. The establishment of a local developer forum, that would aim to meet twice a year, with officer's and the Executive Member, with the objective of discussing current development progress and future schemes, was approved at the September meeting.
19. Officer's intend to arrange for the first of these to take place in April, with invitations to be sent very shortly, together with an initial agenda. It is considered that the initial forum should provide a good opportunity for local developer's to relay their current position of development in York, and their indicative plans for the next year. At the same time, council representatives can cover the local authority perspective, with the objective of seeking to encourage a proactive and healthy working relationship. In addition it is considered that the first meeting should establish the more detailed agenda and objectives setting for the future.

Resources

20. As discussed in the previous report, the service is provided by 3 FTE equivalents. This has been supplemented in the last 6 months, by an additional FTE, that was funded through a successful growth bid. This funding will be fully utilised by the end of March this year.

21. As the service has been operating temporarily with two experienced Adoption Engineers, who lead on all areas of the service, the output has in simple terms doubled. As a result, much greater progress has been possible across the whole remit, from initial auditing, finalising of agreements, supervision and checking of site work, and applying pressure on the other stakeholders to reduce timescales, which essentially gives rise to a much improved service.
22. It is presently anticipated that the service will revert back to a single engineer from the 1st April, unless other funding can be secured and the necessary approvals given.

Options

Option A

23. Note the content of the update report and request that officer's prepare the subsequent Annual report in the Autumn.

Option B

24. With reference to Paragraph 14, there is an opportunity to consider revising the Fee rate percentage, in the range of 1% – 3%, for the auditing of technical submissions and supervision of works.

Analysis

25. **Option A** – sets out to review and update upon the highway adoption work portfolio, providing details of adoptions, advancement of developments through the process and the general development picture in York. It is considered that the outcomes represent very positive progress, with several additional developments/streets, now being transferred to the local authority. At the same time more recent developments continue to make further steps in the process, being placed upon maintenance. We also see the advancement of several newer schemes, indicating continued interest in development in York, which must be regarded as good news in the current economic climate.
26. **Option B** – Introducing a raked percentage fee, linked to commencement of road building, is a measure which it is considered could have merit. In that it would seek to encourage developer's to put increased efforts into making the necessary submissions to the council for technical approval of their development. This would mean a greater focus upon early planning, requiring more time/resource investment, aiming to secure 'technical approval', which then forms part of the Section 38 Agreement. Increased performance from the developer's representatives, including legal teams, would also be anticipated.
27. It is recommended that this potential change is detailed up and made the subject of consultation exercise with local developer's. This will allow officer's to explain the rationale behind it and hopefully for developers to recognise the overall benefits. The outcome of the consultation would be brought back to the Executive Member.

Implications

Financial/Programme Implications

28. At this stage there are no implications.

Human Resources

29. As per Financial.

Legal

30. There are no direct legal implications.

Other

31. There are no known equalities, property, crime & disorder or other implications associated with the recommendations in this report.

Risk Management

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

Contact Details:

Author

Richard Bogg
Divisional Head - Traffic
Network Management
City Strategy

Chief Officer Responsible for the report

Richard Wood, Assistant Director, City
Development and Transport, City Strategy.

Report Approved Date 15 March 2010

Specialist Implications Officer(s)

Wards Affected: None

All

For further information please contact the author of the report.

Background Papers:

None

Annexes:

Annex A Development schedule

Section 38 Developments

ANNEX A

Developer	Development Site	File Reference	S38/278 Sent to Legal	Agreement Completed	Highway completed	Comments
Advent Isle Of Man Partnership	Shipton Street	CLIF/HD66/236				Development due to progress and highway alterations are approved
Antler Homes	Calif Close, Haxby	HAX/HD66/211	23/05/06			Remedial works progressing before starting maintenance
Barratt	Tenneco Automotive, Manor Lane	RAW/HD66/161	16/06/04	22/08/05	28/10/08	Remedial works progressing before starting maintenance
Barratt Homes Ltd	Northfield School 54 x new build	ACOM/HD66/217	15/04/08			Remedial works progressing before starting maintenance
Barratt Homes Ltd	St James Vicarage< 275A Thanet Rd	DR-WOD/HD66/218		24/04/08		Remedial works progressing before starting maintenance
Barratt York	Manor Lane, Rawcliffe (S278)	RAW/HM66/65		13/08/98	08/05/01	Waiting for adoption of sewers before completing formal adoption
Barratt York	Moor Farm, (Woodland Chase) Wt Ln	CLIF-WO/HR66/67	29/11/99	02/03/00	10/05/02	Adoption of sewers delaying highway adoption.
Barratt York	Water Lane	CLIF-WO/HM66/52A	12/04/01	13/07/01	21/03/03	Adoption of sewers delaying highway adoption.
Barratt York	Dennison St/ Gladstone St	GUIL/HD66/229	17/01/08			Development resumed and progressing
Barratts York	Grainstores, Water lane	S-R-CW/HD66/192				Development not started yet
Barrett Homes	Victoria Mews	RAW/HD66/127	27/09/01	12/12/02	04/10/05	Adoption of sewers delaying highway adoption.
Bellway Homes	Huntington Road	HUNTNE/HD66/179	23/06/04	19/10/05	08/05/06	Waiting for the 'as constructed' drawings and drainage adoption Certificates
Bellway Homes	The Croft' Heworth Green	HEW-WO/HD66/208	16/03/06			Development to be completed before maintenance starts
Caplin Developments Ltd	Fourth Ave	HEW/HD66/219			25/02/08	Maintenance waiting for developer to complete Agreement
Crest Homes	Brecks Lane, Strensall	STR/HM66/64		11/09/98	04/08/98	Waiting for 'as constructed' drawings and final remedial works before completing formal adoption
Crosby Lend Lease	Hungate	GUIL/HD66/153				Development to be completed before maintenance starts
CYC/Harrison Construction	Water Lane	CLIF-WO/HM66/52		25/11/99	10/04/00	Adoption of sewers delaying highway adoption.
DKNP Developments	Hebdon Rise, Acomb	HOLG/HD66/241				Development to be completed before maintenance starts
Fox Oak Properties	Common Lane, Dunnington	Dun/HD66/134	31/12/01	15/09/03		Developer did no pursue Agreement
Grantside	Terry's	MICK/HD66/243				Development approved but waiting detail drawings for consideration
Harron Homes	Osbalwick Lane	HULL/HD66/242	10/11/08			Development on hold due to recession. Waiting chase up response from developer
Helmsley Group NU	Monks Cross Plot 6	Hunt/HD66/150	08/11/02	06/08/04	15/10/04	Waiting for sewers to be adopted before completing formal adoption
Henry Lax	Clifton Hospital Phase 2, Commercial	RAW/HM66/60A		07/09/99	08/03/02	Waiting for sewers to be adopted before completing formal adoption
Hogg the Builder	601/603 Strensall Road	STR/HD66/137	27/09/02	24/07/03	22/04/04	Site inspection required before agreeing adoption
Hogg the Builder	Brecks Lane, Str. - The Green	STR/HM66/66A	20/06/00	27/07/00	14/06/03	Part of The Brecks. Street lighting now accepted. As constructed drawings required
Hogg the Builder	Lakeside, Strensall	43/4/648C	28/09/99	17/12/99	18/04/03	Part of The Brecks. Street lighting now accepted. As constructed drawings required
Hogg the Builder	Park Gate	43/4/426C			01/04/96	Part of The Brecks. Street lighting now accepted. As constructed drawings required
Hogg the Builder	Roxy & Chequers farm, Mn St, Elvington	ELV/HD66/212	12/12/06	20/11/07		Development to be completed before maintenance starts
Hogg the Builder	The Sidings, Strensall	STR/HD66/200		17/12/07	15/06/09	Development shortly to start maintenance
Hogg the Builder	Runswick Avenue	ACOM/HD66/230				Development not started yet
Ingenta (Aspire) Ltd	Bootham Row	GUIL/HD66/245				Highway works not started yet
Irwins Ltd	Monks Cross Plot 4	Hunt/HD66/120A	13/11/02		23/02/04	Developer reluctant to complete Agreement. Legal is chasing
Isoproco Ltd	Springwell Grove	ACOM/HD66/213	26/05/06	06/09/06		Development to be completed before maintenance starts
J.R.H.T.	Limetree Avenue	NEW-E/HD66/89			06/01/01	JRHT still pursuing adoption of sewers and 'as constructed' drawings
J.S Bramley	Morrith Close	HEW/HD66/247				Drawings approved and highway work due to start soon
Joseph Rowntree	Osbalwick-Derwenthorpe	OSB/HD66/182				Development not started yet
JRHT	Bismark St/Sheltered Housing	EM66/20	06/01/00	04/09/00	20/08/02	JRHT still pursuing adoption of sewers and 'as constructed' drawings
JRHT	Holgate Park JRHT	HOLG/HR66/85A	28/01/00	10/12/02	21/08/00	JRHT still pursuing adoption of sewers and 'as constructed' drawings
Keyland Gregory	Foss Islands Retail Scheme S.38	GUIL/HD66/196A			19/01/09	Development should be ready for formal adoption
Leeper Hare Developments	Melander Close	ACOM/HD66/235	16/04/08			Development is on maintenance
Mack & Lawler	Agar Street	GUIL/HD66/240				Development shortly to start maintenance

Section 38 Developments

ANNEX A

Developer	Development Site	File Reference	S38/278 Sent to Legal	Agreement Completed	Highway completed	Comments
Nixon Homes	Wilberforce Trust Development	DRI-WOO/HD66/191	29/07/05			Dispute over road construction. Agreement not completed yet
NorthMinster Properties Ltd.	The Tannery	STR/D66/206				Development not started yet
Persimmon	Brecks lane, Strensall Ph. 1,2,3	STR/43/4/426B			05/06/06	Part of The Brecks. Street lighting now accepted. As constructed drawings required
Persimmon Homes	235-239 Strensall Road S38	STR/HD66/169	16/12/05	26/05/06	26/05/06	Waiting for sewers to be adopted before completing formal adoption
Persimmon Homes	Avenue Terrace	Clif/HD66/149	30/06/04	26/05/06	26/02/06	Waiting confirmation that speed table will not be built
Persimmon Homes	Bootham Eng, Lawrence Street	WALM/HD66/163	04/11/03		29/11/07	Waiting for sewers to be adopted before completing formal adoption
Persimmon Homes	Brecks Lane, Str. - Heath Ride	STR/HM66/66	29/05/98	02/10/98	05/06/06	Part of The Brecks. Street lighting now accepted. As constructed drawings required
Persimmon Homes	Brecks Lane, Str., Chaucer Lane	STR/HR66/75A		03/12/99	05/06/06	Part of The Brecks. Street lighting now accepted. As constructed drawings required
Persimmon Homes	Brecks Lane, Str., Terrington Ct.	STR/HR66/75B	24/12/99	06/04/00	05/06/06	Part of The Brecks. Street lighting now accepted. As constructed drawings required
Persimmon Homes	Brecks Lane, Str., Chat Ave.	STR/HR66/75		25/02/99	05/06/06	Part of The Brecks. Street lighting now accepted. As constructed drawings required
Persimmon Homes	Clifton Hospital Ph 4, Residential	RAW/HM66/59B		08/04/99	08/03/02	Waiting for sewers to be adopted and street lighting approved before completing formal adoption
Persimmon Homes	Clifton Hospital Phase 1, Residential	RAW/HM66/59		11/11/97	08/03/02	Waiting for sewers to be adopted and street lighting approved before completing formal adoption
Persimmon Homes	Clifton Hospital Phase 3, Residential	RAW/HM66/59A		13/09/98	08/03/02	Waiting for sewers to be adopted and street lighting approved before completing formal adoption
Persimmon Homes	Clifton Hospital Phase 5, Commercial	RAW/HM66/60B	20/08/99	23/11/99	08/03/02	Waiting for sewers to be adopted and street lighting approved before completing formal adoption
Persimmon Homes	Heworth Green	HEW-WO/HD66/209			16/02/06	Development to be completed before maintenance starts
Persimmon Homes	Jockey Lane, Huntington	HUNT/HR66/72		17/01/01	17/01/01	Waiting for sewers to be adopted before completing formal adoption
Persimmon Homes	Manor Lane, Rawcliffe (S38)	RAW/HM66/65			10/04/01	Waiting for sewers to be adopted before completing formal adoption
Persimmon Homes	Ploughman's Close, Copmanthorpe	COP/HD66/115	04/08/00	02/10/00	02/10/02	Waiting for sewers to be adopted before completing formal adoption
Persimmon Homes	Stockton Lane (Rear of 73-109)	EM66/25		18/07/95	05/07/99	Waiting for sewers to be adopted before completing formal adoption
Persimmon Homes	Thompson Drive, Strensall	43/4/426			01/04/96	Part of The Brecks. Street lighting now accepted. As constructed drawings required
Persimmon Homes	Water Lane, Clifton, Phase 1	EM66/42		14/08/97	05/07/99	Waiting for sewers to be adopted before completing formal adoption
Persimmon Homes	Water Lane, Clifton, Phase 2	EM66/42B		14/08/97	07/07/99	Waiting for sewers to be adopted before completing formal adoption
Persimmon Homes	Water Lane, Clifton, Phase 3	EM66/42D	28/05/98	02/09/98	05/06/05	Waiting for sewers to be adopted before completing formal adoption
Persimmon Homes	Water Lane, Clifton, Phase 4	EM66/42E		27/05/99	05/06/05	Waiting for sewers to be adopted before completing formal adoption
Persimmon Homes	York Football Ground	BOO/HD66/159				Development not started yet
Pilcher Developments	88-90 The Village	STR/D66/203				Development to be completed before maintenance starts
Redworth Const	Haxby Road	CLIF/HD66/168	29/08/03	24/08/05	12/05/04	Adoption should be completed very soon
RJF Homes Ltd	Burton Green, Burton Stone Lane	CLIF/HD66/246				Highway works progressing
Rogers Homes	Laurens Manor	Hull/HD66/198	14/01/05		12/03/08	Waiting for sewers to be adopted before completing formal adoption
Rok Building Ltd	Birch Park - Residential	Hunt-NE/HD66/177	30/06/08			Development now progressing
S&B Construction	Arthur Street	Guil/Walm/HR66/70				Developer not interested in completion
Shepherd Construction	Vangarde 2 x Office Blocks	HUNT-NE/HD66/194				Development not started yet
Shepherd Homes	Blue Bridge Lane S38	GUIL/HD66/156	24/03/05		13/06/06	Agreement has now been completed and adoption progressing
Southdale Homes Ltd	Danebury Drive	ACOM/HD66/202		01/09/06	16/11/07	Waiting for sewers to be adopted before completing formal adoption
Southdale Homes Ltd	St Ann's Court	Fish/HD66/248				Development to be completed before maintenance starts
Southdale Homes Ltd	Regent Street	Hew/HD66/249				Development not started yet
Southdale Homes Ltd	Richmond/Faber Street	Fish/HD66/250				Development to be completed before maintenance starts
Taylor Woodrow	St Peters Quarter	BECK/HD66/114	12/04/01	19/07/02	09/05/06	Waiting for sewers to be adopted before completing formal adoption
Tees Valley Housing Group	Chapelfields Road	WEST/HD66/244				Development completed and waiting to go on maintenance
The University of York	University Way - Science Park	HES/HM66/62		19/06/92	03/08/01	Waiting for lighting connection and 'as constructed' drawings to be completed
University of York	Field Lane (S38)	HESL/HD66/233A				Remedial works to be completed before maintenance starts

Section 38 Developments

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

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Decision Session
Executive Member for City Strategy

6 April 2010

Report of the Director of City Strategy

**Public Rights Of Way – Wildlife & Countryside Act 1981,
Preparation of Definitive Map Former County Borough of York
(Fishergate, Guildhall and Micklegate Wards)****Summary**

1. This report seeks to assist the Executive Member in determining whether or not to make a number of Definitive Map Modification Orders to record public rights of way on the Definitive Map for the former County Borough of York within Fishergate Ward (Annex 1), Guildhall Ward (Annex 2) and Micklegate Ward (Annex 3). This is a continuation of the work so far carried out to prepare a Definitive Map for the former County Borough of York (a statutory requirement), the first of 3 batches having been considered on 2 March 2010, where approval was given to make and advertise Definitive Map Modification Orders to record 87 paths on the Definitive Map.

Recommendation

2. It is recommended that the Executive Member approves Option 1, which is inclusive of the following:
 - i) Authorise the (Interim) Head of Civic, Democratic and Legal Services to make and advertise the required Definitive Map Modification Orders to add all those paths to the Definitive Map, where it is recommended based on the evidence available, to make an Order (see bottom of page of each Schedule (Annexes 1-3) for recommended action).
 - ii) If no objections are received, or any objections received are subsequently withdrawn, the Orders referred to in i) above be confirmed; or
 - iii) If objections are received, and not withdrawn, the Orders, or relevant parts thereof, be referred to the Secretary of State for determination.

Reason

3. As surveying authority for the area, the City of York Council has a statutory duty (Wildlife and Countryside Act 1981, section 55(3)), to produce a Definitive Map

and Statement for the former County Borough of York; and in doing so is obliged to make Definitive Map Modification Orders to register the existence of all public rights of way in that area.

Background

4. Part IV of the National Parks and Access to the Countryside Act 1949 (NPACA 49) required every County Council to carry out a survey of 'all lands in their area over which a right of way is alleged to exist' and to produce a Definitive Map and Statement (hereafter referred to as the Definitive Map). The survey was not compulsory in every local authority in England and Wales, with some densely populated areas being excluded. The London Boroughs, County Boroughs (such as York) and other large urban conurbations (subject to application) were excluded from the compulsory survey under the NPACA 49. As a result of the provisions of the NPACA 49 the former County Borough of York was excluded and no Definitive Map produced.
5. The Wildlife and Countryside Act 1981 removed the majority of the exclusion provisions provided by the 1949 Act and replaced them by introducing a statutory duty to produce Definitive Maps for the previously excluded areas. This is achieved by first producing a blank map, which when modified, by making a Definitive Map Modification Order becomes the Definitive Map for the area. The Definitive Map is then further compiled by making additional Definitive Map Modification Orders.
6. In order to achieve this, each of the Ward areas has been surveyed to identify potential routes for inclusion on the Definitive Map, followed by the investigation and consultation described below.

Identification of Routes for Inclusion

7. Initially a desk based mapping survey was undertaken in order to identify all routes within the area that had the physical characteristics of a public right of way (i.e. they physically existed as a through route between two other highways).
8. The results of this survey were then compared against the Council's List of Streets Maintainable at Public Expense (List of Streets), which is held pursuant to Section 36 of the Highways Act 1980. Those routes that were recorded on the List of Streets as being publicly maintainable were temporarily removed from the survey with a view to them being included in a second phase of Definitive Map Modification Orders at a later date. The reason for this being that as these temporarily excluded routes are already shown on one set of highway records (ie the List of Streets), their recording on the Definitive Map could take a slightly lower priority than those routes not recorded at all.
9. Those routes remaining within the survey, of which there are 204 (approximately 45.5km km) in total, form the basis of the first phase of proposed Definitive Map Modification Orders which, due to the number of paths involved, are being administered in three batches (see table below).

10. Batch 1 (Acomb, Dringhouses and Woodthorpe, and Westfield) was considered at the Executive Member Decision Session on 2nd March 2010 and approval was given to make and advertise Definitive Map Modification Orders to record 87 paths on the Definitive Map. This report considers the available evidence for the second batch of paths ie those so far identified in the Fishergate, Guildhall and Micklegate Wards.

Batch	Wards Included	Number of paths	Length of paths (approx)
1	Acomb, Dringhouses and Woodthorpe, Westfield	88	14 km
2	Fishergate (Annex 1), Guildhall (Annex 2) and Micklegate (Annex 3)	52	14.5km
3	Clifton, Heworth, Holgate and Hull Road	64	15 km

11. Details of those routes that are included in this second batch (Fishergate, Guildhall and Micklegate Wards) are included in the attached Schedules at Annexes 1 - 3 of this report.
12. Eventually, as is required by law, all those public rights of way that are recorded on the List of Streets will be added to the Definitive Map, and all those routes recorded on the Definitive Map that are found to be highways maintainable at the public expense ie in existence prior to the 1959 Highways Act, will be added to the List of Streets.

Evidence

13. Section 53(3)(c)(i) of the Wildlife and Countryside Act 1981 places a duty upon the Authority to promote a Definitive Map Modification Order upon 'the discovery by the authority of evidence which shows that a right of way which is not shown in the map and statement subsists or is reasonably alleged to subsist'.
14. Each of the routes concerned has been surveyed, use observed and photographed. In addition a search of old maps etc has been undertaken to ascertain approximately how long each route has physically existed. Consultations also invited the submission of user evidence, although little was forthcoming. The evidence in respect of each individual path is summarised in the individual schedules located in the Annexes. At the bottom of each schedule there is a recommendation, based on the evidence produced, on whether or not to proceed with a definitive map modification order.
15. By and large the paths included in this report are set out, and have the general appearance of public rights of way; they are also generally in use on a daily basis by members of the public, and have been for a number of years. They are generally accepted by the public as being public rights of way although in some cases there is a lack of evidence to progress a definitive map modification order at this stage.

16. Where there is *prima facie* evidence of the existence of a public right of way, and no evidence to the contrary, the “reasonably alleged” test set out above will be satisfied. A summary of the number of paths under consideration, and those recommended for further action is set out below:

Ward	No of Paths under consideration	No. of paths recommended for DMMOs	No. of paths where no further action is recommended at this time
Fishergate	13	7	6
Guildhall	5	4	1
Micklegate	31	21	10

Consultation

17. In an effort to reduce the potential for disputes a significant amount of consultation has been undertaken. This has included writing to all adjacent property holders and posting maps and notices on site. There has only been a minimal response to the consultations, principally because the routes in question are obviously public rights of way (paths maintained by the Council).
18. Whilst substantial consultations have been undertaken, there is no guarantee that all landowners have been identified. In recognition of this, special dispensation from serving notices direct on landowners is being sought from the Secretary of State.
19. The aim, within this part of the project is to record as many undisputed public rights of way on the Definitive Map as possible. So as not to delay progress, any disputed paths, or contentious issues, have been removed from the project and will be dealt with separately.

Consultation

20. Ward Members and Group Spokesperson(s) have been consulted. Their comments, verbatim, are:

Ward Councillors

21. **Fishergate**
Cllr Andy D'Argone – Comments received 2nd March, 2010. *“there are a few more I can let you know about but main ones are there - assume you will want to include some status for things like Millennium Bridge even though they don't yet have 20 years use”?*

Further comments received 10th March 2010. *“Ive marked the paths that Im aware of in Fishergate ward that you didnt have and sent it in internal post to you. If you need clarification or more detail please get in touch. Andy”*

Cllr Dave Taylor - No comments received.

22. **Guildhall**

Cllr Janet Looker – No comments received.

Cllr Brian Watson – No comments received.

Cllr Susan Sunderland - No comments received.

23. **Micklegate**

Cllr Sandy Fraser – No comments received.

Cllr Julie Gunnell – No comments received.

Cllr David Merrett – Comments received 8th March 2010. *“Thanks for the extension. These are my comments on behalf of the three Micklegate ward Councillors who have gone through them with me.*

Key path omissions:

1. *Clementhorpe area. You have missed a series of historic links through the area and on towards South Bank. Cherry Hill Lane between Bishopgate Street and Clementhorpe, and at the other end of Cherry Street the alley through from Vine Street to the junction of Charlton Street and the end of Fenwick Street, then the further alley through from the south west corner of Fenwick Street through to Bewlay Street, then slightly up and across the street through the back lane from Bewlay down the back and out into Richardson Street next to the Rowntree Park entrance. Finally back up Richardson street on the other side and down the further back alley to the bottom end of Norfolk Street which then runs along past the bottom of all the side streets until you get to Cameron Grove and the south west corner entrance to Rowntree park. These are key paths to & from town at the north end, then as the most direct access to Rowntree Park and between the east end of the side streets between Bishopthorpe road and Rowntree Park.*

2. *Butcher terrace / Terry Avenue/Riverside footpath. The footpath from the current end of Butcher Terrace straight down to the river and then left until you get to the current end of Terry avenue were part of a continuous highway route until the Millenium bridge was built. The carriageway was removed as part of the works, but the footpaths follow the original line and remain therefore as a right of way. The current riverside footpath, where you show the north end of the PROW ending south of the bridge actually used to finish at the previous junction of Butchehr Terrace and terry avenue, also remains on it's original line and should also therefore be shown up to that point. Further north on the riverbank south of Clementhorpe there is a lower riverside footpath with a link to the top of the bank near Duke's Wharf which is a public footpath (principle established in a legal action some twenty years ago).*

3. *Nunthorpe Crescent / Southlands Road. There is a public footpath connecting the two.*

4. Carr's Lane/Albion Street, Bishophill. Clearly at least part of this is laid out as public highway. The rest should be marked as public footpath, plus the further stretch of Carr's Lane on the other side of Skeldergate down to the river.

5. Tanner Row / North Street & link to riverside path. There's an alley between Tanner Row and North Street via All Saint's church where we secured a part time closure the other year which has been missed. There is also a link through the North Street Gardens from North Street to the riverside path, plus the link down to the river next to the Viking Hotel.

6. Cinder Lane & Scarborough bridge. The link between Leeman road and West Esplanade down the back of the post office, and the pedestrian link at the east side of Scarborough bridge have been missed off our plan (part of key route between Holgate and Bootham).

7. St. Catherine's Place / Mount Parade. There's two little alleys linking the two - the southern link is a key route between the Cambridge Street estate and Milthorpe school.

8. The Knavesmire. You show only one footpath in the area west of the racecourse, with its north end incorrectly located - it should reach the kissing gate located more or less opposite or just south of St. George's Place. In reality there are a large number of paths on the area there, as it's a major dog walking area, and a nice route home from town to Dringhouses, which should all be shown. I'll send a sketch. Most importantly, in terms of principle routes, you have not shown the part of the strategic route from Hob Moor and beyond to Scarcroft, i.e. the stretch across the Knavesmire from Tadcaster road - at Tyburn and then across the mire, Knavesmire road and up to Albemarle road opposite Scarcroft allotments, to the gate in the railings there. This is extensively used by Milthorpe pupils as well as other residents. The path through the section west of the racecourse is well defined on the ground, the remainder undefined, but well known. There is also a specific path between the St. George's Place kissing gate and another gate on the other side of the wooded area by the north end of the racecourse which should be marked.

Query:

The map shows a forked path in the middle of Rougier Street. Is this a printing error??

In terms of evidence, I have been the Councillor for the north and western half of this area since 1982, and can vouch for all the paths in those areas have been in use for that period. I can also vouch for the bulk of the paths in the southern half which I have also used during the 33 years I have lived in this part of the City."

Further comments received 9th March 2010. *"One afterthought. I should also have mentioned the Millennium cycle / walking path down the side of the west end of Knavesmire road and across the Little Knavesmire to Aldemarle road. I'm aware it hasn't been there twenty years, but it has been provided with the purpose of providing a public right of way."*

24. **Group Spoke(s)person**

Cllr Steve Galloway – No comments at this stage, 5th March 2010.

Cllr R Potter – No comments received.

Cllr I Gillies – No comments received.

Cllr A D'Argone – See above.

25. **Officer's Comments**

The Highways Act 1980, section 31(9) allows for those routes that do not have a minimum period of 20 years use but have been used 'as of right (without force, without secrecy and without permission)', to give rise to the presumption of dedication.

It is acknowledged that there are many routes that have not been identified and included within Batches 1 –3 which represent the first stage in the production of a Definitive Map for the Former County Borough. The duty upon the Council following the production of a Definitive Map is to keep the map under continuous review. Any public rights that are in existence but not recorded, and were not investigated at the first stage can be identified and investigated as part of the continuous review and included at a later time.

Options

26. Two options are available to the Executive Member:

27. Option 1: Make the necessary DMMOs to add those paths to the Definitive Map that are recommended in the Schedules. This option is recommended; or

28. Option 2: Do not make the DMMOs to add the paths to the Definitive Map.

Analysis

29. Making the Orders as recommended (Option 1) represents compliance with the Authority's statutory duty (Wildlife and Countryside Act 1981, section 55(3) to produce a Definitive Map for the area. Once the Orders are confirmed the paths will be added to the Definitive Map which will safeguard the public's use of them.

30. Failure to make the required Orders is contrary to the Authority's statutory duties in this respect. Additionally, if the Authority decides not to make the Orders the paths concerned will not enjoy the same level of protection as those paths that are recorded on the Definitive Map and Statement.

Corporate Priorities

31. A public right of way is sustainable, car free and provides access to health and recreation opportunities thus contributing to the priorities of making York a Sustainable and a Healthy City. If it is determined that rights of way subsist or

is reasonably alleged to subsist and the Orders made to add the paths to the definitive map the benefits of doing so would link into the Council's Corporate priorities.

Implications

Financial

32. The cost of advertising the making of the required Definitive Map Modification Orders will be approximately £12,000. If no objections are received then the Orders will require to be confirmed, again at a cost of approximately £12,000. The funding of this batch and batch 3 of the project will be met from existing PROW budgets as and when resources allow. The current annual PROW budget for Definitive Map work is £20,000. There is a statutory duty to keep the definitive map under continuous review, therefore in light of the current and future workload associated with definitive map work it will be necessary to formulate and pursue a growth bid for funding.
33. City of York Council as the highway authority has an existing and significant responsibility to maintain all publicly maintainable highways whether shown on its records such as the List of Streets and the Definitive Map, or not. Therefore the recording of the paths identified in the schedules (Annex 1-3) on the Definitive Map will not theoretically result in any increase in the maintenance liability for the Council. The process of recording the rights of the public and producing a Definitive Map provides the authority with an increased knowledge and a continuing accurate record of paths that are publicly maintainable. The funding that will be required to provide continued maintenance of the paths identified is not currently reflected in any of the council's highway maintenance budgets.
34. The recording of 43.5 km (ie the total length of batches 1, 2 and 3, see Para 10) of path to the Definitive Map, for this first phase in the production of a Definitive Map for the former County Borough, will mean that there will be increased pressure put upon the existing PROW Maintenance and Highway Maintenance Services budgets. This is the first stage of the process and the subsequent stages to come will involve an investigation of the information held on the List of Streets (routes that are publicly maintainable); a thorough investigation of any contentious routes identified and excluded in the first phase (ie batches 1, 2 and 3) and the investigation of Definitive Map Modifications Order applications that have been received by the Council. The potential outcome of the statutory requirement to produce a Definitive Map could significantly increase the total recorded length of public rights of way within the City of York boundary.
35. The paths under consideration within this report have either natural, crushed-stone (or similar), or hard surfaces (eg tarmac, rosemary sets). In accordance with a decision made by Members in September 2004 (where it was determined that those paths recorded on the Definitive Map, but which lie within the more urban areas of York, be maintained out of the Highways Maintenance Services budget), it is proposed that those paths that currently have a hard surface be maintained by Highways Maintenance Services and those that have natural or crushed stone surface be maintained by PROW.

36. Highway Maintenance Services has provided the following comments, *'The inclusion of these footways and the resultant maintenance liability on the metalled surfaces where that exists will introduce further demands on our maintenance budget. On this basis we recommend that Members allocate increased funds to cover this. Also we would be faced with the annual inspections of these areas where they are metalled. Again this is going to involve further demands on existing resources.'*

Human Resources

37. The addition of a further 43.5 km of path to the Definitive Map will increase the current work-load of both PROW and Highway Maintenance Services as all those paths added to the Definitive Map and which are maintainable at the public expense will be required to be included within Highway Maintenance Services' annual inspection of highways and also the PROW Team's routine maintenance checks.

Equalities

38. There are no equality issues

Legal

39. Section 53(3)(c)(i) of the Wildlife and Countryside Act 1981 places a duty upon the Authority to promote a Definitive Map Modification Order upon the discovery of evidence that a public right of way subsists or is reasonably alleged to subsist.
40. Section 55 of the Wildlife and Countryside Act 1981 places a statutory duty on the Authority to produce a Definitive Map for the former County Borough of York. This is not a discretionary matter.
41. Making the proposed Orders contributes, in part, towards the Authority meeting these statutory requirements.

Crime and Disorder

42. In view of the fact that Definitive Map Modification Orders only seek to register public rights of way that already exist, and do not create any new rights, there are no crime and disorder issues. The registration of routes may however assist in identifying "Relevant Highways" for the purposes of the Gating Order legislation.

Information Technology

43. There are no information technology issues.

Property

44. Although some of the paths under consideration in this report run over council owned land, there are no property issues as actual ownership of land will not change.

Other

45. There are no other known issues for consideration.

Risk Management

46. In compliance with the Council's Risk Management Strategy, there is a low financial risk identified which is linked to the fact that the funding that will be required to provide continued maintenance of the paths identified is not currently reflected in any of the council's highway maintenance budgets. This will inevitably put pressure on the existing PROW maintenance budget and Highways Maintenance Service budget. On the 2nd March, the EMDS agreed the Officer's recommendation for definitive map modification orders to be made and advertised for 87 paths identified in Batch 1 (Acomb, Dringhouses and Woodthorpe, and Westfield). As Batch numbers 2 (the subject of this report) and 3 are determined the budget position will require close monitoring.

Contact Details

Author:

Joanne Coote
Definitive Map Officer
Network management
City Development & Transport
Tel No. 01904 551442

Chief Officer Responsible for the report:

Richard Wood
Assistant Director
City Development & Transport

Report **Date** 15.03.10
Approved

Wards Affected:

Fishergate, Guildhall and Micklegate.

All

For further information please contact the author of the report.

Background Papers:

Evidence evaluated and background analysis which forms the basis of the report prepared by consultant: Robin Carr Associates, 2 Friarage Avenue, Northallerton, North Yorkshire.

Annexes:

Annex 1 - Fishergate Ward location plan, path schedules and path plans
Annex 2 – Guildhall Ward location plan, path schedules and path plans
Annex 3 – Micklegate Ward location plan, path schedules and path plans

Annex 1

**Public Rights of Way – Wildlife & Countryside Act 1981,
Preparation of Definitive Map for Former County Borough**

Fishergate Ward

Index

Location Plan

Schedules & Path Plans

Path Nos 194 - 206

Summary of Recommendations

DMMO Recommended Path Nos

197 – 200, 204, 205, 206

No Further Action Recommended Path Nos

194 – 196, 201, 202, 203

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Public Rights Of Way – Wildlife & 981
Preparation of Definitive Map Former County Borough of York - Fishergate Ward

Schedule 1

Ward: Fishergate
Status: Public Footpath
Path No: 194 (Fishergate)

Description of route

Footpath commencing on Broadway and running north across grassed area to junction with path 195.

Approximate length

40 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6159 4981	SE 6160 4985	Concrete

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6159 4981	SE 6160 4985	1.2m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
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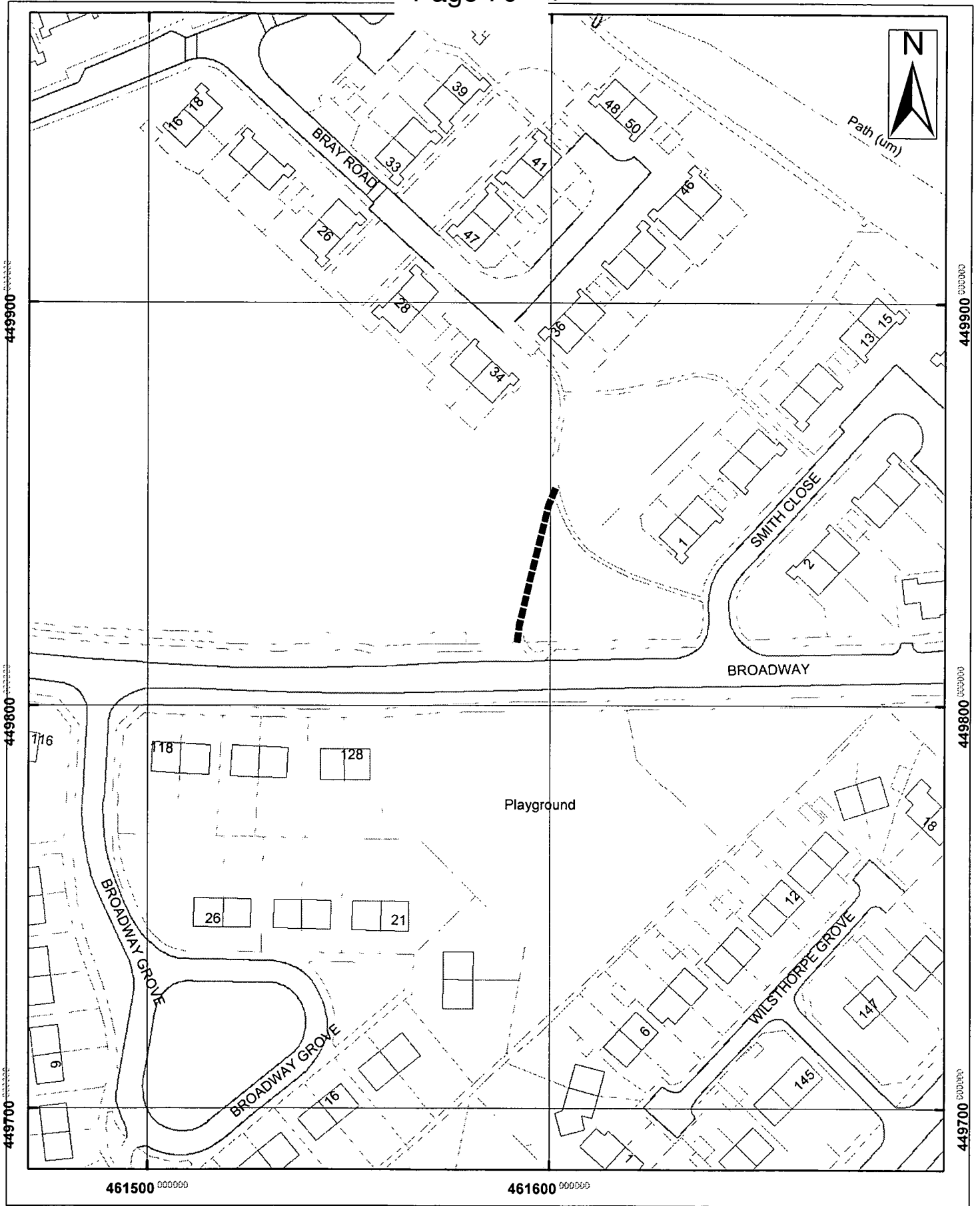
Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans				
Inclosure				
Tithe				
1910 Finance Act				
Rights of Way Act 1932				
Railway/Canal Plans				
Other Evidence				
User Evidence				
Photographs				

Utility Companies Affected	Yes	No	Date (if applicable)	Other Information
British Gas		✓		
BT		✓		
Cable & Wireless		✓		
Northern Electric		✓		
NTL Network Services		✓		
Torch Telecom		✓		
Yorkshire Water		✓		
York Waterworks		✓		

Recommendation:

No further action at this time



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

York Footpath 194 (Fishergate Ward)

Scale 1:1,250

Drawn By:

Date:

Public Rights of Way

Reference:

Drawing No.

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Ward: Fishergate
Status: Public Footpath
Path No: 195 (Fishergate)

Description of route

Footpath commencing at Smith Close near jcn with Broadway and running across grassed area to Bray Road meeting paths 194 & 196 en route.

Approximate length

86 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6163 4982	SE 6159 4988	Paved

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6163 4982	SE 6159 4988	1.2m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
------------------	-----------------------	----------------------------

Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans				
Inclosure				
Tithe				
1910 Finance Act				
Rights of Way Act 1932				
Railway/Canal Plans				
Other Evidence				
User Evidence				
Photographs				

Utility Companies Affected	Yes	No	Date (if applicable)	Other Information
British Gas		✓		
BT	✓			
Cable & Wireless		✓		
Northern Electric	✓			
NTL Network Services		✓		
Torch Telecom		✓		
Yorkshire Water		✓		
York Waterworks	✓			

Recommendation:

No further action at this time

450000

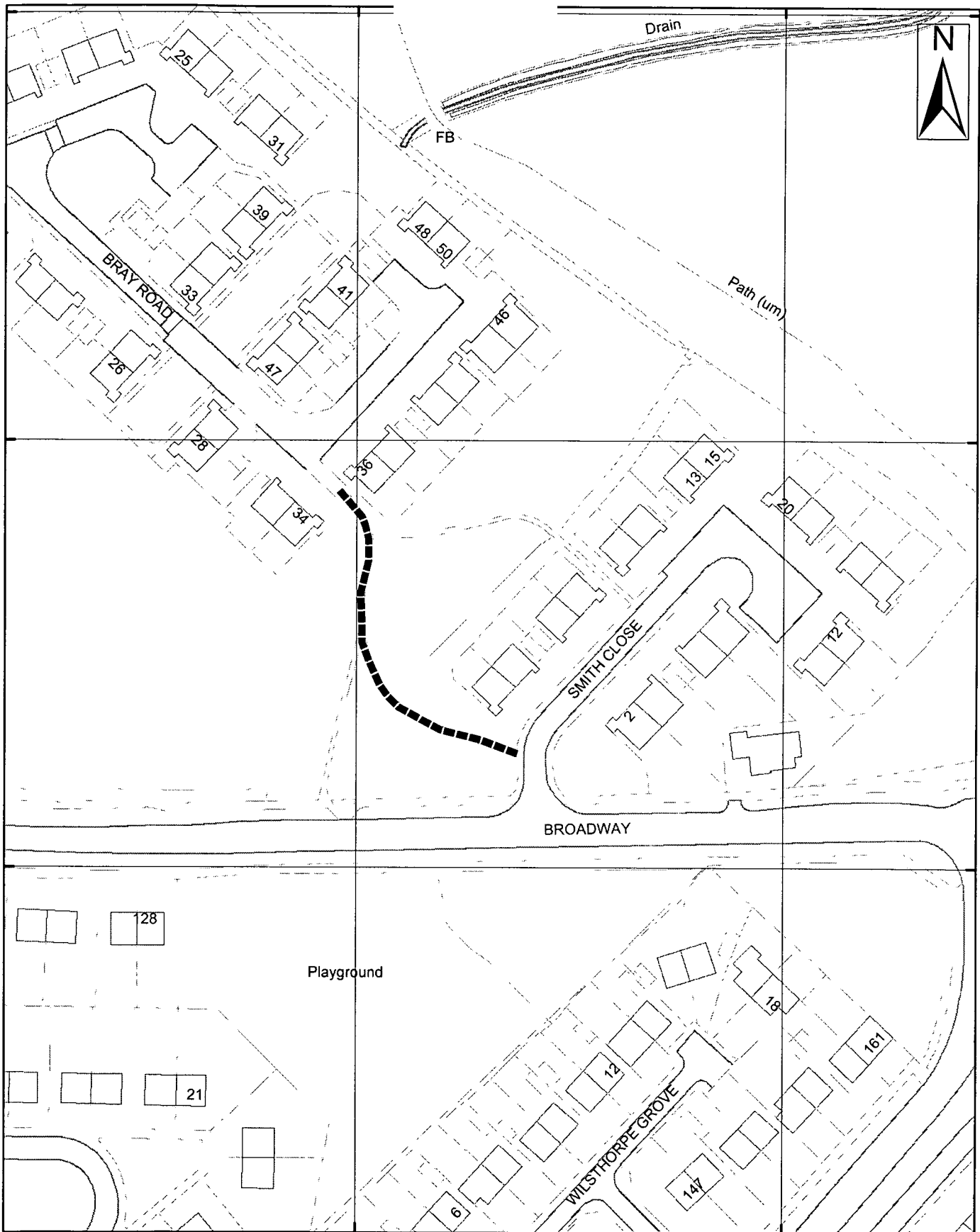
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449800

450000

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449800



461600

461700



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York Footpath 195 (Fishergate Ward)

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Public Rights Of Way – Wildlife & 981
 Preparation of Definitive Map Former County Borough of York - Fishergate Ward

Schedule 3

Ward: Fishergate
Status: Public Footpath
Path No: 196 (Fishergate)

Description of route

Footpath commencing between 7 & 9 Smith Close and joining York 195 near Bray Road.

Approximate length

70 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6166 4986	SE 6160 4987	Paved

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6166 4986	SE 6160 4987	1.2m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
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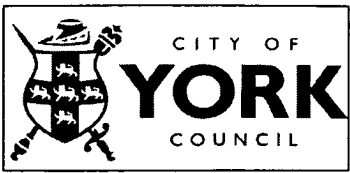
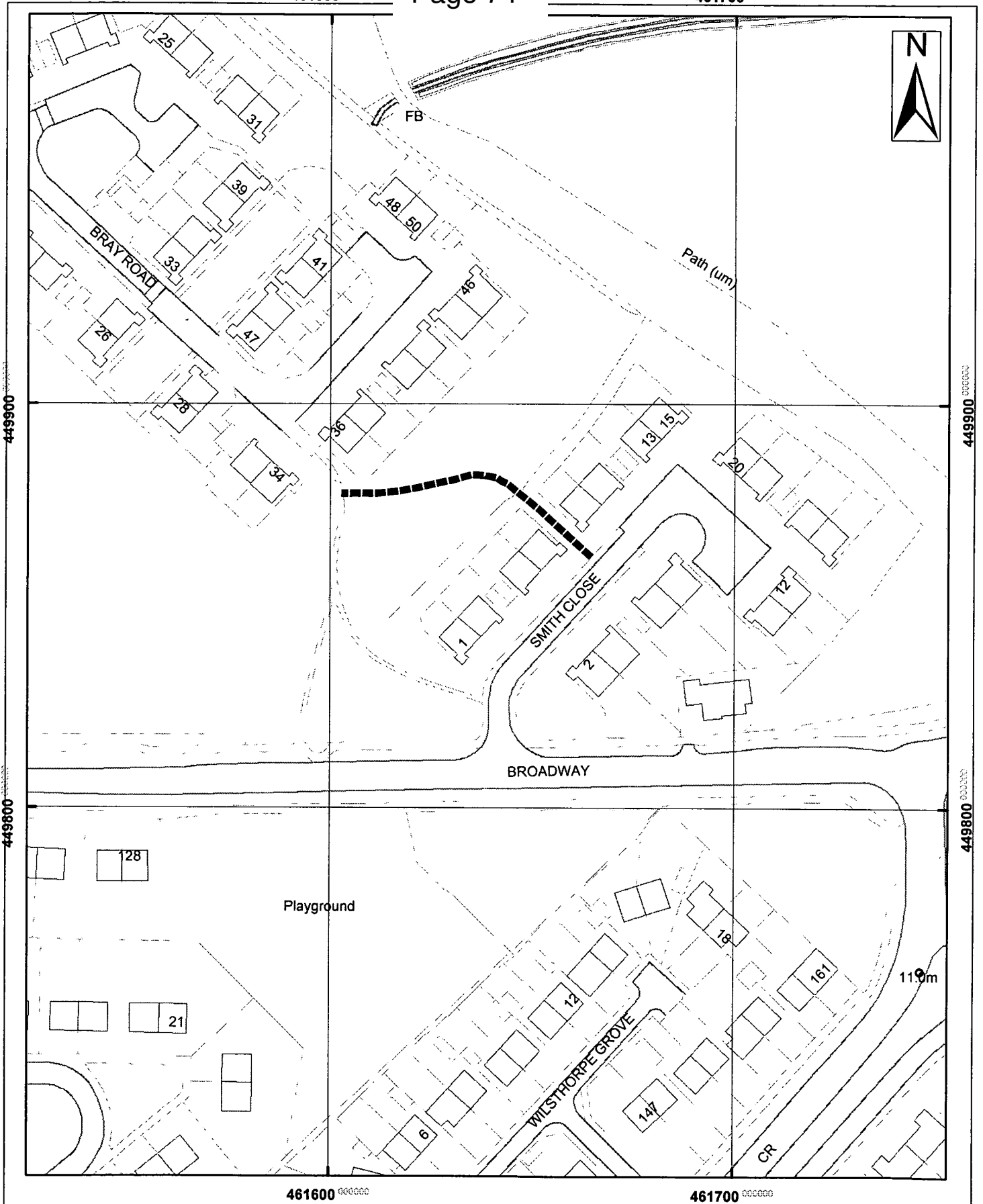
Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans				
Inclosure				
Tithe				
1910 Finance Act				
Rights of Way Act 1932				
Railway/Canal Plans				
Other Evidence				
User Evidence				
Photographs				

Utility Companies Affected	Yes	No	Date (if applicable)	Other Information
British Gas	✓			
BT	✓			
Cable & Wireless		✓		
Northern Electric	✓			
NTL Network Services		✓		
Torch Telecom		✓		
Yorkshire Water		✓		
York Waterworks		✓		

Recommendation:

No further action at this time



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York Footpath 196 (Fishergate Ward)

Scale 1:1,250	Drawn By:	Date:
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Public Rights Of Way – Wildlife & 981
 Preparation of Definitive Map Former County Borough of York - Fishergate Ward

Schedule 4

Ward: Fishergate
Status: Public Footpath
Path No: 197 (Fishergate)

Description of route

Footpath commencing at junction with path 199 and running south-east across Walmgate Stray to Heslington Lane.

Approximate length

830 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6146 5055	SE 6195 4994	Natural

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6146 5055	SE 6195 4994	2m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Boardwalk bridge	SE 6149 5053	Y197e
Bridge	SE 6160 5038	Y197d
Bridge	SE 6172 5023	Y197c
Bridge	SE 6173 5020	Y197b
Bridge	SE 6180 5013	Y198d
Kissing gate	SE 6195 4994	Y197a

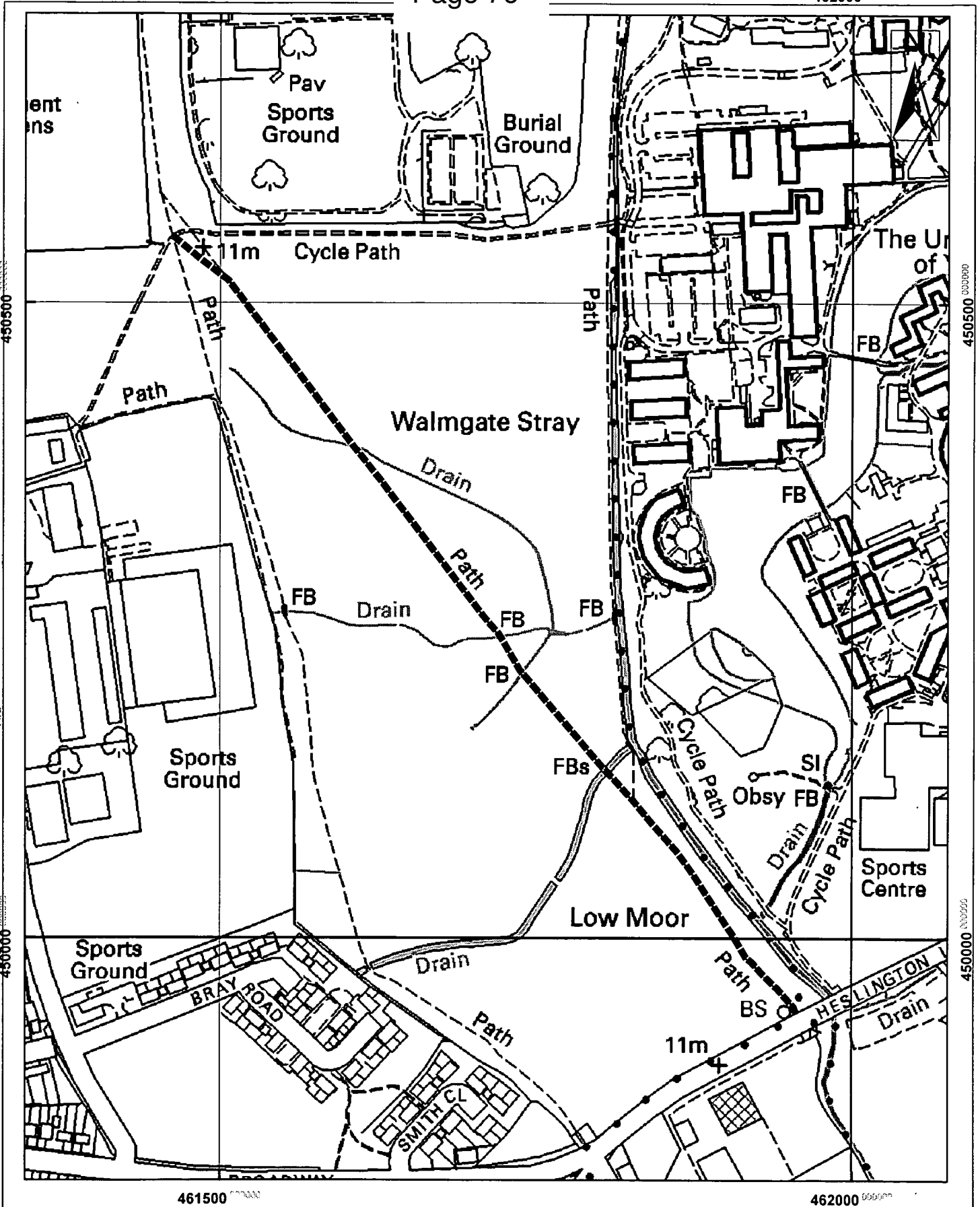
Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans	✓		1979	
Inclosure				
Tithe				
1910 Finance Act				
Rights of Way Act 1932				
Railway/Canal Plans				
Other Evidence				
User Evidence	✓			13 user evidence forms
Photographs				

Utility Companies Affected	Yes	No	Date (if applicable)	Other Information
British Gas		✓		
BT		✓		
Cable & Wireless		✓		
Northern Electric	✓			
NTL Network Services		✓		
Torch Telecom		✓		
Yorkshire Water		✓		
York Waterworks	✓			

Recommendation:

Make Definitive Map Modification Order



461500

462000



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York Footpath 197 (Fishergate Ward)

Scale 1:4,000

Drawn By:

Date:

Public Rights of Way

Reference:

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Public Rights Of Way – Wildlife & 981
Preparation of Definitive Map Former County Borough of York - Fishergate Ward

Schedule 5

Ward: Fishergate
Status: Public Footpath
Path No: 198 (Fishergate)

Description of route

Footpath commencing at the southern end of an unnamed lane leading south from University Road and running south across Walmgate Stray to its junction with path 197.

Approximate length

730 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6182 5083	SE 6182 5011	Natural

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6182 5083	SE 6182 5011	2m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Kissing gate	SE 6182 5083	Y198a
2 boardwalk bridges	SE 6170 5040	
Bridge	SE 6179 5024	Y198c
Bridge	SE 6182 5011	Y198d

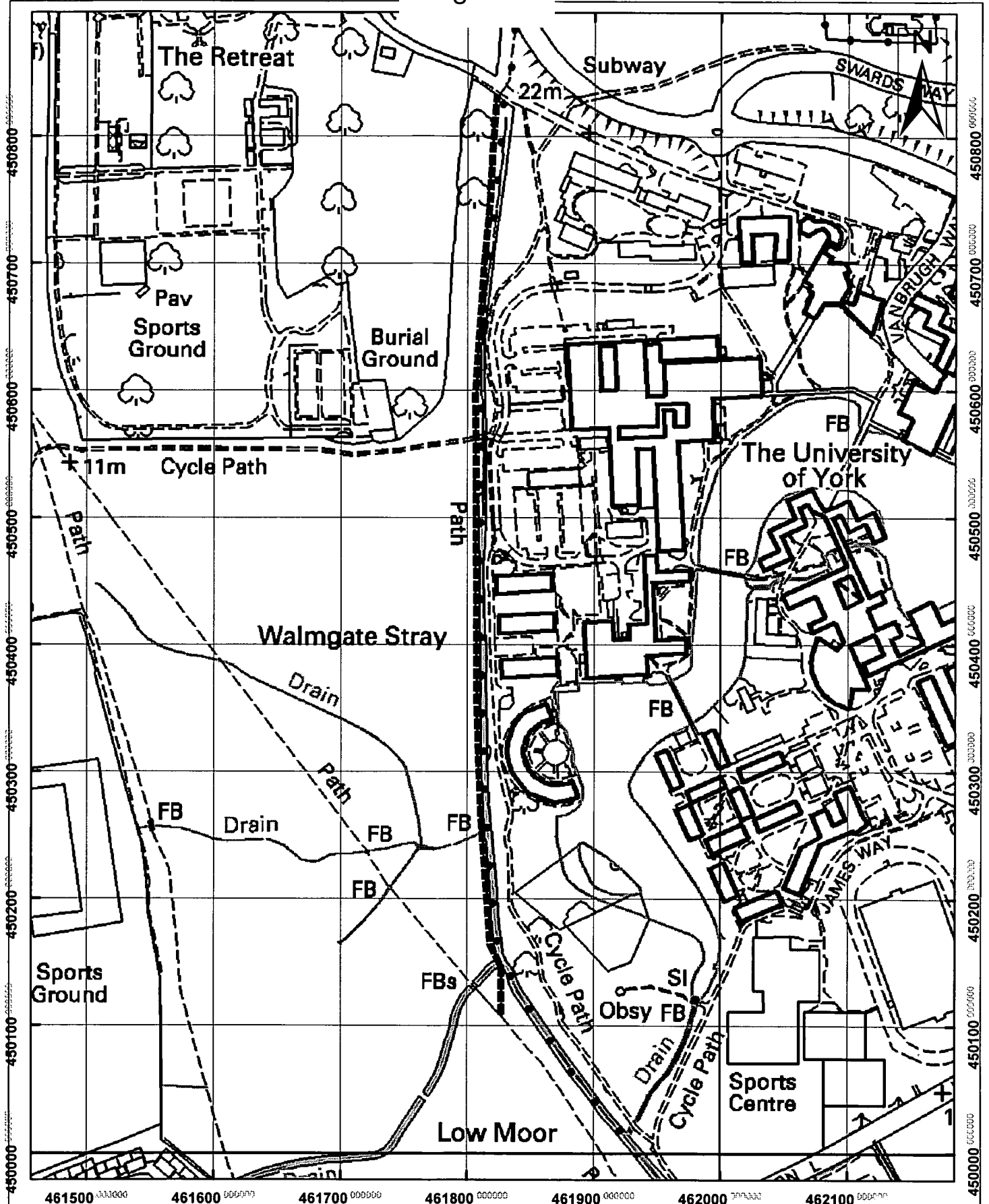
Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans	✓		1961, 1969, 1975	
Inclosure				
Tithe				
1910 Finance Act				
Rights of Way Act 1932				
Railway/Canal Plans				
Other Evidence				
User Evidence	✓			12 user evidence forms
Photographs				

Utility Companies Affected	Yes	No	Date (if applicable)	Other Information
British Gas	✓			
BT		✓		
Cable & Wireless		✓		
Northern Electric	✓			
NTL Network Services		✓		
Torch Telecom		✓		
Yorkshire Water		✓		
York Waterworks	✓			

Recommendation:

Make Definitive Map Modification Order



9 St. Leonards Place, York, YO1 2ET
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**York Footpath 198
 (Fishergate Ward)**

Scale 1:4,000

Drawn By:

Date:

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Reference:

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Ward: Fishergate
Status: Public Footpath
Path No: 199 (Fishergate)

Description of route

Footpath commencing east of 103 Heslington Road and running south across Walmgate Stray, to Heslington Lane near it's junction with Broadway.

Approximate length

1350 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6141 5105	SE 6179 4983	Natural

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6141 5105	SE 6179 4983	2m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Gate	SE 6141 5105	Y199i
5-bar gate	SE 6141 5102	Y199h
3 boardwalk bridges	SE 6147 5051	Y199e/ff/g
Bridge	SE 6155 5025	Y199d
Bridge	SE 6161 4997	Y199c
Kissing gate	SE 6178 4984	Y199b

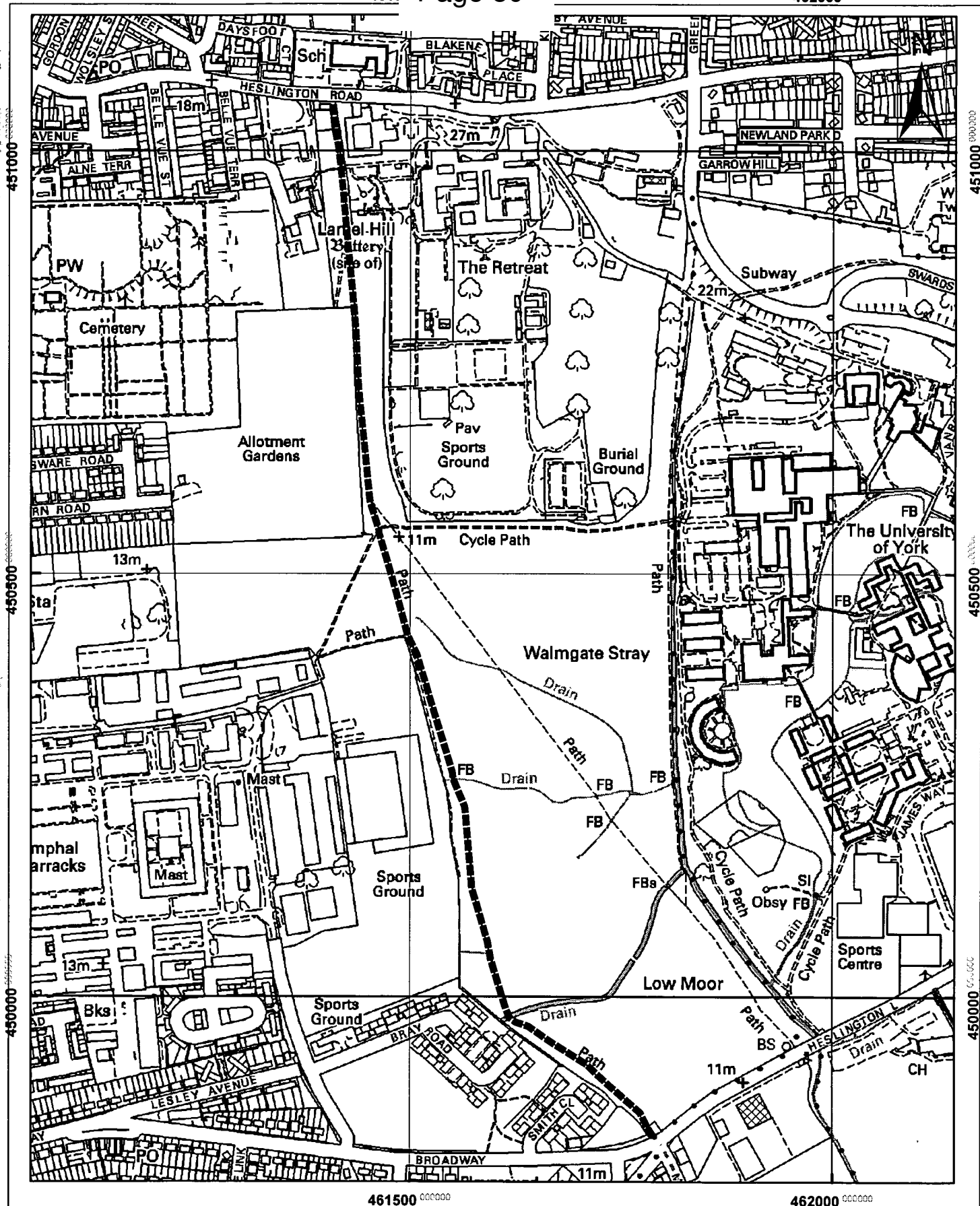
Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans	✓		1850	1891, 1910 1961 - 1985
Inclosure				
Tithe				
1910 Finance Act				
Rights of Way Act 1932				
Railway/Canal Plans				
Other Evidence				
User Evidence				22 User forms 17 letters
Photographs				

Utility Companies Affected	Yes	No	Date (if applicable)	Other Information
British Gas		✓		
BT	✓	✓		
Cable & Wireless		✓		
Northern Electric	✓	✓		
NTL Network Services		✓		
Torch Telecom		✓		
Yorkshire Water		✓		
York Waterworks		✓		

Recommendation:

Make Definitive Map Modification Order



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York Footpath 199 (Fishergate Ward)

Scale 1:6,000

Drawn By:

Date:

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Ward: Fishergate
Status: Public Footpath
Path No: 200 (Fishergate)

Description of route

Footpath commencing on Fulford Road between Imphal Barracks and the TA Centre and running east to grid reference SE 6139 5037 then runs north to a kissing gate where it turns again in an easterly direction off the tarmac across grass to join York 199.

Approximate length

650 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6090 5029	SE 6138 5040	Tarmac
SE 6138 5040	SE 6149 5043	Natural

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6090 5029	SE 6138 5040	2m
SE 6138 5040	SE 6149 5043	undefined

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Cycle barrier, cattle grid, kissing gate	SE 6138 5040	Y200c

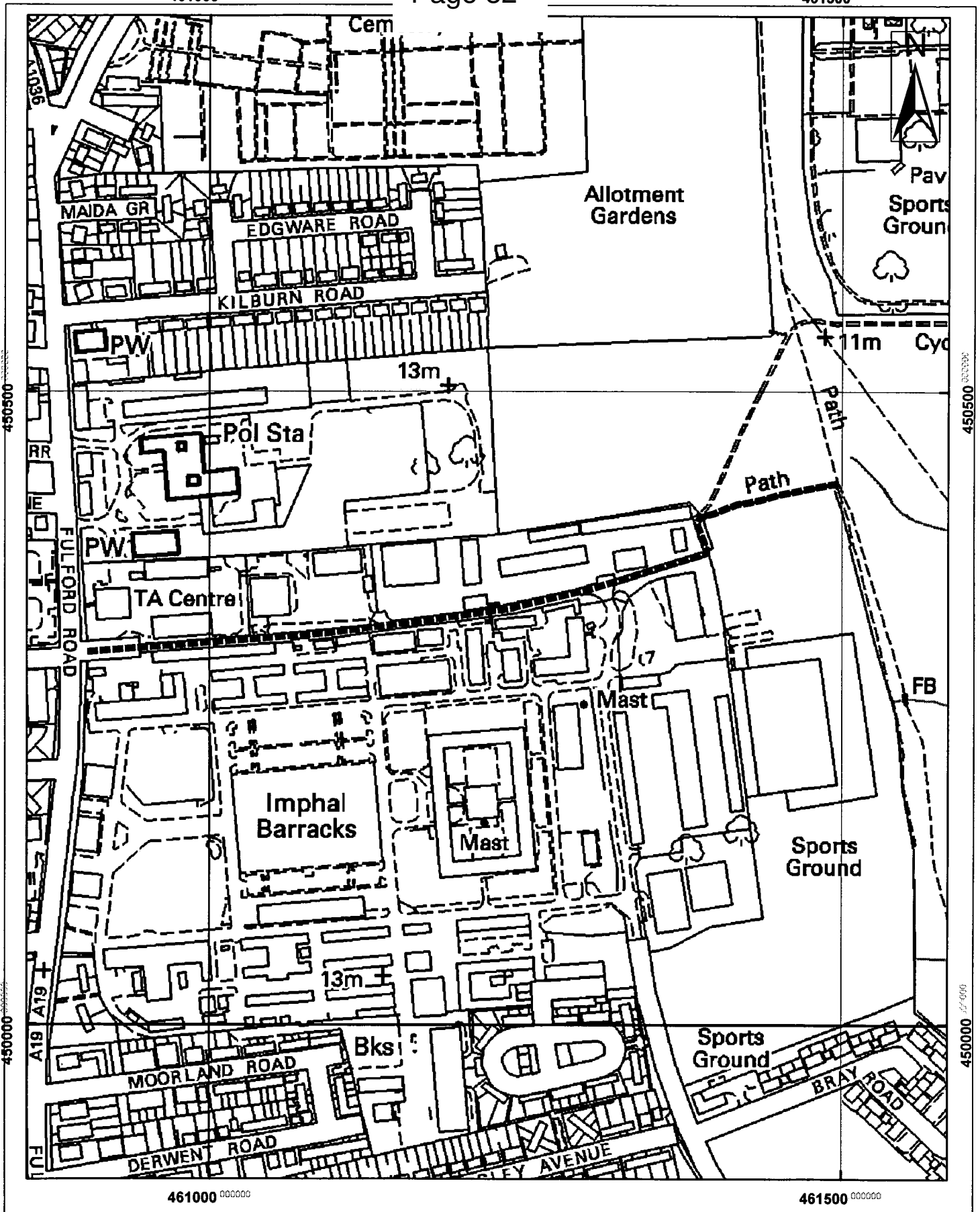
Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans	✓		1910	1962 & 1978
Inclosure				
Tithe				
1910 Finance Act				
Rights of Way Act 1932				
Railway/Canal Plans				
Other Evidence				Correspondence from MOD
User Evidence	✓			12 User forms
Photographs				

Utility Companies Affected	Yes	No	Date (if applicable)	Other Information
British Gas	✓			
BT	✓			
Cable & Wireless		✓		
Northern Electric		✓		
NTL Network Services		✓		
Torch Telecom		✓		
Yorkshire Water		✓		
York Waterworks		✓		

Recommendation:

Make Definitive Map Modification Order



461000 000000

461500 000000



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**York Footpath 200
 (Fishergate Ward)**

Scale 1:4,000	Drawn By:	Date:
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Ward: Fishergate
Status: Public Footpath
Path No: 201 (Fishergate)

Description of route

Footpath starts on Footpath York 202 near the end of Kilburn Road at the entrance to the allotments running southwards to grid reference SE6122 5053 where it turns eastwards and runs to its junction with Footpath York 199

Approximate length

278 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6122 5058	SE 6146 5054	Grass

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6122 5058	SE 6146 5054	1m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Kissing gate	SE 6144 5054	Y202b

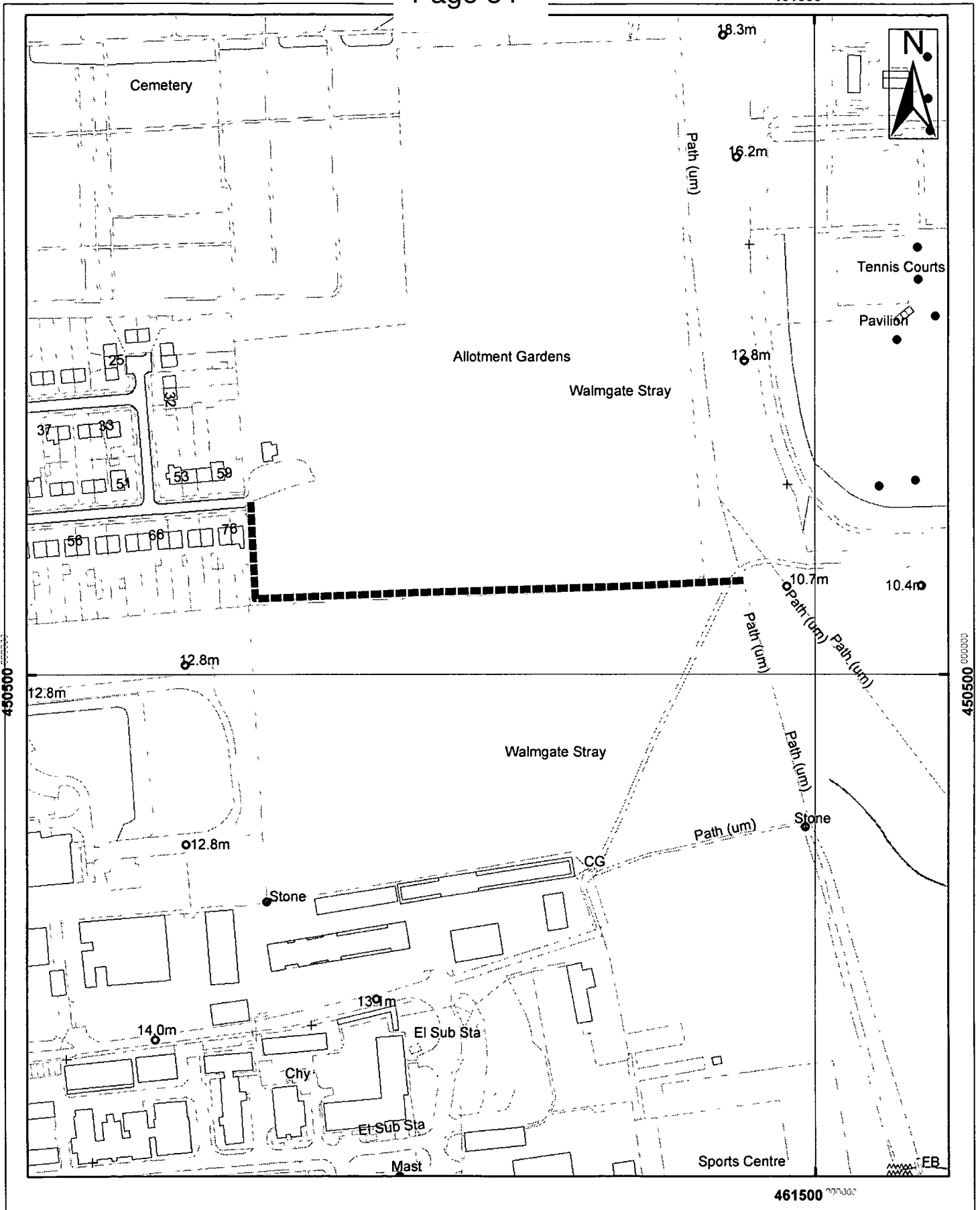
Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans				
Inclosure				
Tithe				
1910 Finance Act				
Rights of Way Act 1932				
Railway/Canal Plans				
Other Evidence				
User Evidence				
Photographs				

Utility Companies Affected	Yes	No	Date (if applicable)	Other Information
British Gas		✓		
BT		✓		
Cable & Wireless		✓		
Northern Electric		✓		
NTL Network Services		✓		
Torch Telecom		✓		
Yorkshire Water		✓		
York Waterworks		✓		

Recommendation:

No further action at this time



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York Footpath 201 (Fishergate Ward)

Scale 1:2,500

Drawn By:

Date:

Public Rights of Way

Reference:

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Ward: Fishergate
Status: Public Footpath
Path No: 202 (Fishergate)

Description of route

Running from the entrance to the allotments at the end of Kilburn Road eastwards along a gravel track to grid reference SE 6142 5058 before turning south to its junction with Footpath York 201

Approximate length

285 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6122 5058	SE 6144 5054	Gravel

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6122 5058	SE 6143 5054	1m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
------------------	-----------------------	----------------------------

Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans				
Inclosure				
Tithe				
1910 Finance Act				
Rights of Way Act 1932				
Railway/Canal Plans				
Other Evidence				
User Evidence				
Photographs				

Utility Companies Affected				
British Gas		✓		
BT		✓		
Cable & Wireless		✓		
Northern Electric		✓		
NTL Network Services		✓		
Torch Telecom		✓		
Yorkshire Water		✓		
York Waterworks		✓		

Recommendation:

No further action at this time

Ward: Fishergate
Status: Public Footpath
Path No: 203 (Fishergate)

Description of route

Leaves York 199 near to the wall of The Retreat, then runs southward to enter the allotments to its junction with Footpath York 202.

Approximate length

302 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6142 5090	SE 6143 5058	Natural

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6142 5090	SE 6141 5081	Undefined
SE 6141 5081	SE 6143 5058	1m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Field gate	SE 6141 5081	Y203a

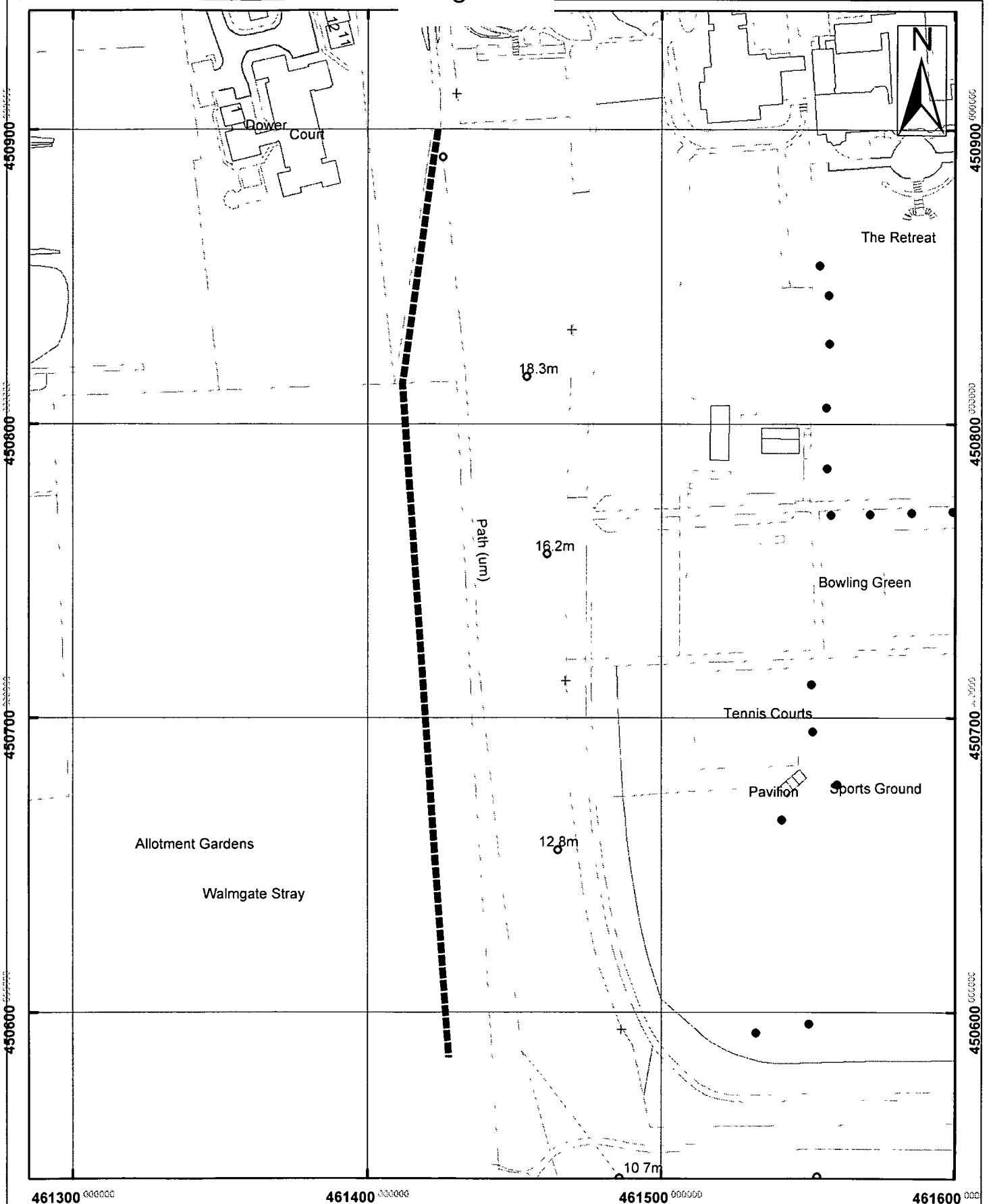
Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans				
Inclosure				
Tithe				
1910 Finance Act				
Rights of Way Act 1932				
Railway/Canal Plans				
Other Evidence				
User Evidence				
Photographs				

Utility Companies Affected	Yes	No	Date (if applicable)	Other Information
British Gas		✓		
BT		✓		
Cable & Wireless		✓		
Northern Electric		✓		
NTL Network Services		✓		
Torch Telecom		✓		
Yorkshire Water		✓		
York Waterworks		✓		

Recommendation:

No further action at this time



9 St. Leonards Place, York, YO1 2ET
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York Footpath 203 (Fishergate Ward)

Scale 1:1,727	Drawn By:	Date:
Public Rights of Way	Reference:	Drawing No.

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Public Rights Of Way – Wildlife & 981
Preparation of Definitive Map Former County Borough of York - Fishergate Ward

Schedule 11

Ward: Fishergate
Status: Public Footpath
Path No: 204 (Fishergate)

Description of route

Footpath commencing at junction with path 205 and running through Fulford allotments to emerge on Fulford Cross.

Approximate length

195 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6042 5009	SE 6056 5003	Crushed stone

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6042 5009	SE 6056 5003	2m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Vehicle barrier	SE 6042 5009	

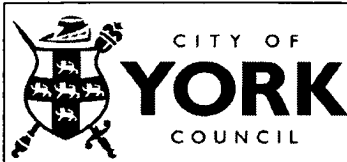
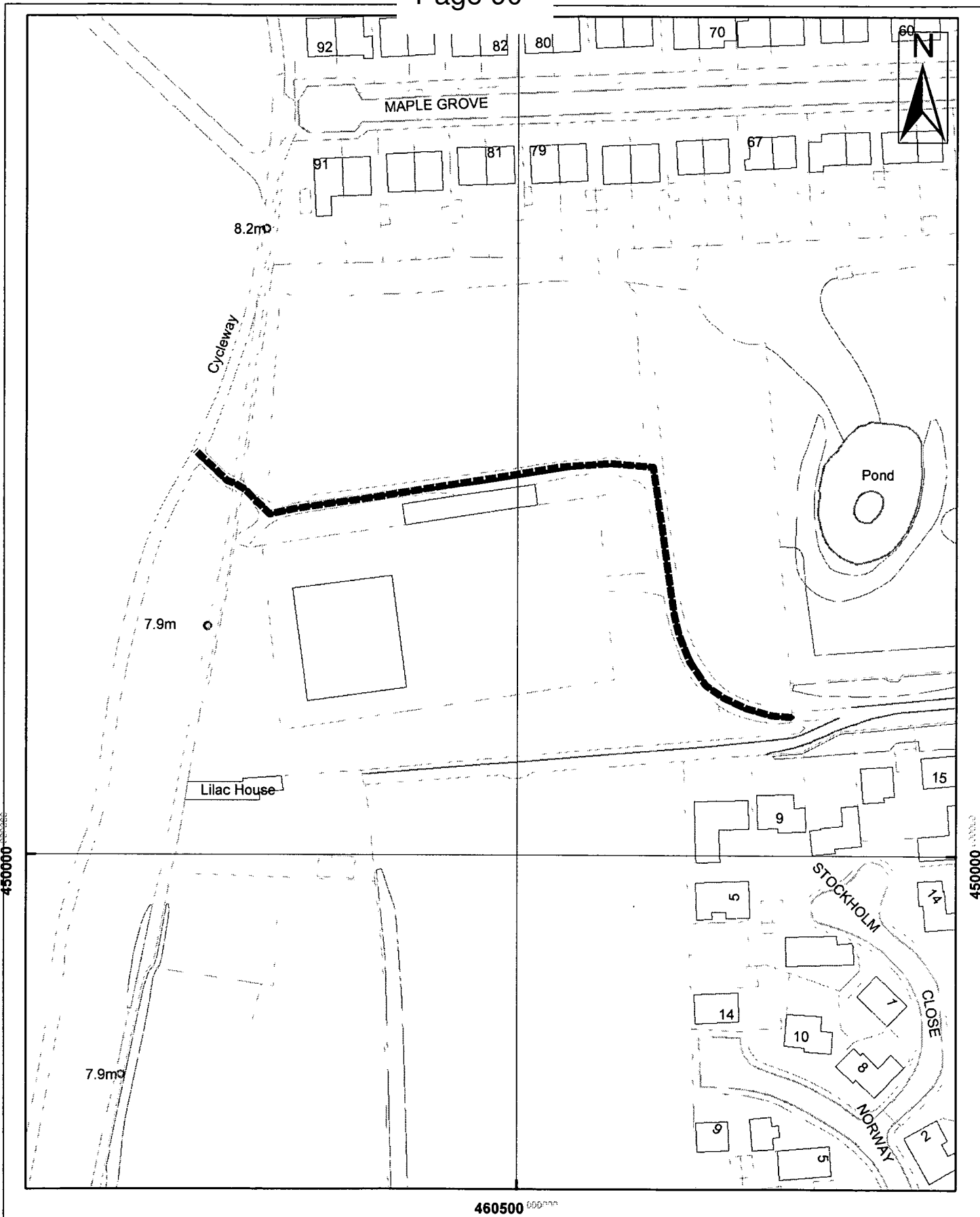
Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans	✓		1962	
Inclosure				
Tithe				
1910 Finance Act				
Rights of Way Act 1932				
Railway/Canal Plans				
Other Evidence				
User Evidence	✓			1 user evidence form
Photographs				

Utility Companies Affected	Yes	No	Date (if applicable)	Other Information
British Gas		✓		
BT	✓			
Cable & Wireless		✓		
Northern Electric	✓	✓		
NTL Network Services		✓		
Torch Telecom		✓		
Yorkshire Water		✓		
York Waterworks		✓		

Recommendation:

Make Definitive Map Modification Order



9 St. Leonards Place, York, YO1 2ET
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**York Footpath 204
(Fishergate Ward)**

Scale 1:1,250	Drawn By:	Date:
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Ward: Fishergate
Status: Public Footpath
Path No: 205 (Fishergate)

Description of route

Footpath commencing at Blue Bridge Lane and running south along River Ouse to Millennium Bridge, continuing south along cycle path to emerge on St. Oswald's Road

Approximate length

1500 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6061 5097	SE 6042 4957	Tarmac

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6061 5097	SE 6034 4980	3m
SE 6034 4980	SE 6042 4957	2m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Gates	SE 6061 5097	Y205c
Cycle barrier	SE 6037 4978	Y205b

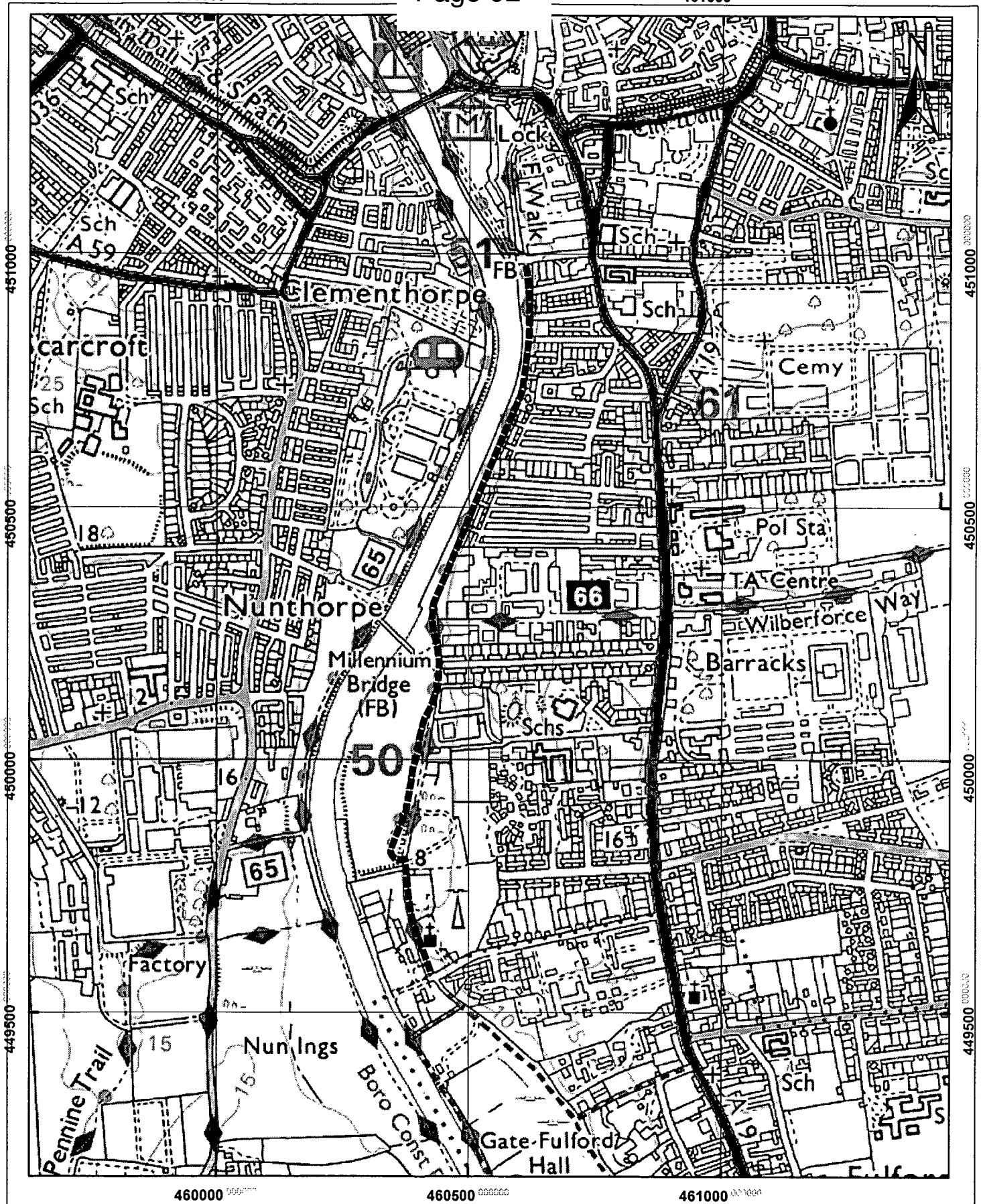
Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans	✓		1850, 1891 - 1962	
Inclosure				
Tithe				
1910 Finance Act				
Rights of Way Act 1932				
Railway/Canal Plans				
Other Evidence				
User Evidence				
Photographs				

Utility Companies Affected	Yes	No	Date (if applicable)	Other Information
British Gas		✓		
BT	✓			
Cable & Wireless		✓		
Northern Electric	✓			
NTL Network Services		✓		
Torch Telecom		✓		
Yorkshire Water	✓			
York Waterworks	✓			

Recommendation:

Make Definitive Map Modification Order



9 St. Leonards Place, York, YO1 2ET
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York Footpath 205 (Fishergate Ward)

Scale 1:10,000

Drawn By:

Date:

Public Rights of Way

Reference:

Drawing No.

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Public Rights Of Way – Wildlife & 981
Preparation of Definitive Map Former County Borough of York - Fishergate Ward

Schedule 13

Ward: Fishergate
Status: Public Footpath
Path No: 206 (Fishergate)

Description of route

Footpath commencing at end of Fitzroy Terrace off Heslington Road running southwards and emerging between 25 & 27 Horsman Avenue.

Approximate length

40 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6104 5106	SE 6104 5102	Paved

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6104 5106	SE 6104 5102	1.5m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Cycle barriers at each end	SE 6104 5106	Y206a
Street lights at each end	SE 6104 5106	Y206b

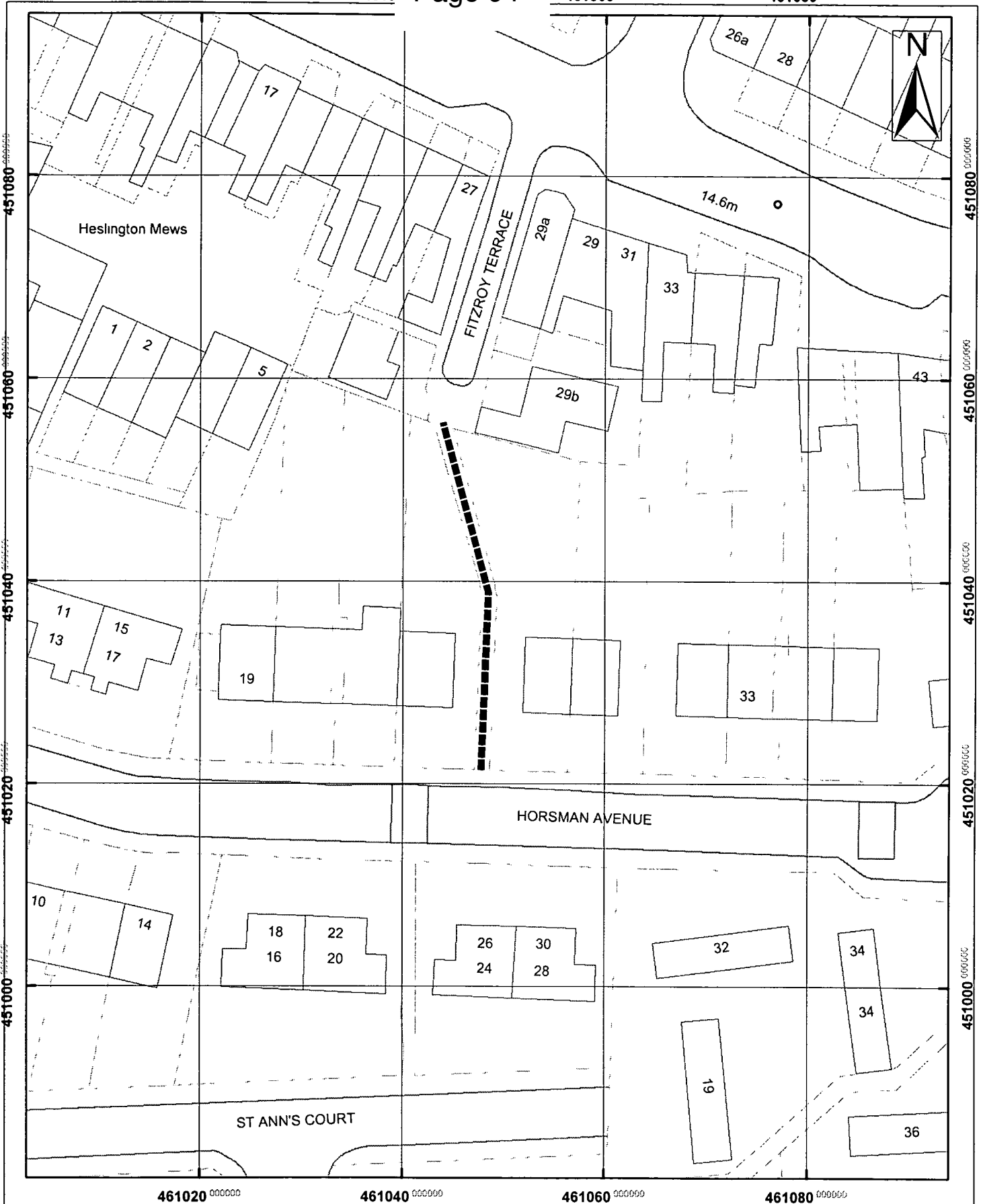
Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans	✓		1891	
Inclosure				
Tithe				
1910 Finance Act				
Rights of Way Act 1932				
Railway/Canal Plans				
Other Evidence				Adopted Highway
User Evidence				
Photographs				

Utility Companies Affected	Yes	No	Date (if applicable)	Other Information
British Gas		✓		
BT		✓		
Cable & Wireless		✓		
Northern Electric	✓			
NTL Network Services		✓		
Torch Telecom		✓		
Yorkshire Water		✓		
York Waterworks		✓		

Recommendation:

Make Definitive Map Modification Order

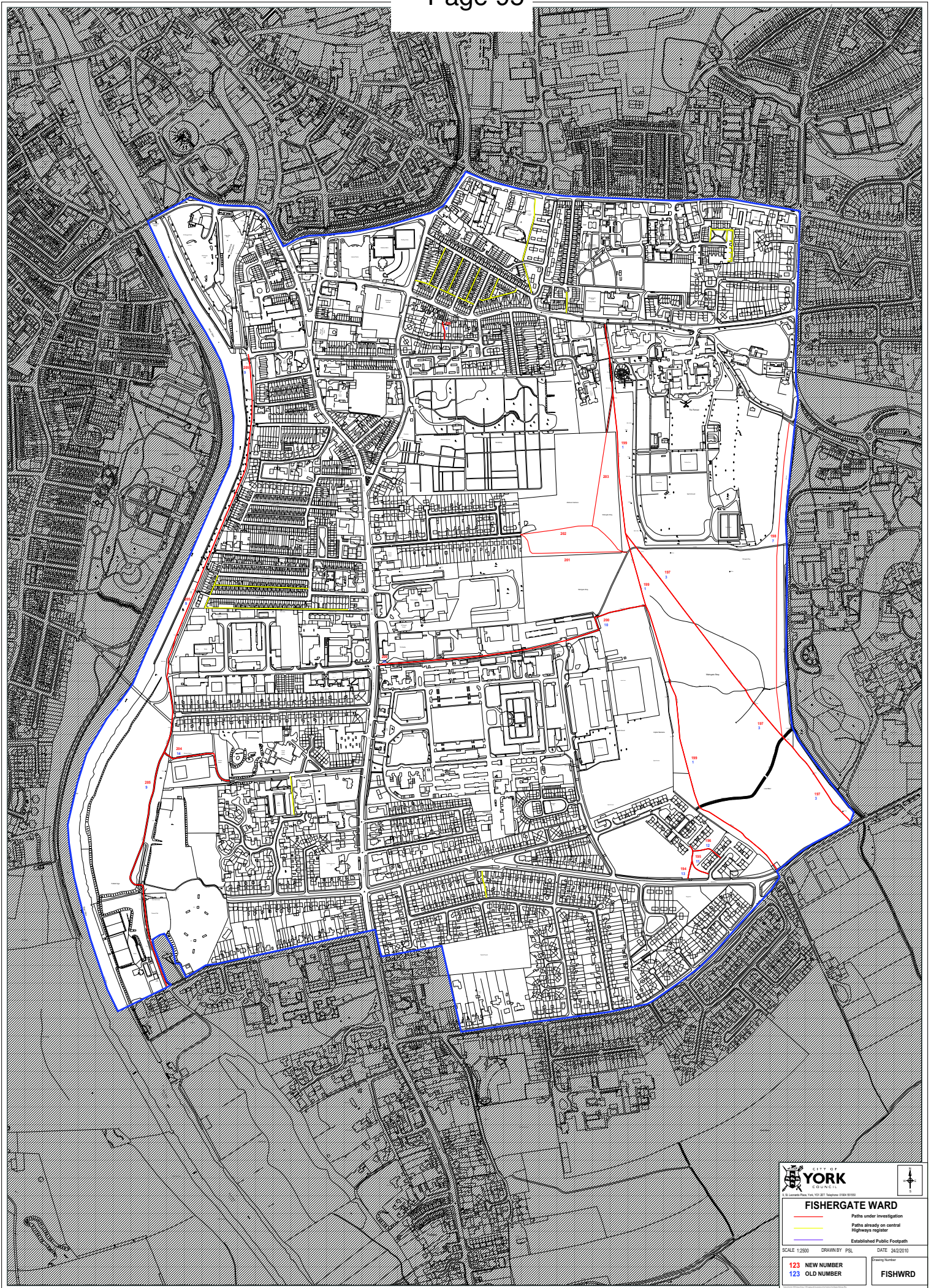


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**York Footpath 206
(Fishergate Ward)**

Scale 1:500	Drawn By:	Date:
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FISHERGATE WARD

Paths under investigation
Paths already on central highways register
Established Public Footpath

SCALE 1:2500 DRAWN BY PSL DATE 24/02/10

123	NEW NUMBER
123	OLD NUMBER

FISHWRD

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Annex 2

**Public Rights of Way – Wildlife & Countryside Act 1981,
Preparation of Definitive Map for Former County Borough**

Guildhall Ward

Index

Location Plan

Schedules & Path Plans

Path Nos 207 - 211

Summary of Recommendations

DMMO Recommended Path Nos

207, 209, 210, 211

No Further Action Recommended Path Nos

208

Ward: Guildhall
Status: Public Footpath
Path No: 207 (Guildhall)

Description of route

Footpath commencing from Foss Islands Road and proceeding in a westerly direction before crossing the River Foss and again proceeding west then north onto Garden Place.

Approximate length

420 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6098 5188	SE 6086 5175	Paved
SE 6086 5175	SE 6074 5173	Wooden boardwalk
SE 6074 5173	SE 6068 5173	Paved

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6098 5188	SE 6068 5173	Min 2.9m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Bridge	SE 6076 5172	Y207d

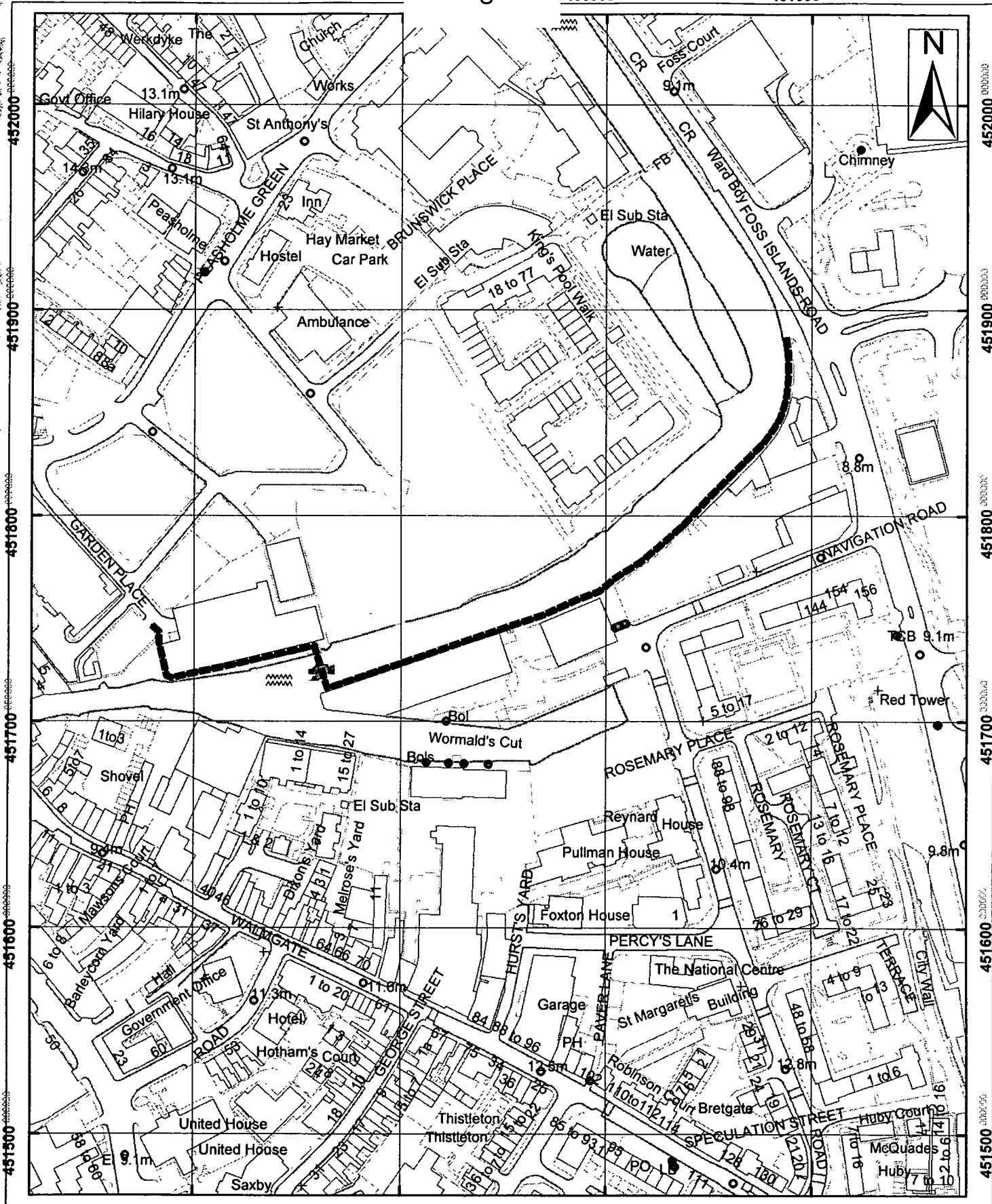
Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans	✓		1850 – 1891 & 1985	
Inclosure				
Tithe				
1910 Finance Act				
Rights of Way Act 1932				
Railway/Canal Plans				
Other Evidence				
User Evidence				
Photographs				

Utility Companies Affected	Yes	No	Date (if applicable)	Other Information
British Gas		✓		
BT		✓		
Cable & Wireless		✓		
Northern Electric	✓			
NTL Network Services		✓		
Torch Telecom		✓		
Yorkshire Water	✓			
York Waterworks		✓		

Recommendation:

Make Definitive Map Modification Order



**York Footpath 207
(Guildhall Ward)**

Scale 1:2,500 Drawn By: Date:

Public Rights of Way Reference: Drawing No.

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Ward: Guildhall
Status: Public Footpath
Path No: 208 (Guildhall)

Description of route

Footpath commencing on Huntington Road opposite no. 59 and running south along the western bank of the River Foss to its junction with Huntington Road.

Approximate length

502 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6092 5292	SE 6087 5256	Crushed stone

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6092 5292	SE 6087 5256	0.5 – 1.2m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Steps	SE 6090 5263	Y208e
Steps	SE 6087 5256	Y208f

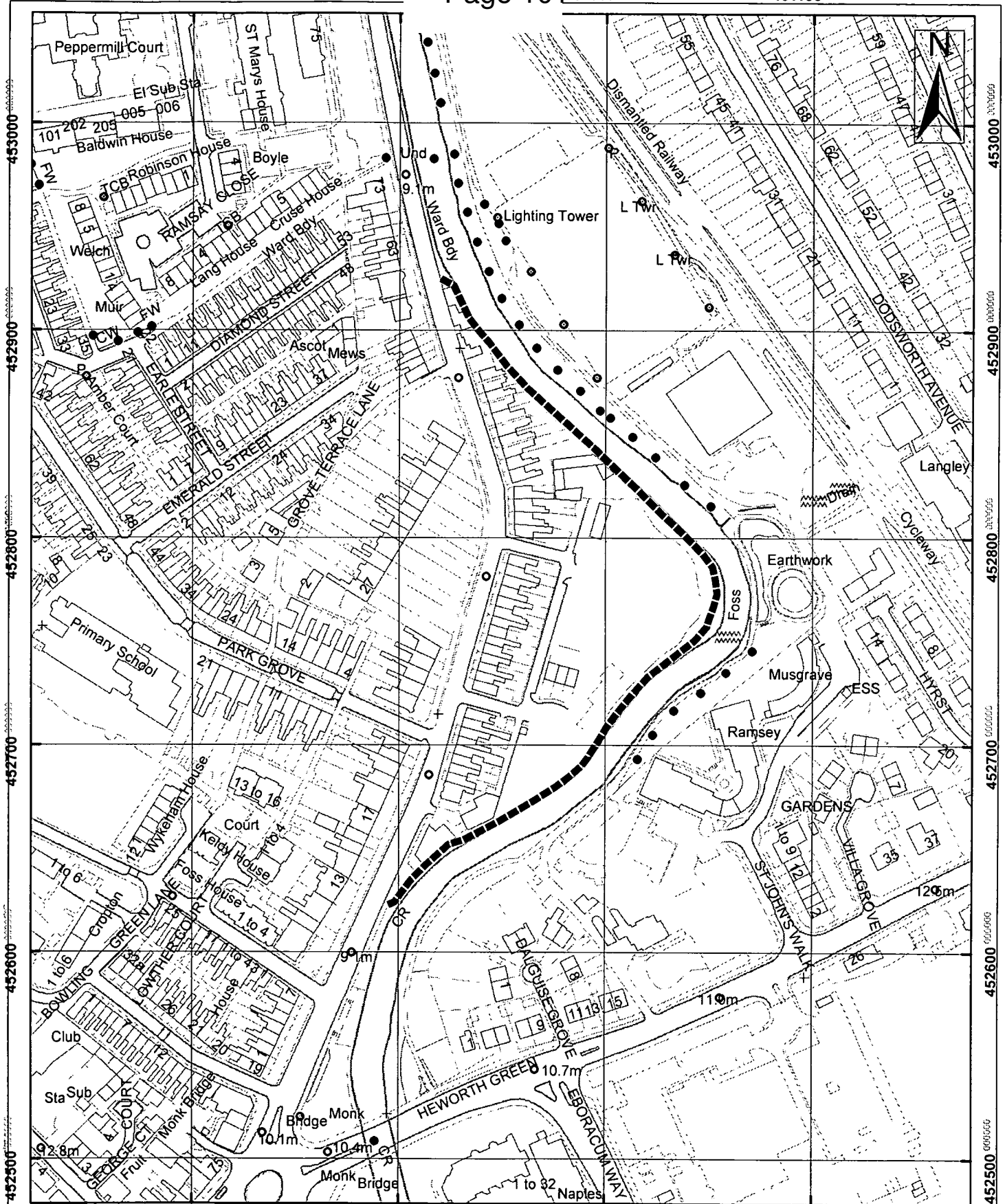
Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans				
Inclosure				
Tithe				
1910 Finance Act				
Rights of Way Act 1932				
Railway/Canal Plans				
Other Evidence				
User Evidence				
Photographs				

Utility Companies Affected	Yes	No	Date (if applicable)	Other Information
British Gas		✓		
BT	✓			
Cable & Wireless		✓		
Northern Electric	✓			
NTL Network Services		✓		
Torch Telecom		✓		
Yorkshire Water	✓	✓		
York Waterworks		✓		

Recommendation:

No further action at this time



9 St. Leonards Place, York, YO1 2ET
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York Footpath 208 (Guildhall Ward)

Scale 1:2,500	Drawn By:	Date:
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Ward: Guildhall
Status: Public Footpath
Path No: 209 (Guildhall)

Description of route

Footpath known as Groves Lane, commences at side of 51 Huntington Road and travelling in a south westerly direction to grid reference 6087 5284, the footpath turns proceeding in a northerly direction exiting into Emerald Street. Recommencing at grid reference 6087 5284 the footpath proceeds south westerly exiting on Park Grove between No 14 & 16 Park Grove.

Approximate length

170 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6092 5288	SE 6083 5274	Concrete Rosemary Setts

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6092 5288	SE 6083 5274	Min 2.6m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
------------------	-----------------------	----------------------------

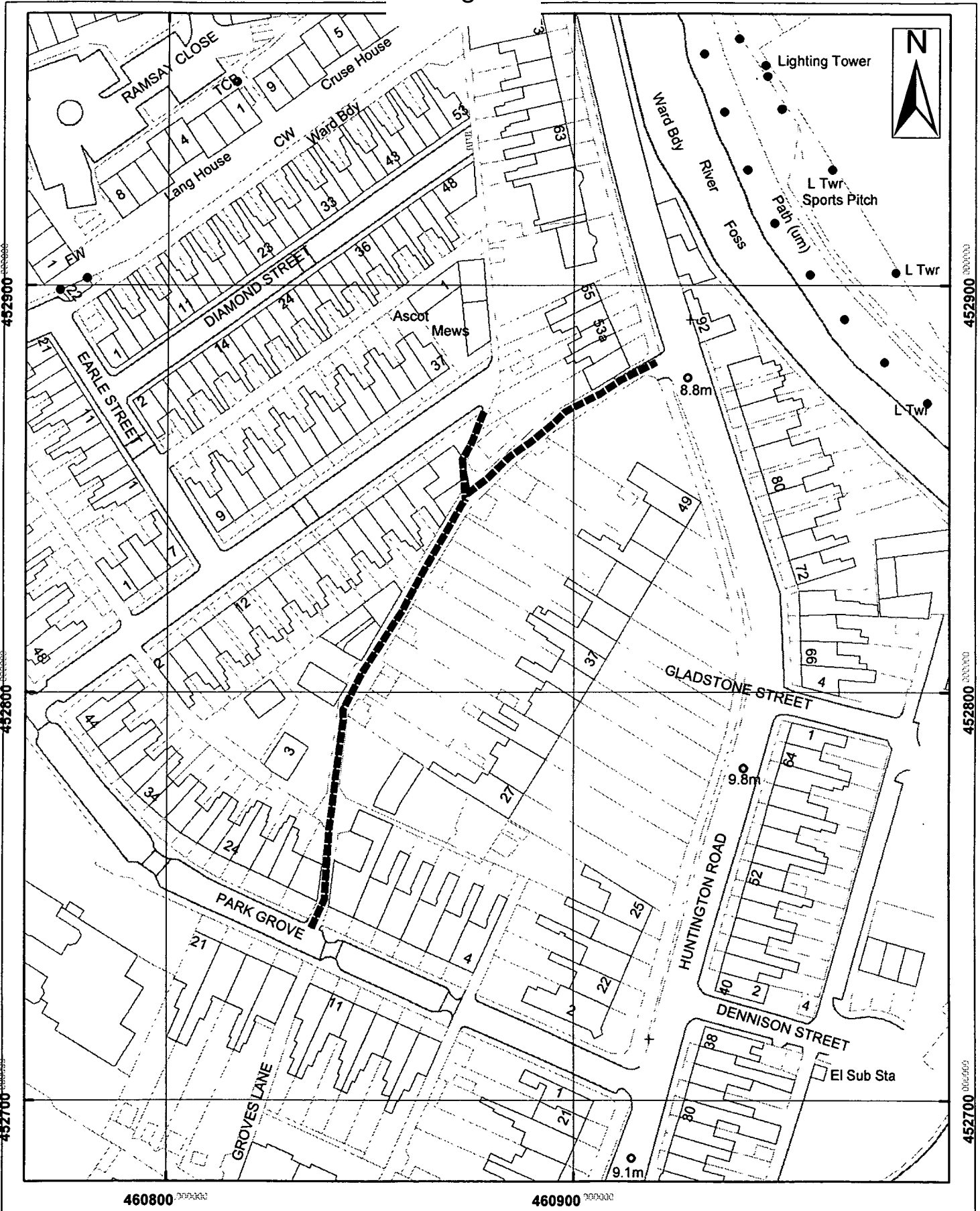
Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans	✓		1850	
Inclosure				
Tithe				
1910 Finance Act				
Rights of Way Act 1932				
Railway/Canal Plans				
Other Evidence				Correspondence on file
User Evidence				
Photographs				

Utility Companies Affected	Yes	No	Date (if applicable)	Other Information
British Gas				
BT		✓		
Cable & Wireless		✓		
Northern Electric	✓			
NTL Network Services		✓		
Torch Telecom		✓		
Yorkshire Water	✓			
York Waterworks		✓		

Recommendation:

Make Definitive Map Modification Order



460800

460900



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York Footpath 209 (Guildhall Ward)

Scale 1:1,250

Drawn By:

Date:

Public Rights of Way

Reference:

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Public Rights Of Way – Wildlife & 981
Preparation of Definitive Map Former County Borough of York - Guildhall Ward

Schedule 4

Ward: Guildhall
Status: Public Footpath
Path No: 210 (Guildhall)

Description of route

Footpath commencing on Bootham at the main entrance gate to Bootham Park Hospital and proceeding in a north easterly direction to grid reference SE 6015 5278 then turning south easterly and running to Union Terrace.

Approximate length

500 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 5988 5245	SE 6008 5270	Yorkstone paving
SE 6008 5270	SE 6015 5278	Tarmac
SE 6015 5278	SE 6025 5271	Yorkstone paving

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 5988 5245	SE 6022 5273	Min 1.2m Max 1.6m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Vehicle gate & cycle barrier	SE 6009 5271	Y210b

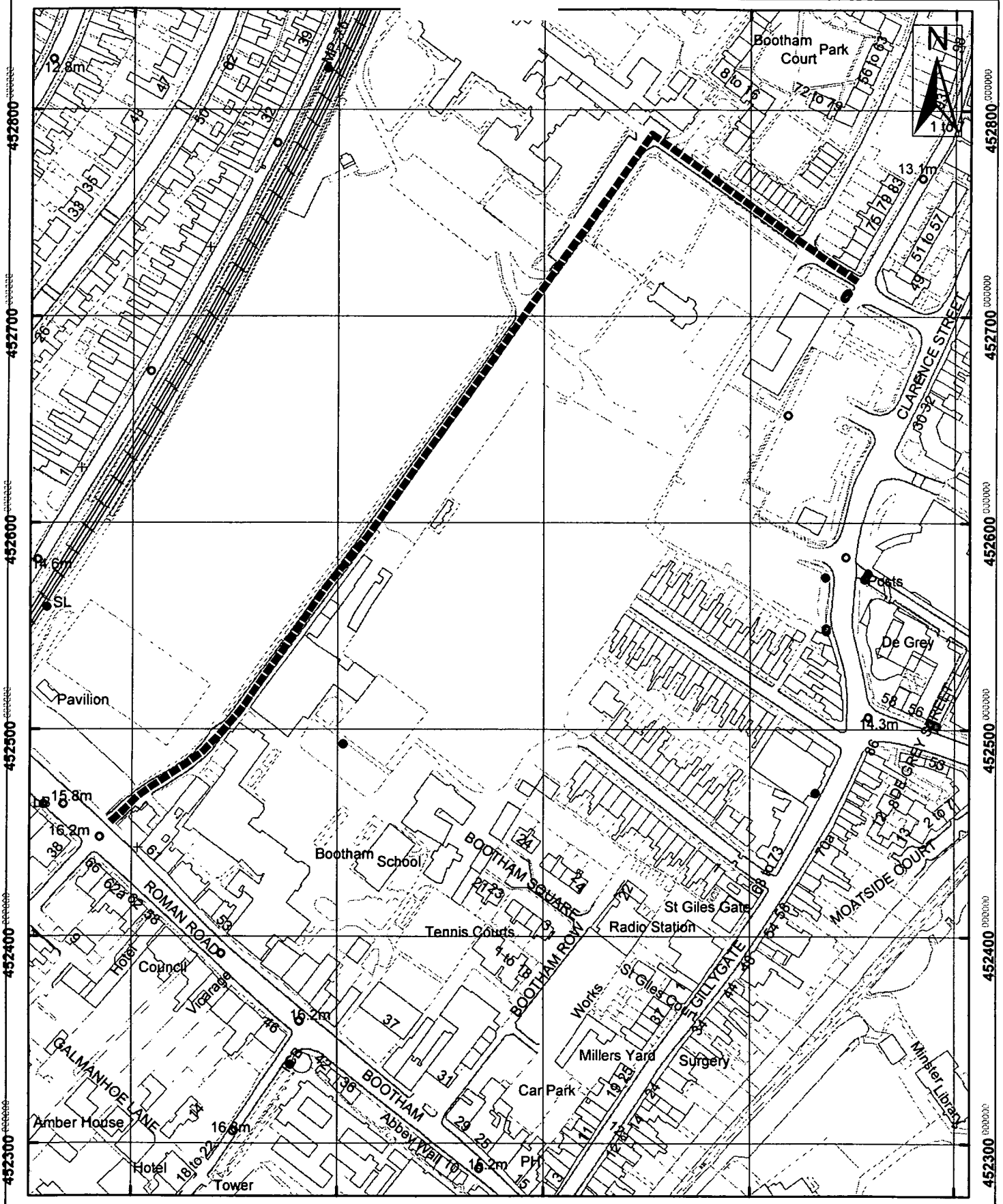
Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans	✓		1852, 1891, 1960 & 1968	
Inclosure				
Tithe				
1910 Finance Act				
Rights of Way Act 1932				
Railway/Canal Plans				
Other Evidence				Correspondence on file
User Evidence				
Photographs				

Utility Companies Affected	Yes	No	Date (if applicable)	Other Information
British Gas		✓		
BT		✓		
Cable & Wireless		✓		
Northern Electric	✓			
NTL Network Services		✓		
Torch Telecom		✓		
Yorkshire Water	✓			
York Waterworks		✓		

Recommendation:

Make Definitive Map Modification Order



459900

460000

460100

460200

460300



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York Footpath 210 (Guildhall Ward)

Scale 1:2,500	Drawn By:	Date:
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Ward: Guildhall
Status: Public Footpath
Path No: 211 (Guildhall)

Description of route

Footpath commencing at the stone steps at the northern end of Lendal Bridge and proceeding in a westerly direction along the northern bank of the River Ouse to the southern end of Marygate.

Approximate length

270 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6000 5195	SE 5976 5205	Yorkstone Paving

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE6000 5195	SE 5976 5205	3m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Stone steps	SE 6000 5195	Y211a
Stone archway	SE 5962 5208	Y211b

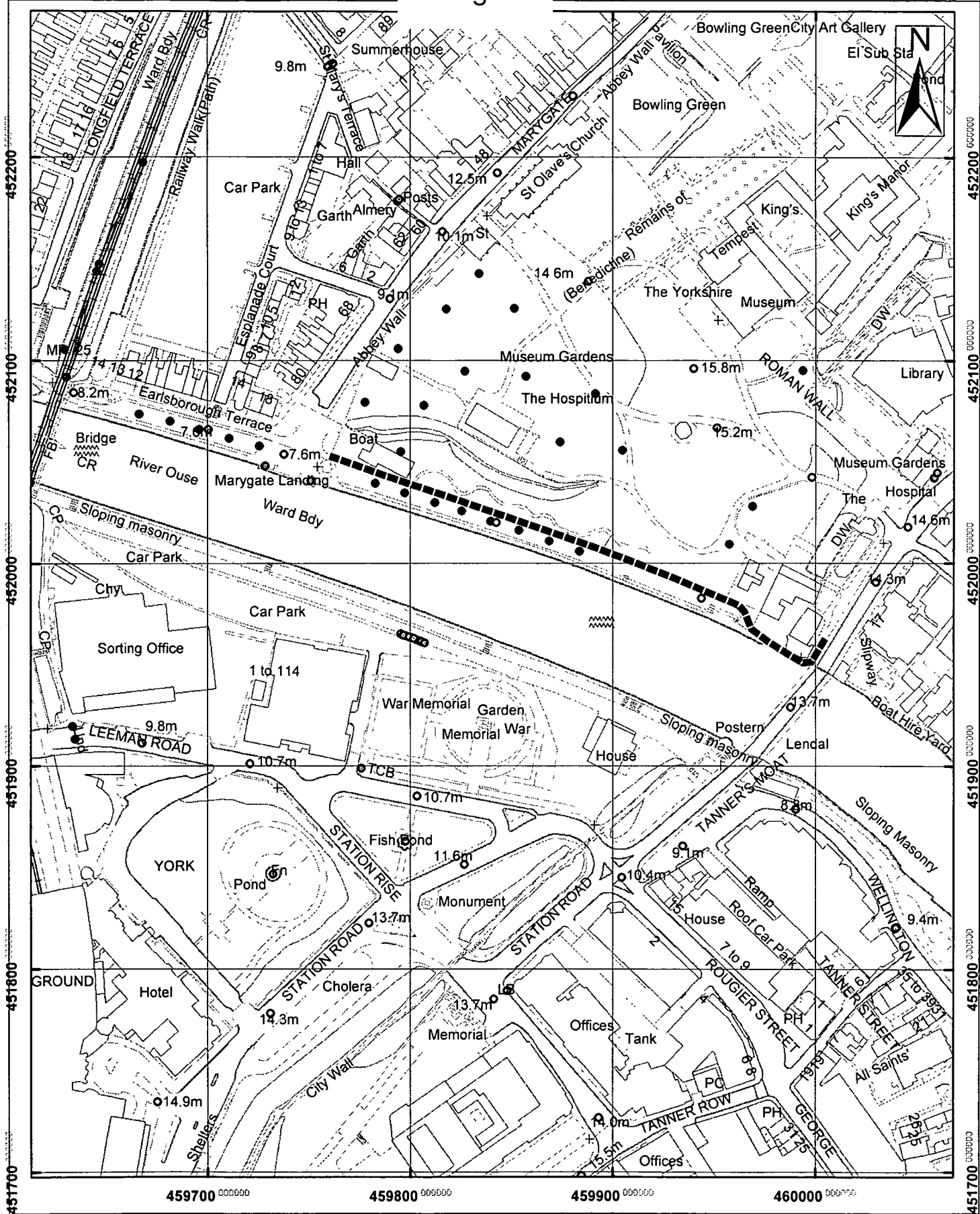
Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans	✓		1852, 1891 1982 & 1988	
Inclosure				
Tithe				
1910 Finance Act				
Rights of Way Act 1932				
Railway/Canal Plans				
Other Evidence				Adopted Highway
User Evidence				
Photographs				

Utility Companies Affected	Yes	No	Date (if applicable)	Other Information
British Gas		✓		
BT		✓		
Cable & Wireless		✓		
Northern Electric	✓			
NTL Network Services		✓		
Torch Telecom	✓			
Yorkshire Water	✓			
York Waterworks		✓		

Recommendation:

Make Definitive Map Modification Order



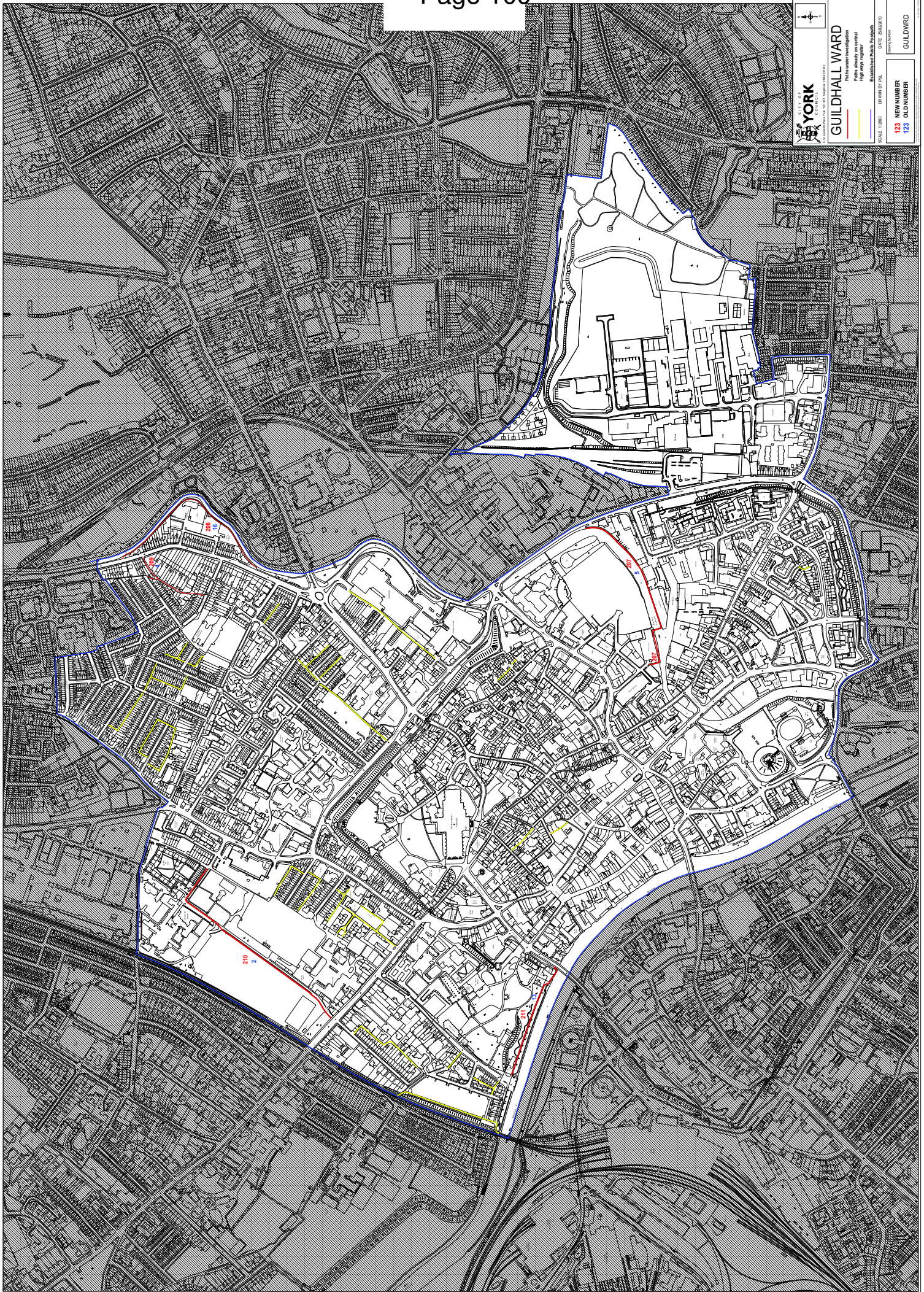
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York Footpath 211 (Guildhall Ward)

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GUILDHALL WARD

Proposed new or altered
Highway Rights of Way
Established Public Footpaths
Other Footpaths

SCALE: 1:5000 DRAWN BY: PSL DATE: 28/03/16

123 NEW NUMBER
123 OLD NUMBER

GUILDWARD

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Annex 3

**Public Rights of Way – Wildlife & Countryside Act 1981,
Preparation of Definitive Map for Former County Borough**

Micklegate Ward

Index

Location Plan

Schedules & Path Plans

Path Nos 1 – 14, 16 - 32

Summary of Recommendations

DMMO Recommended Path Nos

1 – 14, 19, 21, 22, 25, 26, 31, 32

No Further Action Recommended Path Nos

16 –18, 20, 23, 24, 27, 28, 29, 30

Public Rights Of Way – Wildlife & 981
Preparation of Definitive Map Former County Borough of York - Micklegate Ward

Schedule 1

Ward: Micklegate
Status: Public Footpath
Path No: 1 (Micklegate)

Description of route

Footpath commencing at end of Wellington Row under Lendal Bridge and continuing along West Esplanade in a westerly direction following the banks of the River Ouse to the Railway Bridge.

Approximate length

370 Metres

Nature of Surface

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 5995 5189	SE 5961 5203	Tarmac

Approximate Width

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 5995 5189	SE 5961 5203	4.8m

Structures

<u>Structure</u>	<u>Grid Reference</u>	
Vehicle barriers	SE 5985 5194	Y001b
Cycle barrier	SE 5962 5202	Y001a

Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans	✓		1852 onwards	
Inclosure				
Tithe				
1910 Finance Act				
Rights of Way Act 1932				
Railway/Canal Plans				
Other Evidence				
User Evidence				
Photographs	✓			

Utility Companies Affected				
British Gas		✓		
BT	✓			
Cable & Wireless	✓			
Northern Electric	✓			
NTL Network Services		✓		
Torch Telecom		✓		
Yorkshire Water	✓			
York Waterworks	✓			

Recommendation:

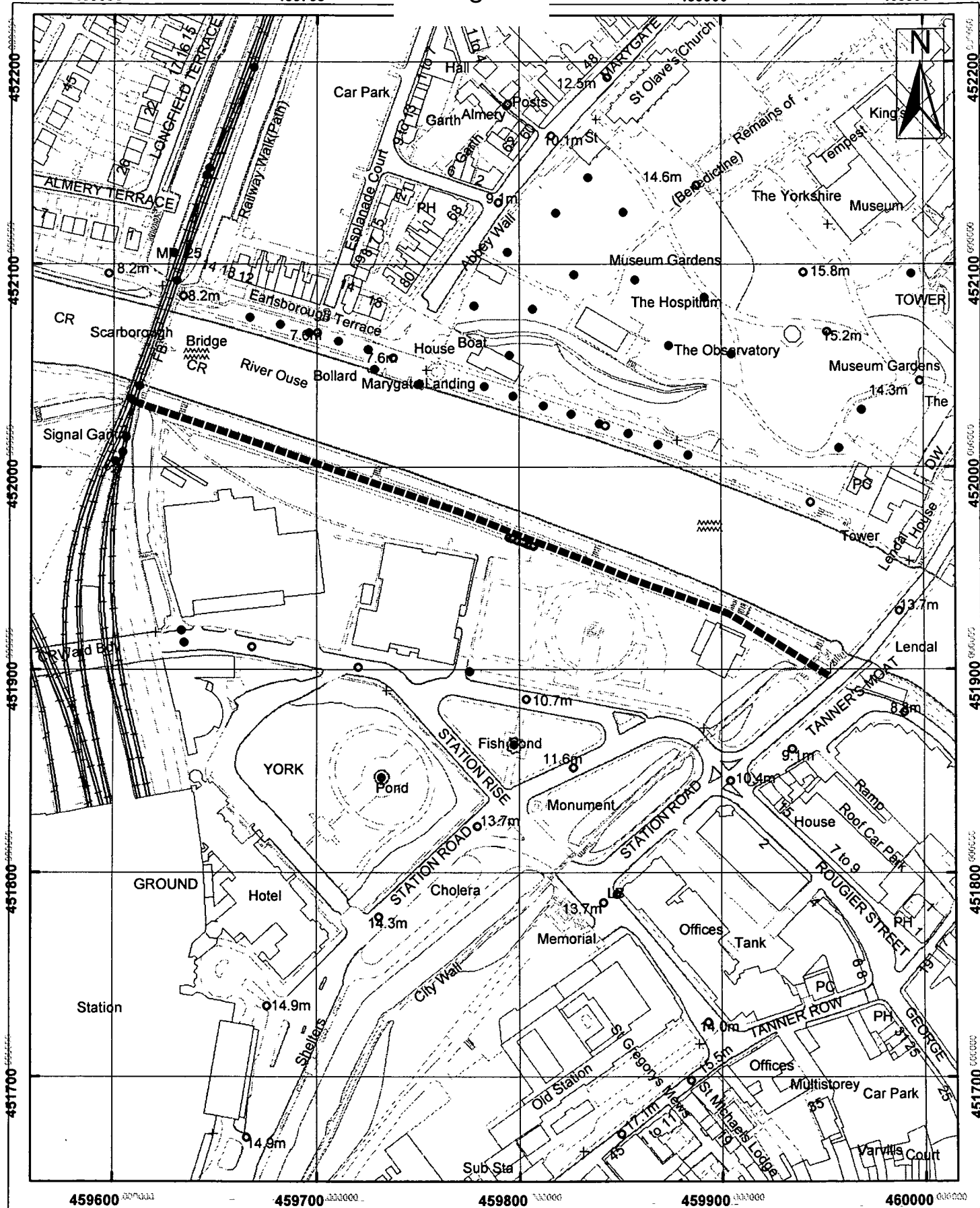
Make Definitive Map Modification Order

459600

459700

459900

460000



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**York Footpath 1
(Micklegate Ward)**

Scale 1:2,500

Drawn By:

Date:

Public Rights of Way

Reference:

Drawing No.

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Ward: Micklegate
Status: Public Footpath
Path No: 2 (Micklegate)

Description of route

Footpath commencing on Bridge Street on the western side of Ouse Bridge following the western bank of the River Ouse northwards to Lendal Bridge where it joins Tanner's Moat.

Approximate length

318 Metres

Nature of Surface

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6017 5164	SE 5999 5188	Tarmac/Paved

Approximate Width

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6017 5164	SE 5999 5188	4m

Structures

<u>Structure</u>	<u>Grid Reference</u>
Steps	SE 6014 5173

Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans	✓		1985	
Inclosure				
Tithe				
1910 Finance Act				
Rights of Way Act 1932				
Railway/Canal Plans				
Other Evidence				
User Evidence				
Photographs	✓			

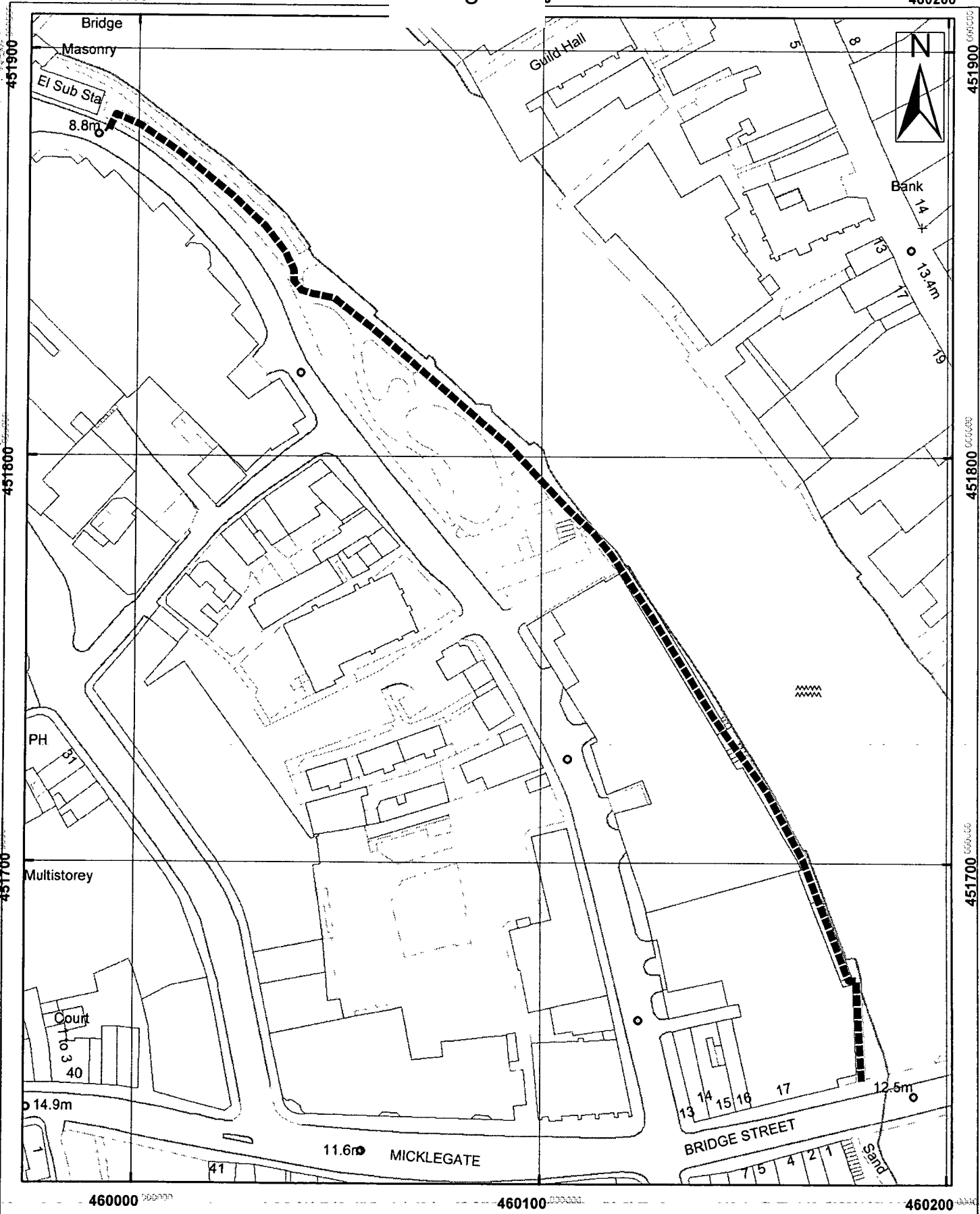
Utility Companies Affected	Yes	No	Date (if applicable)	Other Information
British Gas		✓		
BT		✓		
Cable & Wireless		✓		
Northern Electric		✓		
NTL Network Services		✓		
Torch Telecom		✓		
Yorkshire Water	✓			
York Waterworks		✓		

Recommendation:

Make a Definitive Map Modification Order

460000

460200



9 St. Leonards Place, York, YO1 2ET
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York Footpath 2 (Micklegate Ward)

Scale 1:1,250

Drawn By:

Date:

Public Rights of Way

Reference:

Drawing No.

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Ward: Micklegate
Status: Public Footpath
Path No: 3 (Micklegate)

Description of route

Footpath commencing between 10 and 11 Buckingham Street, running south easterly past St Mary's Church graveyard, and into Albion Street.

Approximate length

80 metres

Nature of Surface

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6014 5147	SE 6018 5143	Tarmac

Approximate Width

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6014 5147	SE 6018 5143	5m+

Structures

<u>Structure</u>	<u>Grid Reference</u>
Gate	SE 6018 5143

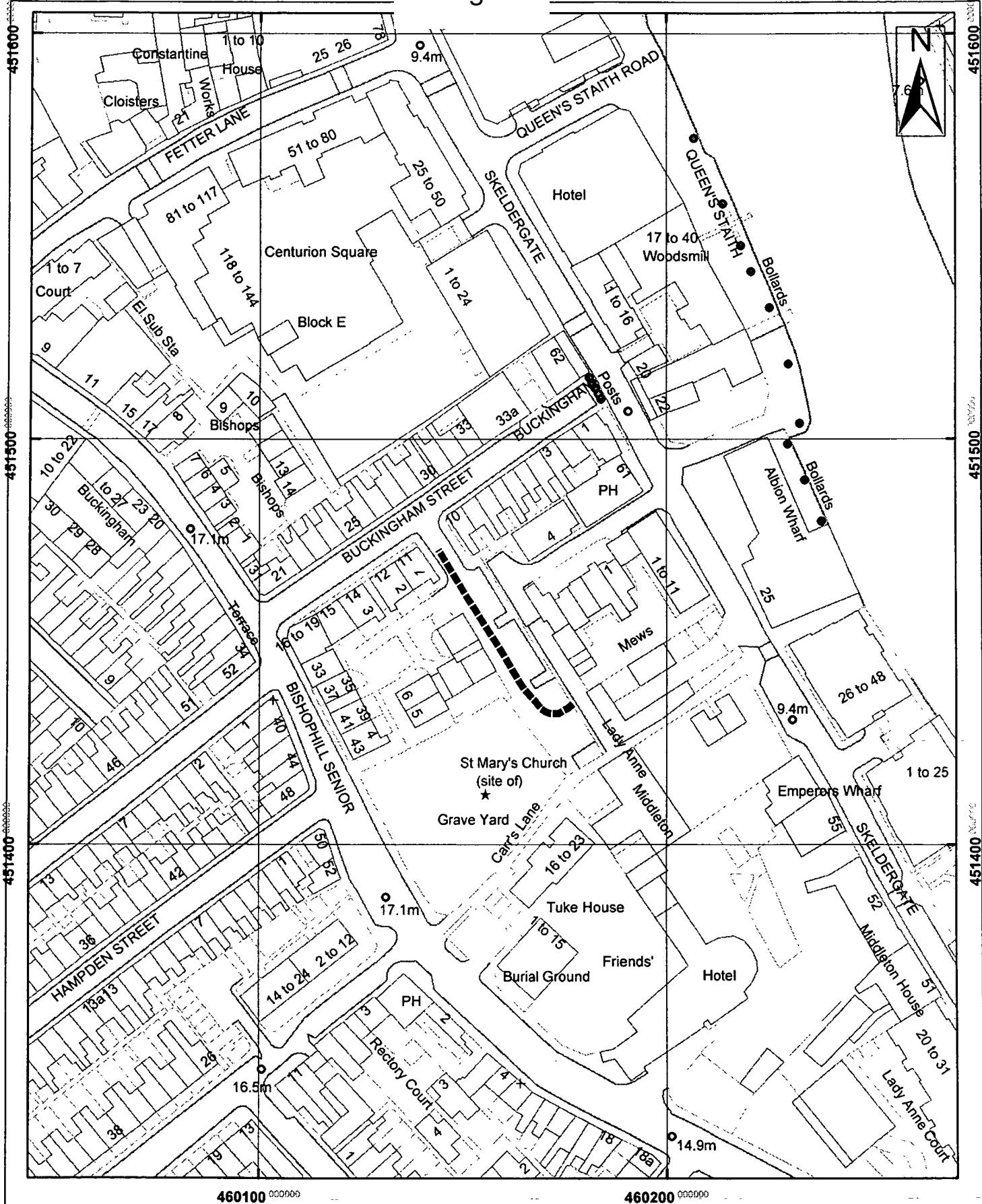
Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans	✓		1983	
Inclosure				
Tithe				
1910 Finance Act				
Rights of Way Act 1932				
Railway/Canal Plans				
Other Evidence				
User Evidence				
Photographs	✓			

Utility Companies Affected	Yes	No	Date (if applicable)	Other Information
British Gas		✓		
BT		✓		
Cable & Wireless		✓		
Northern Electric		✓		
NTL Network Services		✓		
Torch Telecom		✓		
Yorkshire Water		✓		
York Waterworks		✓		

Recommendation:

Make Definitive Map Modification Order



9 St. Leonards Place, York, YO1 2ET
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York Footpath 3 (Micklegate Ward)

Scale 1:1,250	Drawn By:	Date:
Public Rights of Way	Reference:	Drawing No.

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Ward: Micklegate
Status: Public Footpath
Path No: 4 (Micklegate)

Description of route

Footpath running westerly between 1a & 3 Bishopthorpe Road, to St Benedict's Road near to its junction with Clement Street.

Approximate length

45 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6016 5105	SE 6015 5106	Paved
SE 6015 5105	SE 6014 5106	Tarmac

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6016 5105	SE 6015 5105	0.9m
SE 6015 5105	SE 6014 5106	2m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
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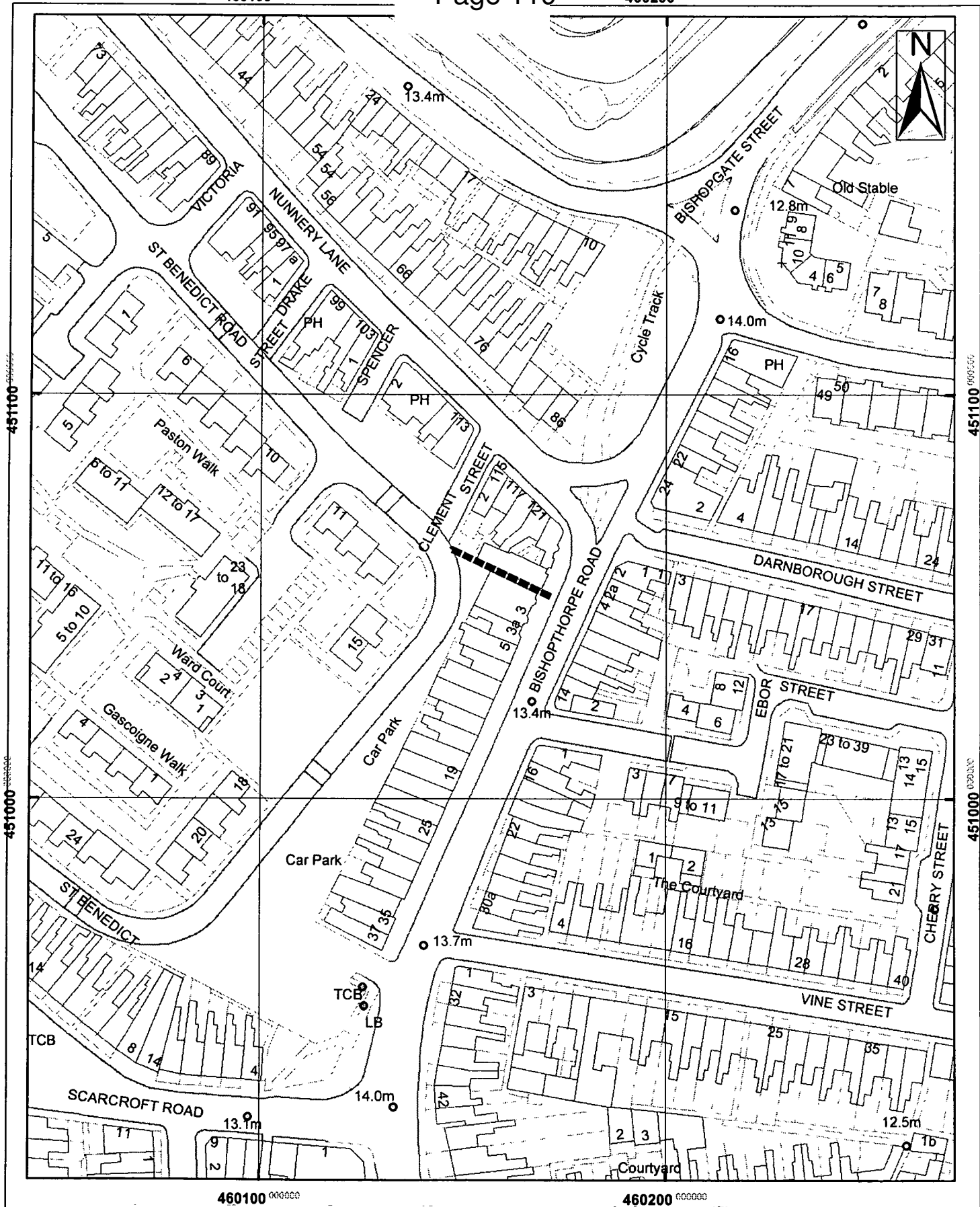
Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans	✓		1994	
Inclosure				
Tithe				
1910 Finance Act				
Rights of Way Act 1932				
Railway/Canal Plans				
Other Evidence				
User Evidence	✓			1 user evidence form
Photographs	✓			

Utility Companies Affected	Yes	No	Date (if applicable)	Other Information
British Gas		✓		
BT		✓		
Cable & Wireless		✓		
Northern Electric		✓		
NTL Network Services		✓		
Torch Telecom		✓		
Yorkshire Water		✓		
York Waterworks		✓		

Recommendation:

Make Definitive Map Modification Order



460100

460200



9 St. Leonards Place, York, YO1 2ET
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York Footpath 4 (Micklegate Ward)

Scale 1:1,250	Drawn By:	Date:
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Ward: Micklegate
Status: Public Footpath
Path No: 5 (Micklegate)

Approximate Length:
45m

Description of Route:

Footpath commencing next to the rear of 37 Bishopthorpe Road and running north westwards to St Benedict Road.

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6013 5096	SE 6011 5097	Paved
SE 6011 5097	SE 6009 5097	Tarmac

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6013 5096	SE 6009 5097	1.5m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
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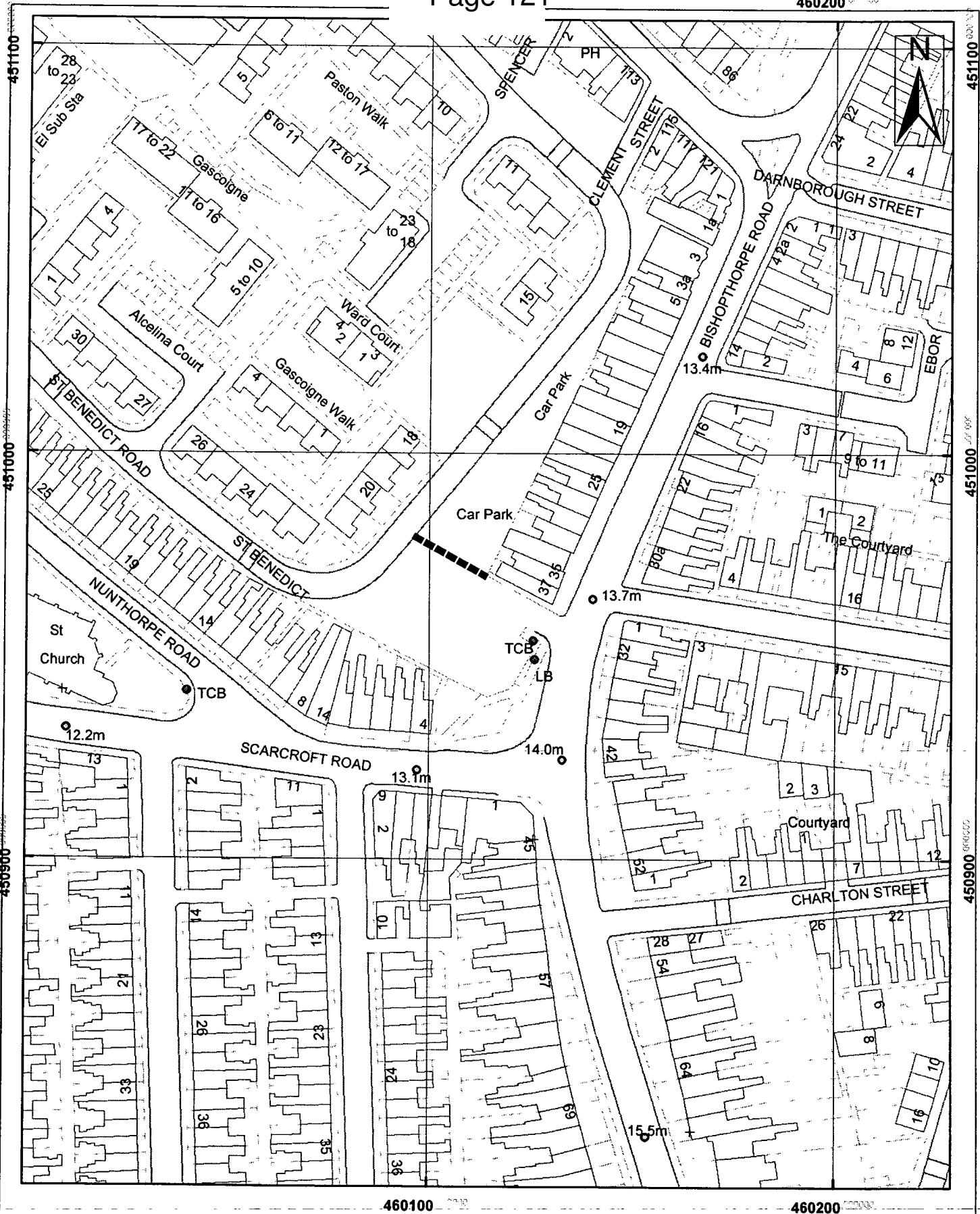
Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans	✓		1991	
Inclosure				
Tithe				
1910 Finance Act				
Rights of Way Act 1932				
Railway/Canal Plans				
Other Evidence				
User Evidence	✓			1 user evidence form
Photographs	✓			

Utility Companies Affected	Yes	No	Date (if applicable)	Other Information
British Gas		✓		
BT		✓		
Cable & Wireless		✓		
Northern Electric	✓			
NTL Network Services		✓		
Torch Telecom		✓		
Yorkshire Water	✓			
York Waterworks		✓		

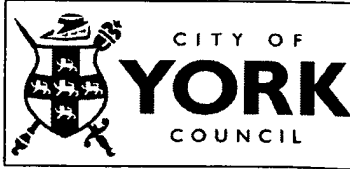
Recommendation:

Make Definitive Map Modification Order



460100

460200



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York Footpath 5 (Micklegate Ward)

Scale 1:1,250	Drawn By:	Date:
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Public Rights Of Way – Wildlife & 981
Preparation of Definitive Map Former County Borough of York - Micklegate Ward

Schedule 6

Ward: Micklegate
Status: Public Footpath
Path No: 6 (Micklegate)

Description of route

Footpath commencing at the rear of The Cygnet public house in Cygnet Street and continuing in a northerly direction, terminating at it's junction with the adopted path running behind No's 1-4 Benedict Road.

Approximate length

105 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 5996 5109	SE 5998 5117	Paved
SE 5998 5117	SE 5999 5119	Tarmac

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 5996 5109	SE 5998 5117	1m
SE 5998 5117	SE 5999 5119	1.5m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
SE Cycle barrier	SE 5998 5117	Y006b
SE Cycle barrier	SE 5999 5119	Y006a

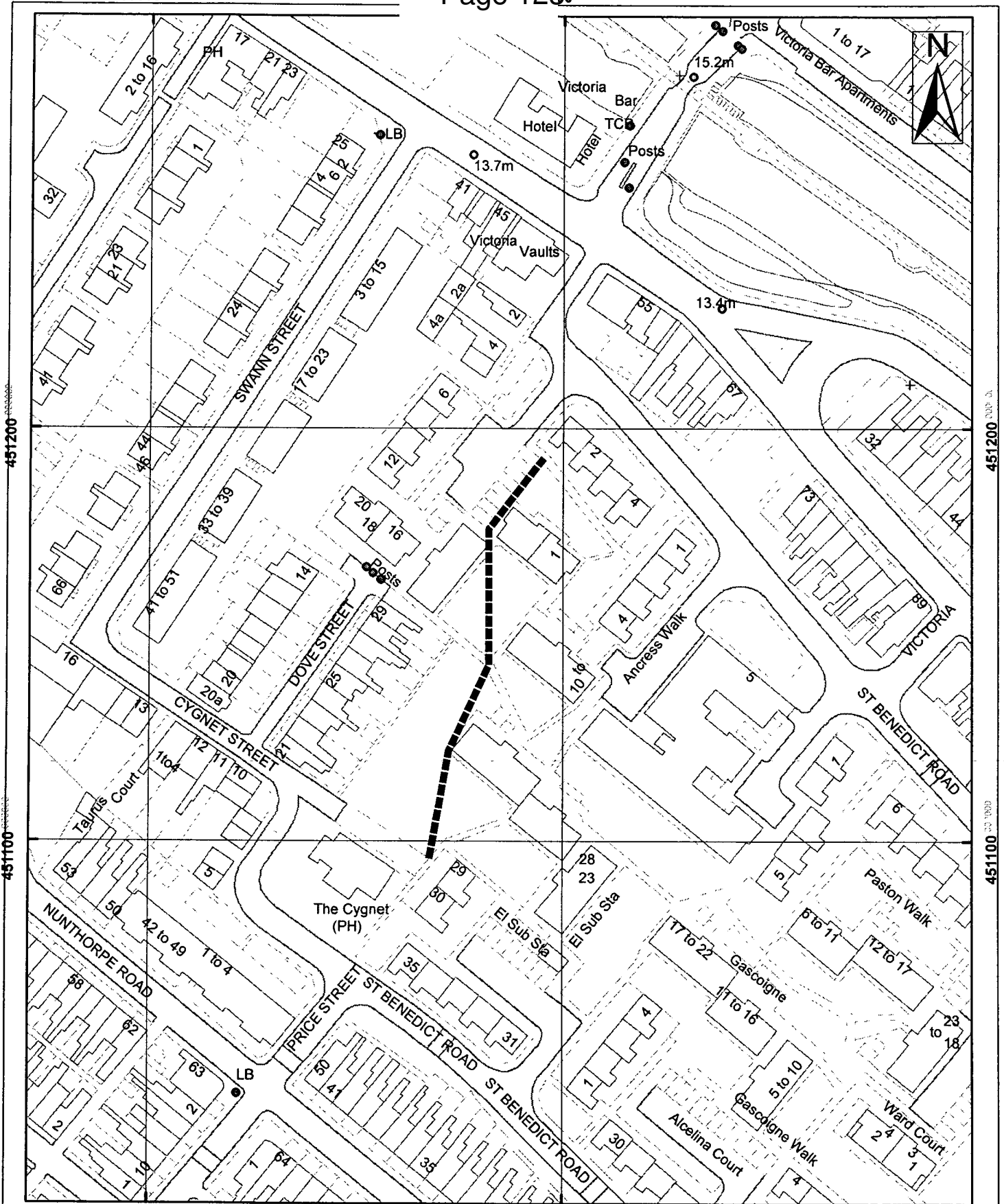
Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans	✓		1991	
Inclosure				
Tithe				
1910 Finance Act				
Rights of Way Act 1932				
Railway/Canal Plans				
Other Evidence				
User Evidence				
Photographs	✓			

Utility Companies Affected	Yes	No	Date (if applicable)	Other Information
British Gas		✓		
BT		✓		
Cable & Wireless		✓		
Northern Electric	✓			
NTL Network Services		✓		
Torch Telecom		✓		
Yorkshire Water		✓		
York Waterworks		✓		

Recommendation:

Make Definitive Map Modification Order



459900

460000



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York Footpath 6 (Micklegate Ward)

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Ward: Micklegate
Status: Public Footpath
Path No: 7 (Micklegate)

Description of route

Footpath commencing at end of Dove Street running in a northerly direction around the back of a block of flats and emerging onto Custance Walk.

Approximate length

30 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 5996 5116	SE 5997 5117	Tarmac

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 5996 5116	SE 5997 5117	2m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Steps	SE 5997 5117	Y007a

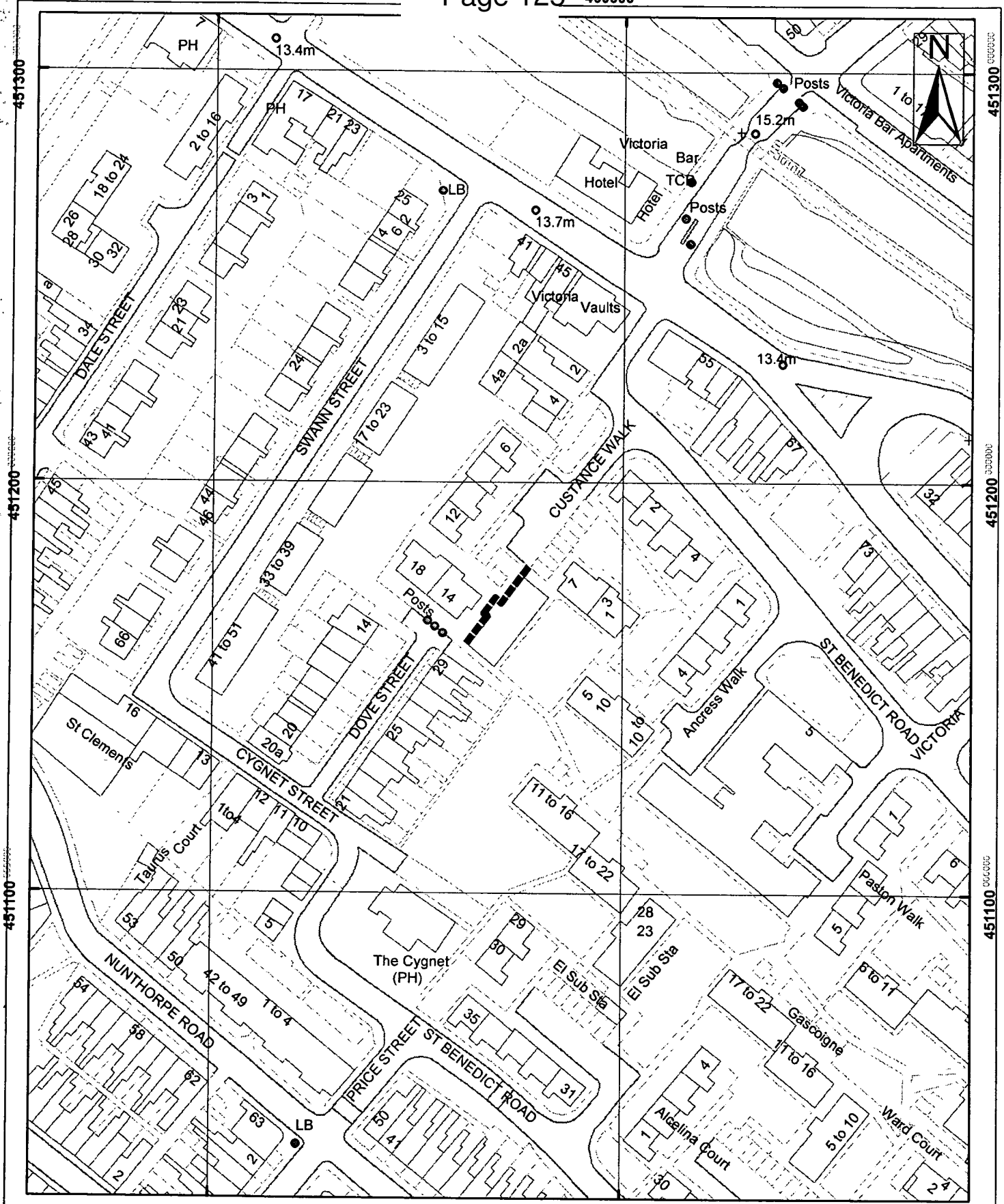
Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans	✓		1991	
Inclosure				
Tithe				
1910 Finance Act				
Rights of Way Act 1932				
Railway/Canal Plans				
Other Evidence				
User Evidence	✓			1 user evidence form
Photographs	✓			

Utility Companies Affected	Yes	No	Date (if applicable)	Other Information
British Gas	✓			
BT		✓		
Cable & Wireless		✓		
Northern Electric	✓			
NTL Network Services		✓		
Torch Telecom		✓		
Yorkshire Water		✓		
York Waterworks		✓		

Recommendation:

Make Definitive Map Modification Order



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York Footpath 7 (Micklegate Ward)

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Public Rights Of Way – Wildlife & 981
Preparation of Definitive Map Former County Borough of York - Micklegate Ward

Schedule 8

Ward: Micklegate
Status: Public Footpath
Path No: 8 (Micklegate)

Description of route

Footpath commencing along side no 58 Moss Street and proceeding northerly then north westerly to South Parade.

Approximate length

45 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 5975 5119	SE 5974 5122	Broken concrete

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 5975 5119	SE 5974 5122	Min 1.5m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
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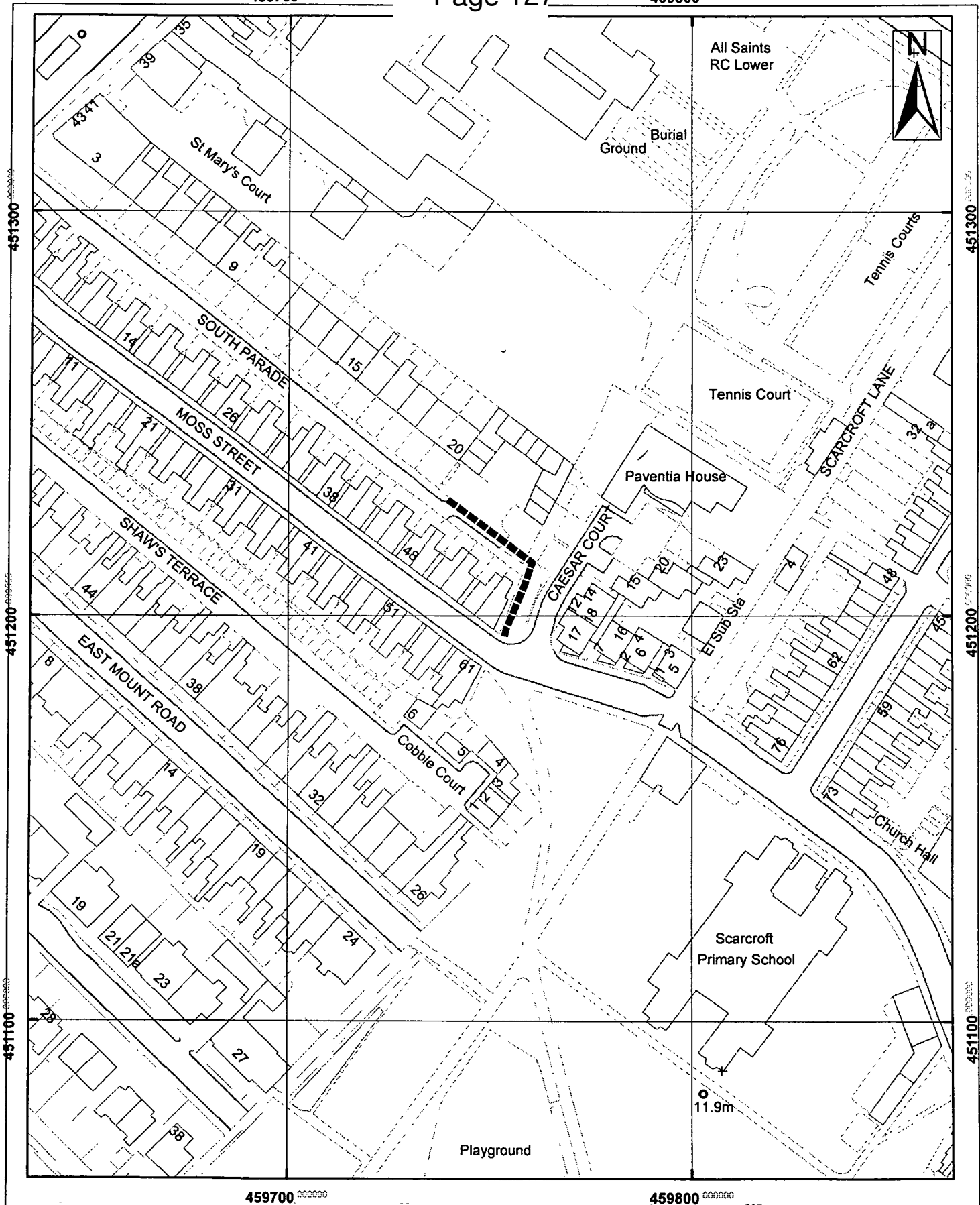
Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans	✓		1891	
Inclosure				
Tithe				
1910 Finance Act				
Rights of Way Act 1932				
Railway/Canal Plans				
Other Evidence	✓			Correspondence on file
User Evidence				
Photographs	✓			

Utility Companies Affected	Yes	No	Date (if applicable)	Other Information
British Gas	✓			
BT		✓		
Cable & Wireless	✓			
Northern Electric	✓			
NTL Network Services		✓		
Torch Telecom		✓		
Yorkshire Water	✓			
York Waterworks	✓			

Recommendation:

Make Definitive Map Modification Order



459700

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9 St. Leonards Place, York, YO1 2ET
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York Footpath 8 (Micklegate Ward)

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Public Rights Of Way – Wildlife & 981
 Preparation of Definitive Map Former County Borough of York - Micklegate Ward

Schedule 9

Ward: Micklegate
Status: Public Footpath
Path No: 9 (Micklegate)

Description of route

Footpath commencing to the west of 62 Scarcroft Road and continuing in a northerly direction over Micklegate Stray to Moss Street.

Approximate length

230 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 5980 5096	SE 5975 5118	Tarmac

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 5980 5096	SE 5975 5118	3m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
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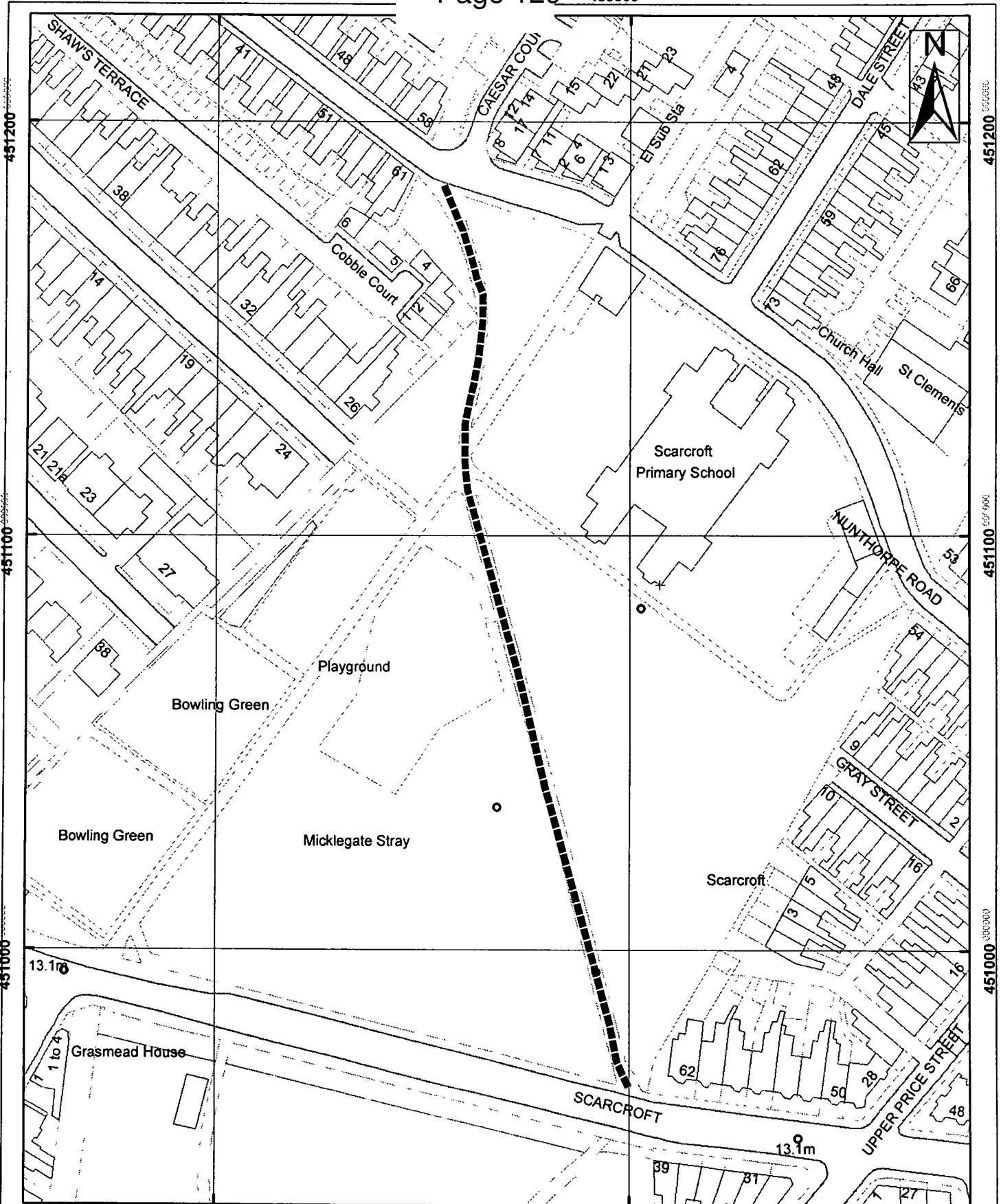
Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans	✓		1891	
Inclosure				
Tithe				
1910 Finance Act				
Rights of Way Act 1932				
Railway/Canal Plans				
Other Evidence				
User Evidence				
Photographs	✓			

Utility Companies Affected				
British Gas		✓		
BT		✓		
Cable & Wireless	✓			
Northern Electric	✓			
NTL Network Services		✓		
Torch Telecom		✓		
Yorkshire Water	✓			
York Waterworks	✓			

Recommendation:

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York Footpath 9 (Micklegate Ward)

Scale 1:1,250	Drawn By:	Date:
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Public Rights Of Way – Wildlife & 981
 Preparation of Definitive Map Former County Borough of York - Micklegate Ward

Schedule 10

Ward: Micklegate
Status: Public Footpath
Path No: 10 (Micklegate)

Description of route

Footpath commencing on Scarcroft Road to the east of the bowling green, and running in a north easterly direction over Micklegate Stray to Nunthorpe Road at the side of Scarcroft County primary School.

Approximate length

210 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 5967 5100	SE 5979 5116	tarmac

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 5967 5100	SE 5979 5116	3.1m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
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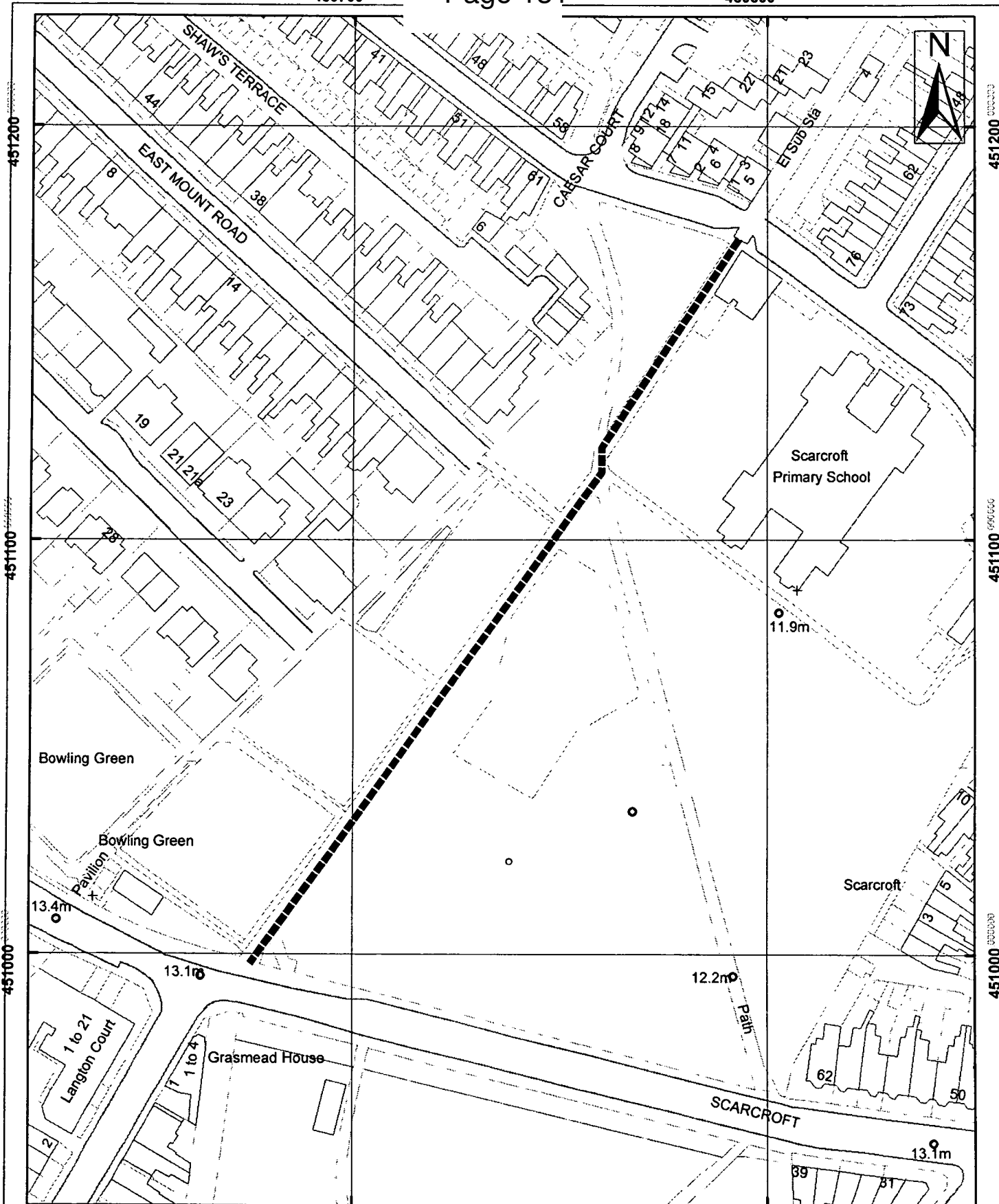
Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans	✓		1981	
Inclosure				
Tithe				
1910 Finance Act				
Rights of Way Act 1932				
Railway/Canal Plans				
Other Evidence				
User Evidence	✓			1 user evidence form
Photographs	✓			

Utility Companies Affected	Yes	No	Date (if applicable)	Other Information
British Gas		✓		
BT		✓		
Cable & Wireless	✓			
Northern Electric	✓			
NTL Network Services		✓		
Torch Telecom		✓		
Yorkshire Water		✓		
York Waterworks		✓		

Recommendation:

Make Definitive Map Modification Order



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York Footpath 10 (Micklegate Ward)

Scale 1:1,250

Drawn By:

Date:

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Public Rights Of Way – Wildlife & 981
Preparation of Definitive Map Former County Borough of York - Micklegate Ward

Schedule 11

Ward: Micklegate
Status: Public Footpath
Path No: 11 (Micklegate)

Description of route

Footpath commencing at the end of East Mount Road and heading south westwards to Footpath York 10.

Approximate length

25 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 5973 5112	SE 5975 5110	Tarmac

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 5973 5112	SE 5975 5110	3.1m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Cycle barrier	SE 5973 5112	Y011

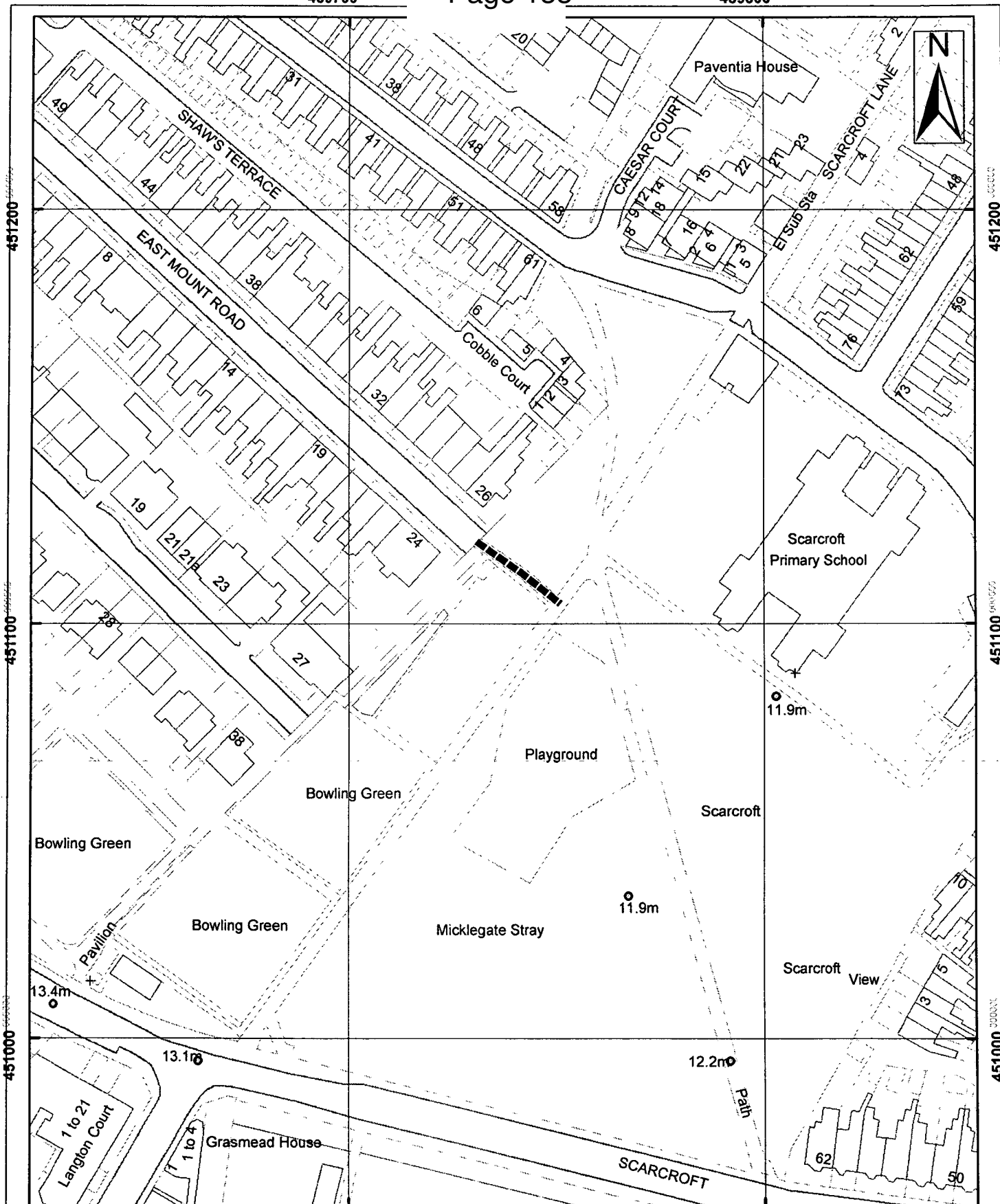
Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans	✓		1891	
Inclosure				
Tithe				
1910 Finance Act				
Rights of Way Act 1932				
Railway/Canal Plans				
Other Evidence				
User Evidence				
Photographs	✓			

Utility Companies Affected	Yes	No	Date (if applicable)	Other Information
British Gas		✓		
BT		✓		
Cable & Wireless	✓			
Northern Electric	✓			
NTL Network Services		✓		
Torch Telecom		✓		
Yorkshire Water	✓			
York Waterworks		✓		

Recommendation:

Make Definitive Map Modification Order



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York Footpath 11 (Micklegate Ward)

Scale 1:1,250

Drawn By:

Date:

Public Rights of Way

Reference:

Drawing No.

Public Rights Of Way – Wildlife & 1981
Preparation of Definitive Map Former County Borough of York - Micklegate Ward

Schedule 12

Ward: Micklegate
Status: Public Footpath
Path No: 12 (Micklegate)

Description of route

Footpath commencing at the end of Cobble Court Mews running eastwards to Footpath York 9.

Approximate length

25 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 5975 5114	SE 5975 5111	Block / tarmac

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 5975 5114	SE 5975 5111	,9m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
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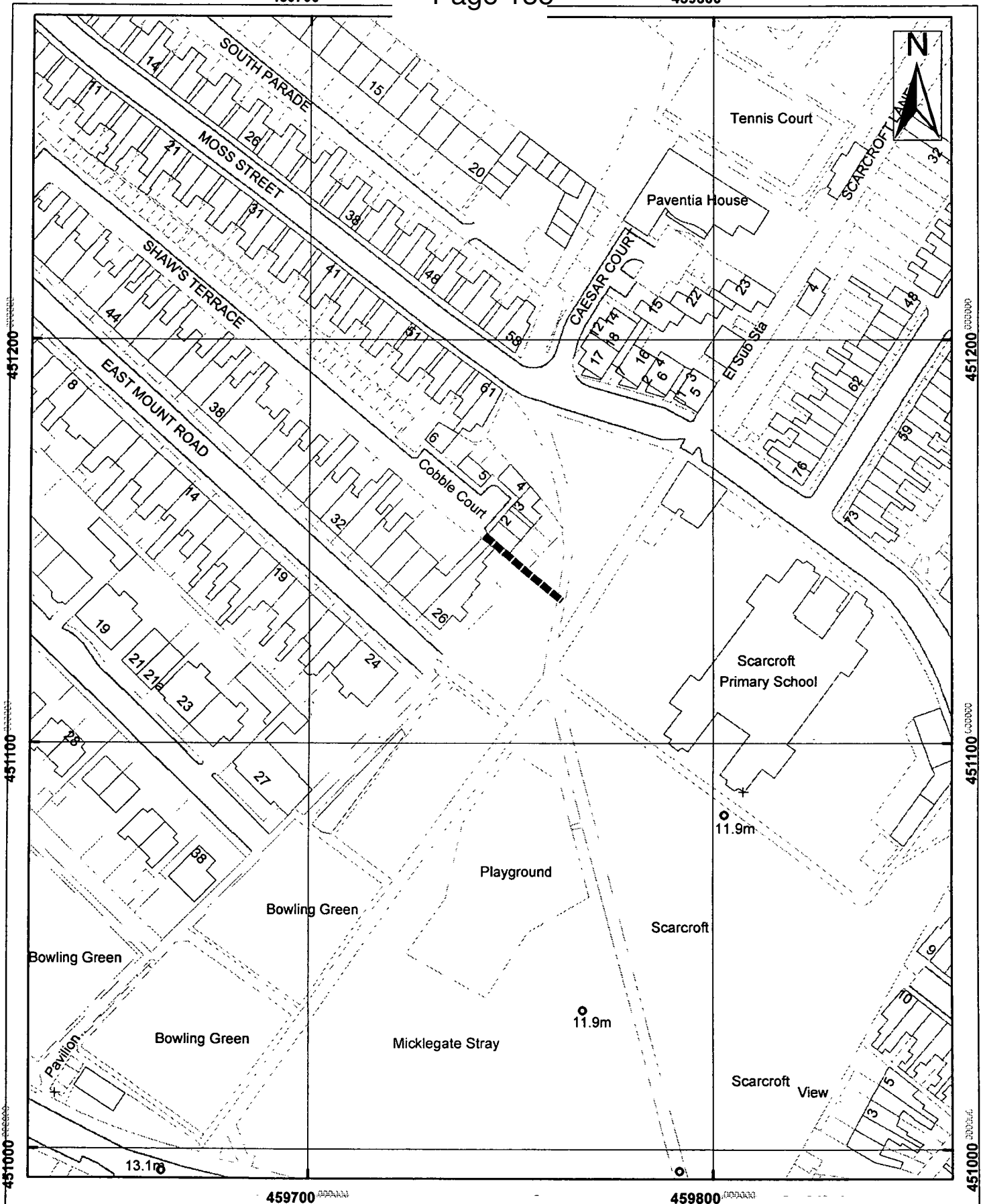
Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans	✓		1891	
Inclosure				
Tithe				
1910 Finance Act				
Rights of Way Act 1932				
Railway/Canal Plans				
Other Evidence				
User Evidence				
Photographs	✓			

Utility Companies Affected	Yes	No	Date (if applicable)	Other Information
British Gas	✓			
BT		✓		
Cable & Wireless	✓			
Northern Electric	✓			
NTL-Network Services		✓		
Torch Telecom		✓		
Yorkshire Water	✓			
York Waterworks		✓		

Recommendation:

Make Definitive Map Modification Order



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York Footpath 12 (Micklegate Ward)

Scale 1:1,250

Drawn By:

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Ward: Micklegate
Status: Public Footpath
Path No: 13 (Micklegate)

Description of route

Footpath commencing on Nunthorpe Road at eastern side of Scarcroft County Primary School and running in a south-westerly direction along the school boundary then turns and runs north westerly again following the school boundary to its junction with Footpath York 9.

Approximate length

135 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 5986 5109	SE 5976 5111	tarmac

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 5986 5109	SE 5976 5111	1.2m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
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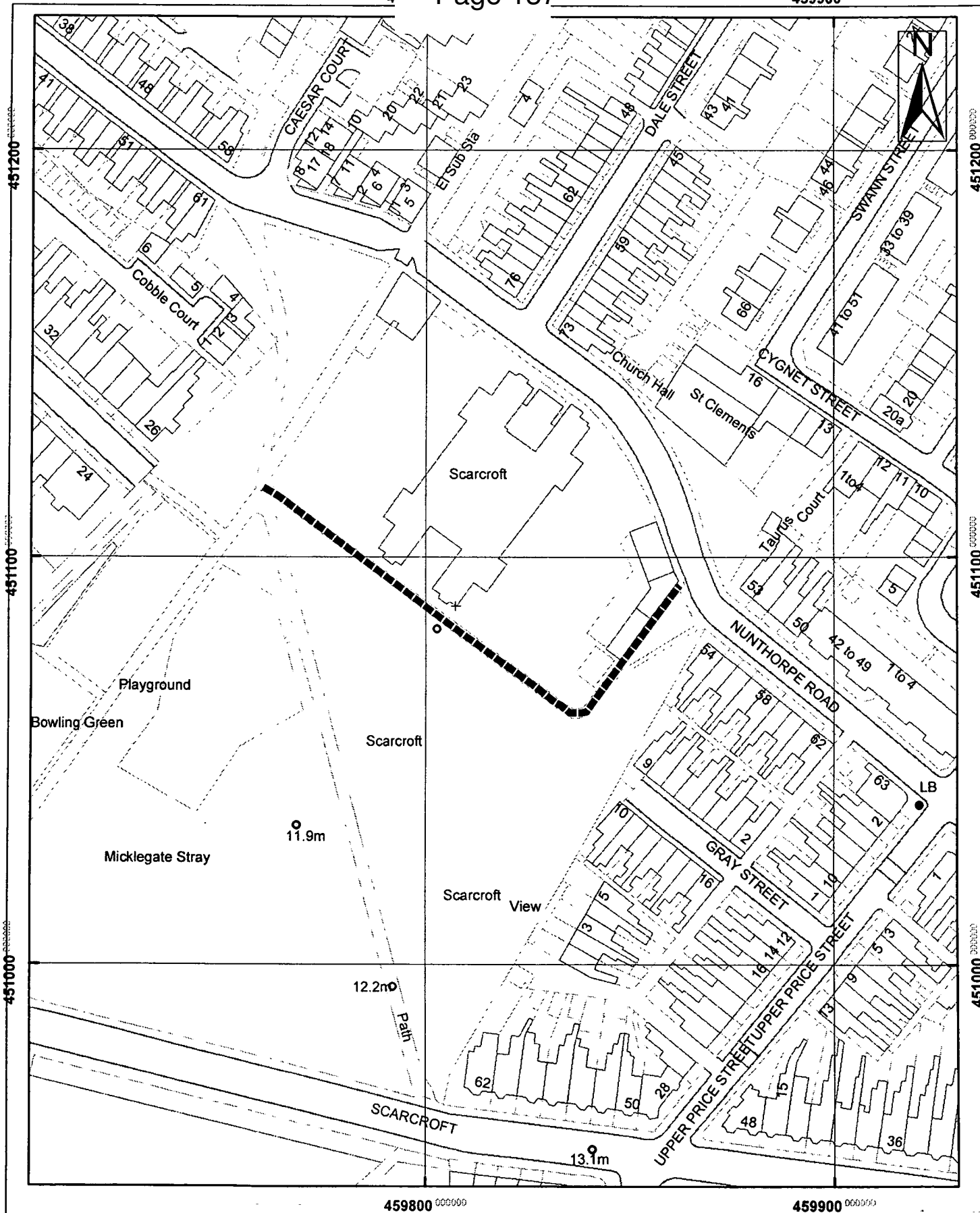
Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans	✓		1891	
Inclosure				
Tithe				
1910 Finance Act				
Rights of Way Act 1932				
Railway/Canal Plans				
Other Evidence				
User Evidence				
Photographs	✓			

Utility Companies Affected				
British Gas		✓		
BT		✓		
Cable & Wireless	✓			
Northern Electric		✓		
NTL Network Services		✓		
Torch Telecom		✓		
Yorkshire Water		✓		
York Waterworks		✓		

Recommendation:

Make Definitive Map Modification Order



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9 St. Leonards Place, York, YO1 2ET
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York Footpath 13 (Micklegate Ward)

Scale 1:1,250

Drawn By:

Date:

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Reference:

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Ward: Micklegate
Status: Public Footpath
Path No: 14 (Micklegate)

Description of route

Footpath commencing at the side of 54 Nunthorpe Road and then running south-westerly to connect with Footpath York 13.

Approximate length

25 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 5986 5108	SE 5984 5107	Tarmac

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 5986 5108	SE 5984 5107	1m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
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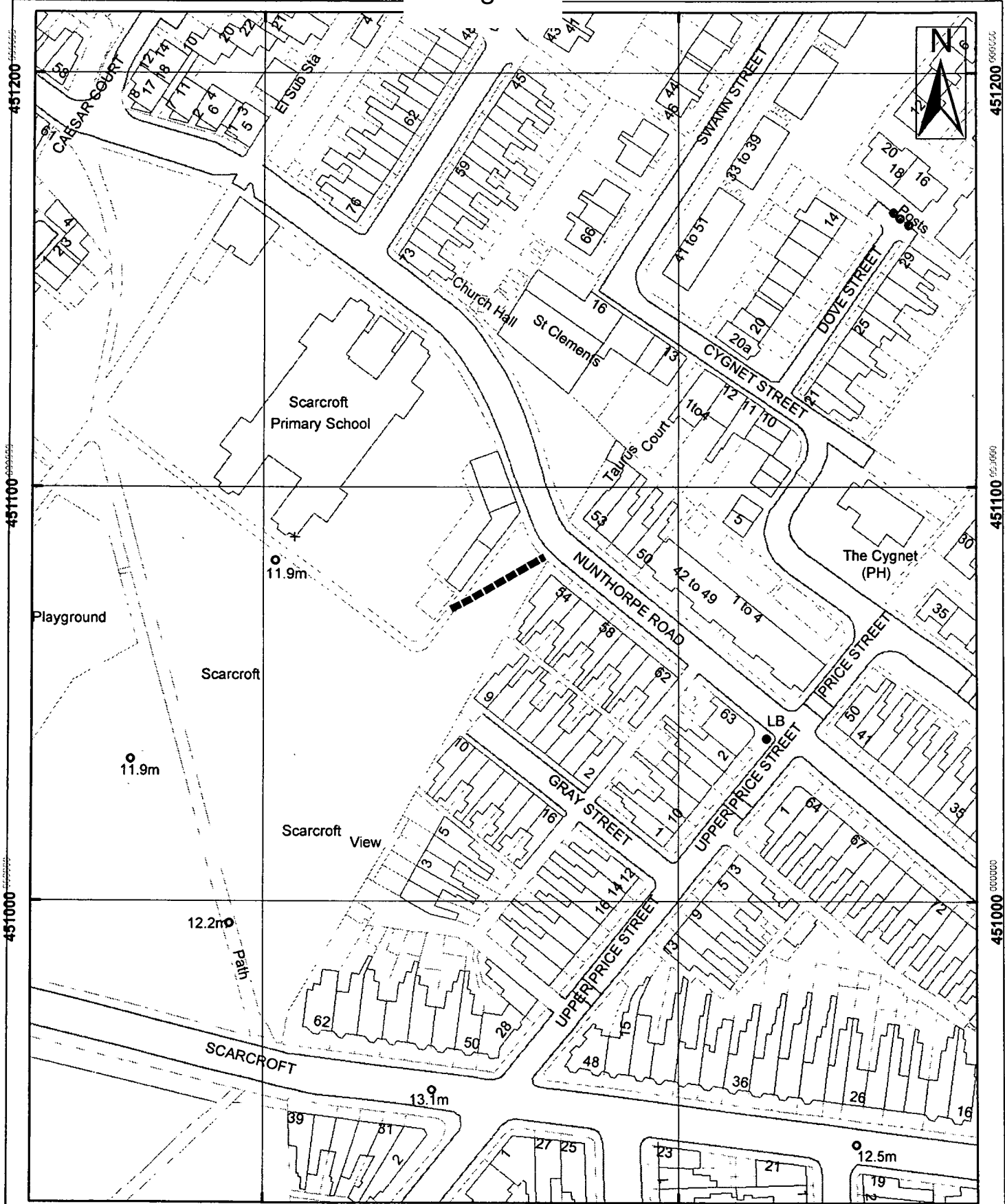
Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans	✓		1991	
Inclosure				
Tithe				
1910 Finance Act				
Rights of Way Act 1932				
Railway/Canal Plans				
Other Evidence				
User Evidence				
Photographs	✓			

Utility Companies Affected	Yes	No	Date (if applicable)	Other Information
British Gas		✓		
BT		✓		
Cable & Wireless	✓			
Northern Electric	✓			
NTL Network Services		✓		
Torch Telecom		✓		
Yorkshire Water		✓		
York Waterworks		✓		

Recommendation:

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York Footpath 14 (Micklegate Ward)

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Ward: Micklegate
Status: Public Footpath
Path No: 16 (Micklegate)

Description of route

Footpath commencing on Albemarle Road and running east to join Footpath York 17 on the Micklegate Stray allotments.

Approximate length

67 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 5952 5072	SE 5959 5072	Natural

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 5952 5072	SE 5959 5072	1.9m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Gate for Vehicle access	SE 5952 5072	Y016a

Evidence Summary etc

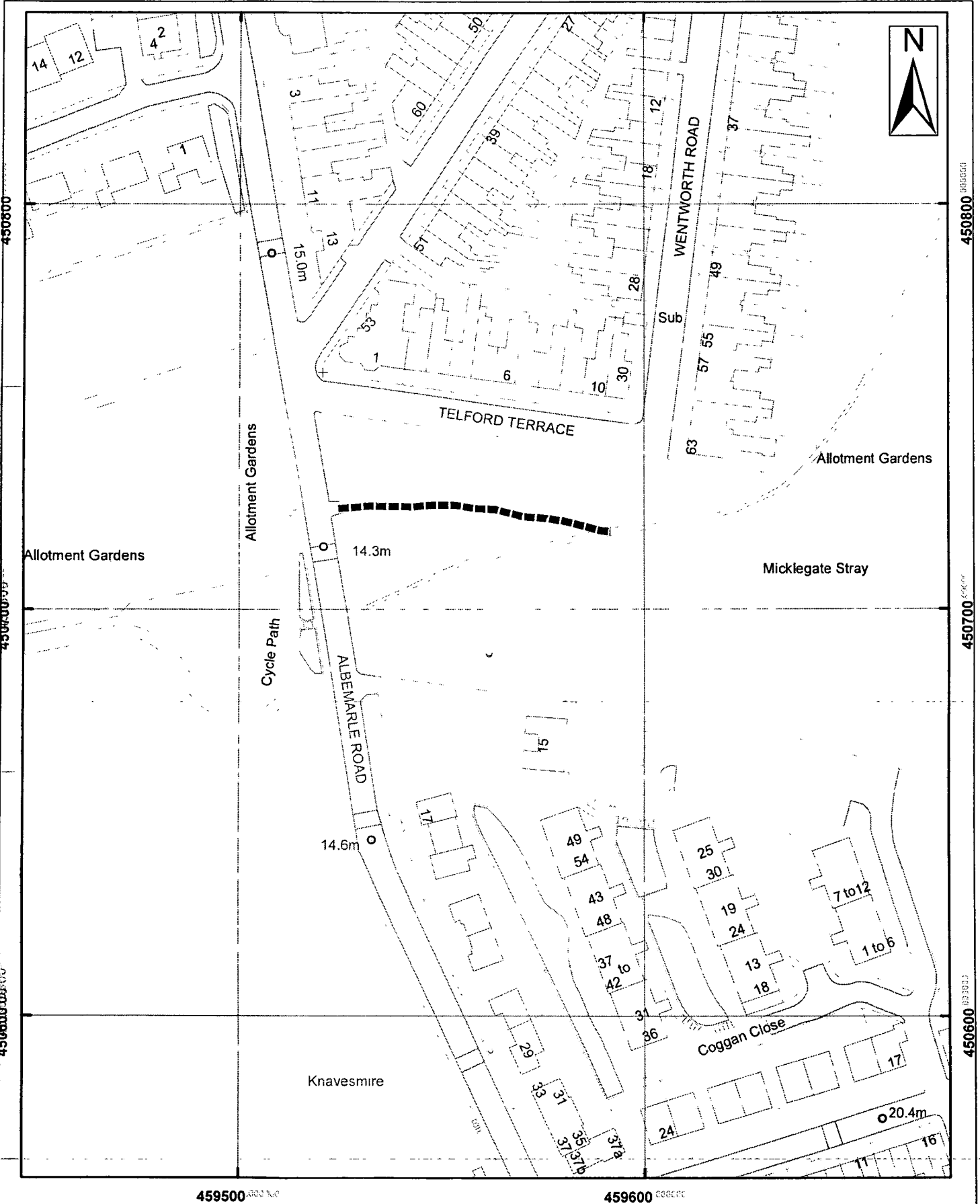
Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans	✓		1984	
Inclosure				
Tithe				
1910 Finance Act				
Rights of Way Act 1932				
Railway/Canal Plans				
Other Evidence				Correspondence suggests possible objections therefore path should be withdrawn from current investigations and dealt with separately.
User Evidence				
Photographs				
Utility Companies Affected				
British Gas		✓		
BT		✓		
Cable & Wireless	✓			
Northern Electric		✓		
NTL Network Services		✓		
Torch Telecom		✓		
Yorkshire Water		✓		
York Waterworks		✓		

Recommendation:

No further action at this time

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

York Footpath 16 (Micklegate Ward)

Scale 1:1,250

Drawn By:

Date:

Public Rights of Way

Reference:

Drawing No.

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Public Rights Of Way – Wildlife & 1981
 Preparation of Definitive Map Former County Borough of York - Micklegate Ward

Schedule 17

Ward: Micklegate
Status: Public Footpath
Path No: 17 (Micklegate)

Description of route

Footpath commencing from Scarcroft Road at the north east end of the allotments and running in a south westerly direction across Micklegate Stray allotments to Albemarle Road.

Approximate length

385 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 5979 5095	SE 5953 5070	Broken concrete / natural

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 5979 5095	SE 5953 5070	2.8m

Structures: (Stiles, Gates and Bridges etc)

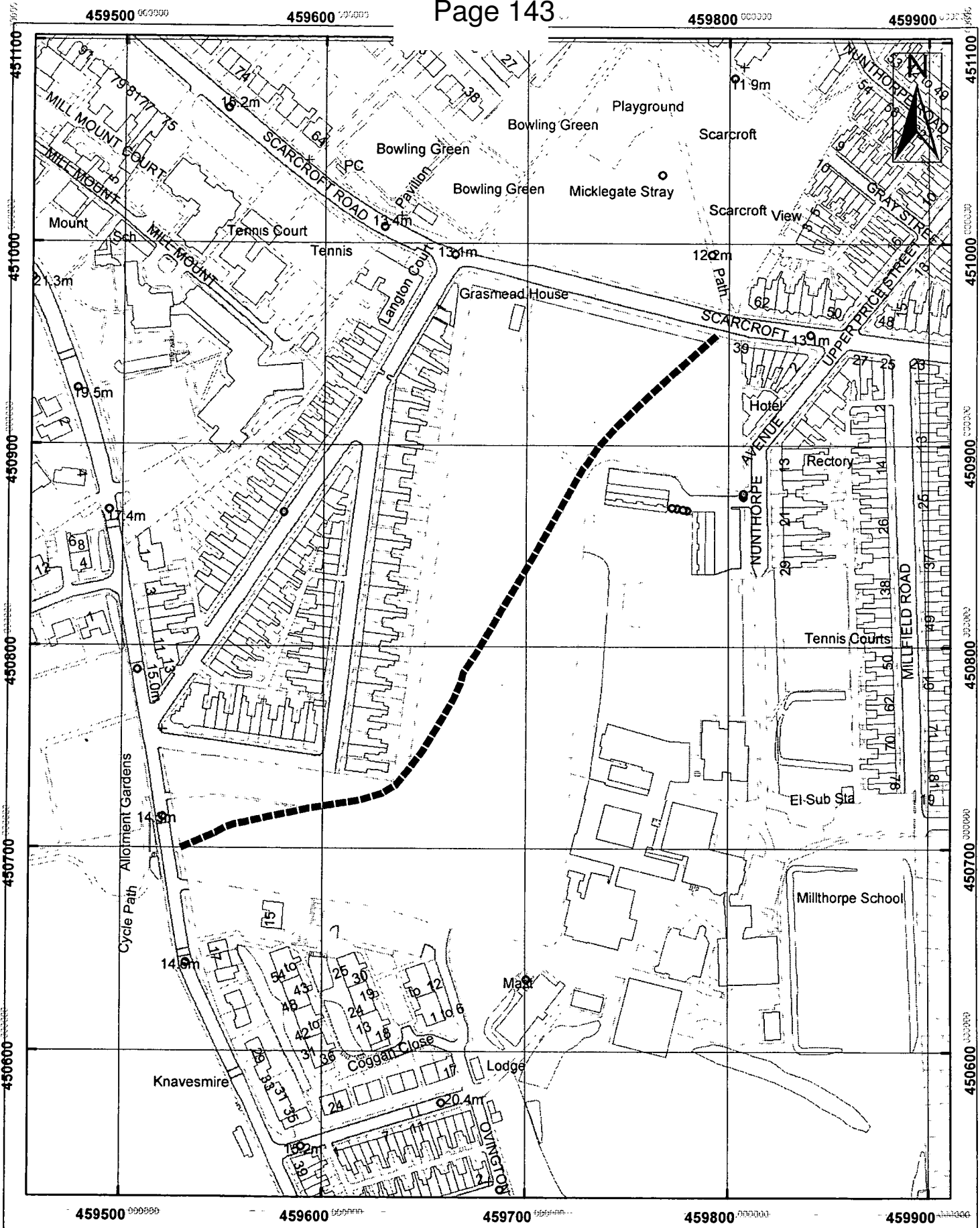
<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Gate (wooden) / cycle barrier	SE 5979 5095	Y017b

Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans	✓		1891	
Inclosure				
Tithe				
1910 Finance Act				
Rights of Way Act 1932				
Railway/Canal Plans				
Other Evidence				Correspondence suggests possible objections therefore path should be withdrawn from current investigations and dealt with separately.
User Evidence				
Photographs				
Utility Companies Affected				
British Gas		✓		
BT		✓		
Cable & Wireless	✓			
Northern Electric	✓			
NTL Network Services		✓		
Torch Telecom		✓		
Yorkshire Water		✓		
York Waterworks		✓		

Recommendation:

No further action at this time



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York Footpath 17 (Micklegate Ward)

Scale 1:2,500	Drawn By:	Date:
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Ward: Micklegate
Status: Public Footpath
Path No: 18 (Micklegate)

Description of route

Footpath commencing at the junction of Scarcroft Road and Scarcroft Hill, and running south to the rear of Wentworth Road along the edge of Micklegate Stray Allotments and ends at it's junction with Footpath York 17.

Approximate length

257 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 5967 5098	SE 5964 5073	natural

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 5967 5098	SE 5964 5073	Max 4.4m min 1.25m

Structures: (Stiles, Gates and Bridges etc)

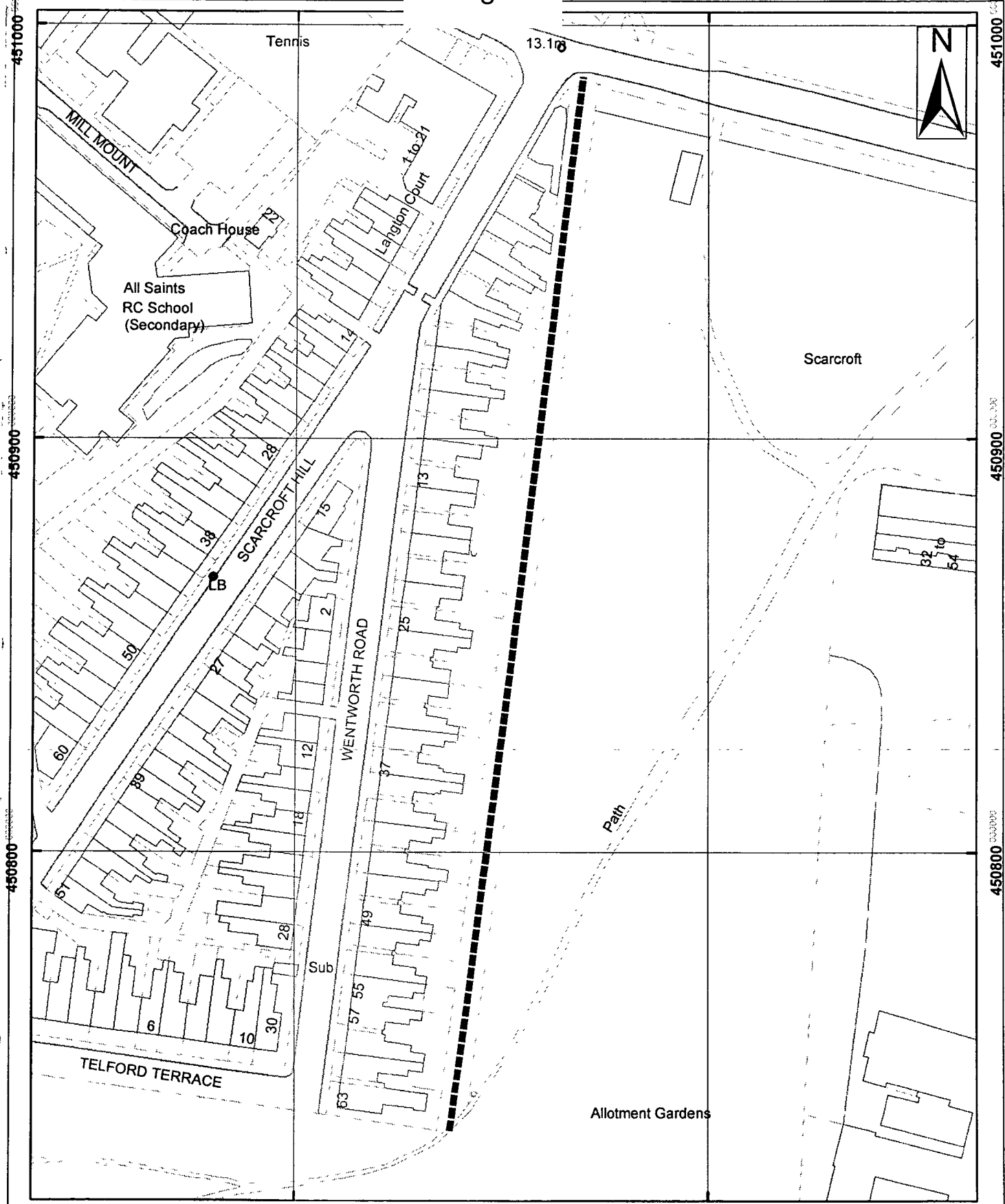
<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Gate (wooden)	SE 5967 5098	Y018

Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans	✓		1891	
Inclosure				
Tithe				
1910 Finance Act				
Rights of Way Act 1932				
Railway/Canal Plans				
Other Evidence				
User Evidence				Correspondence suggests possible objections therefore path should be withdrawn from current investigations and dealt with separately.
Photographs				
Utility Companies Affected				
British Gas		✓		
BT		✓		
Cable & Wireless	✓			
Northern Electric		✓		
NTL Network Services		✓		
Torch Telecom		✓		
Yorkshire Water		✓		
York Waterworks		✓		

Recommendation:

No further action at this time



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York Footpath 18 (Micklegate Ward)

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Public Rights Of Way – Wildlife & 981
 Preparation of Definitive Map Former County Borough of York - Micklegate Ward

Schedule 19

Ward: Micklegate
Status: Public Footpath
Path No: 19 (Micklegate)

Description of route

Footpath commencing on Reginald Grove and running north to the end of Finsbury Avenue.

Approximate length

20 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6012 5013	SE 6013 5015	Tarmac

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6012 5013	SE 6013 5015	2.8m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Cycle barrier	SE 6012 5013	Y019a
Cycle barrier	SE 6013 5015	Y019b

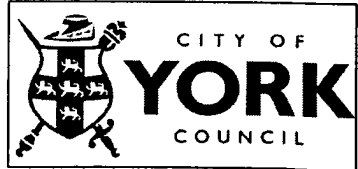
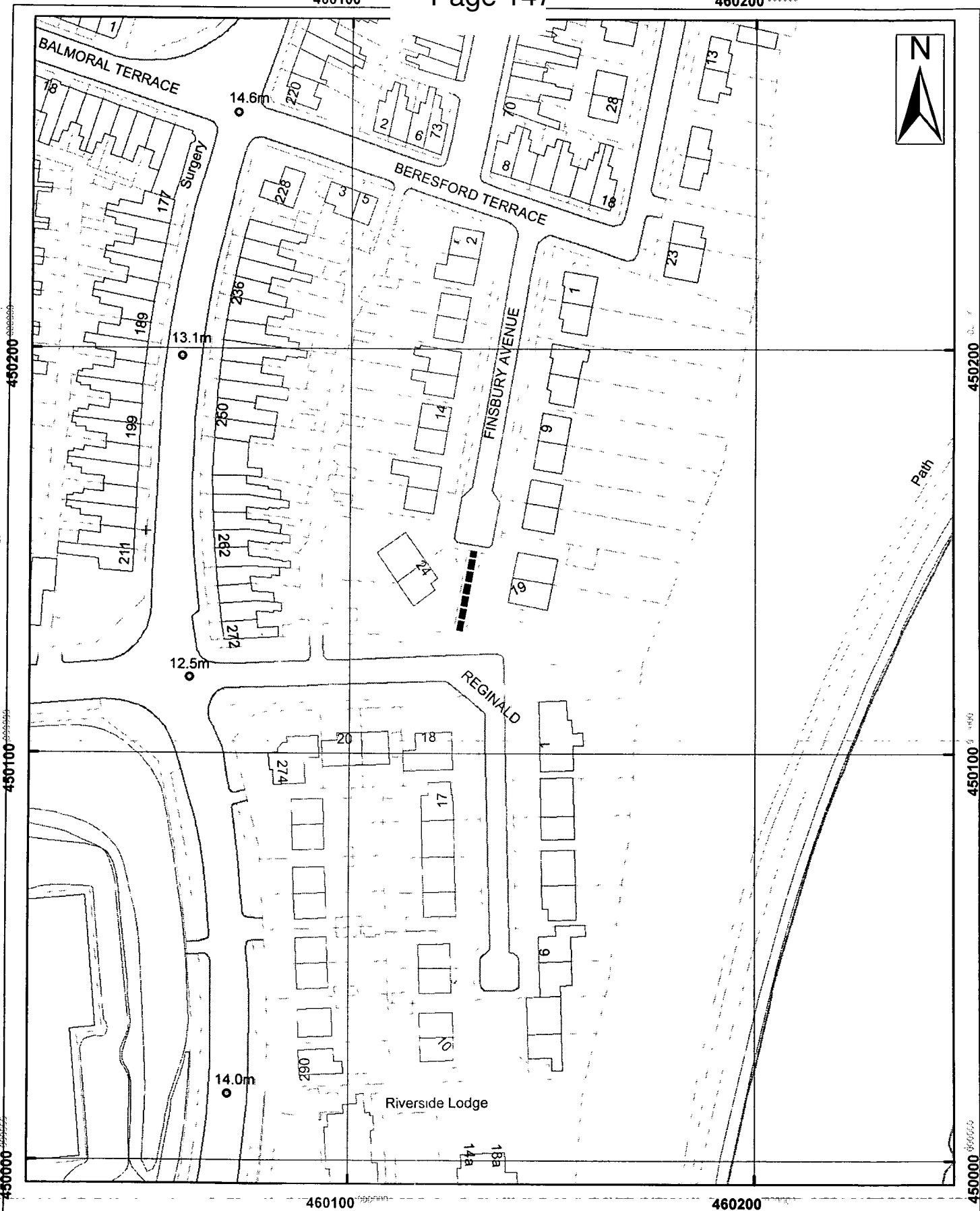
Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans	✓		1962	
Inclosure				
Tithe				
1910 Finance Act				
Rights of Way Act 1932				
Railway/Canal Plans				
Other Evidence				
User Evidence				
Photographs				

Utility Companies Affected	Yes	No	Date (if applicable)	Other Information
British Gas		✓		
BT		✓		
Cable & Wireless		✓		
Northern Electric		✓		
NTL Network Services		✓		
Torch Telecom		✓		
Yorkshire Water		✓		
York Waterworks		✓		

Recommendation:

Make Definitive Map Modification Order



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**York Footpath 19.
 (Micklegate Ward)**

Scale 1:1,250	Drawn By:	Date:
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Ward: Micklegate
Status: Public Footpath
Path No: 20 (Micklegate)

Description of route

Footpath commencing at the north eastern corner of Reginald Grove and running east to the grassed area near the Millennium Bridge.

Approximate length

33 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6014 5012	SE 6017 5012	Tarmac

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6014 5012	SE 6017 5012	1m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Cycle barrier	SE 6014 5012	Y020b
Cycle barrier	SE 6017 5012	Y020a

Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans				
Inclosure				
Tithe				
1910 Finance Act				
Rights of Way Act 1932				
Railway/Canal Plans				
Other Evidence				
User Evidence				
Photographs				

Utility Companies Affected	Yes	No	Date (if applicable)	Other Information
British Gas		✓		
BT		✓		
Cable & Wireless		✓		
Northern Electric		✓		
NTL Network Services		✓		
Torch Telecom		✓		
Yorkshire Water		✓		
York Waterworks		✓		

Recommendation:

No further action at this time



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York Footpath 20 (Micklegate Ward)

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Public Rights Of Way – Wildlife & 381
Preparation of Definitive Map Former County Borough of York - Micklegate Ward

Schedule 21

Ward: Micklegate
Status: Public Footpath
Path No: 21 (Micklegate)

Description of route

Footpath commencing at the southern end of Terry Avenue, running south along the western bank of the River Ouse, junction with nos.22 and 23 on route, to south-east corner of Nun Ings.

Approximate length

1200 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6034 5034	SE 6017 4985	Tarmac
SE 6017 4985	SE 6041 4924	Natural

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6034 5034	SE 6022 4968	2m
SE 6022 4968	SE 6041 4924	0.6 – 1m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Stile 1 & dog gate	SE 6022 4968	Y021n
Stile 2 & dog gate	SE 6041 4924	Y021m

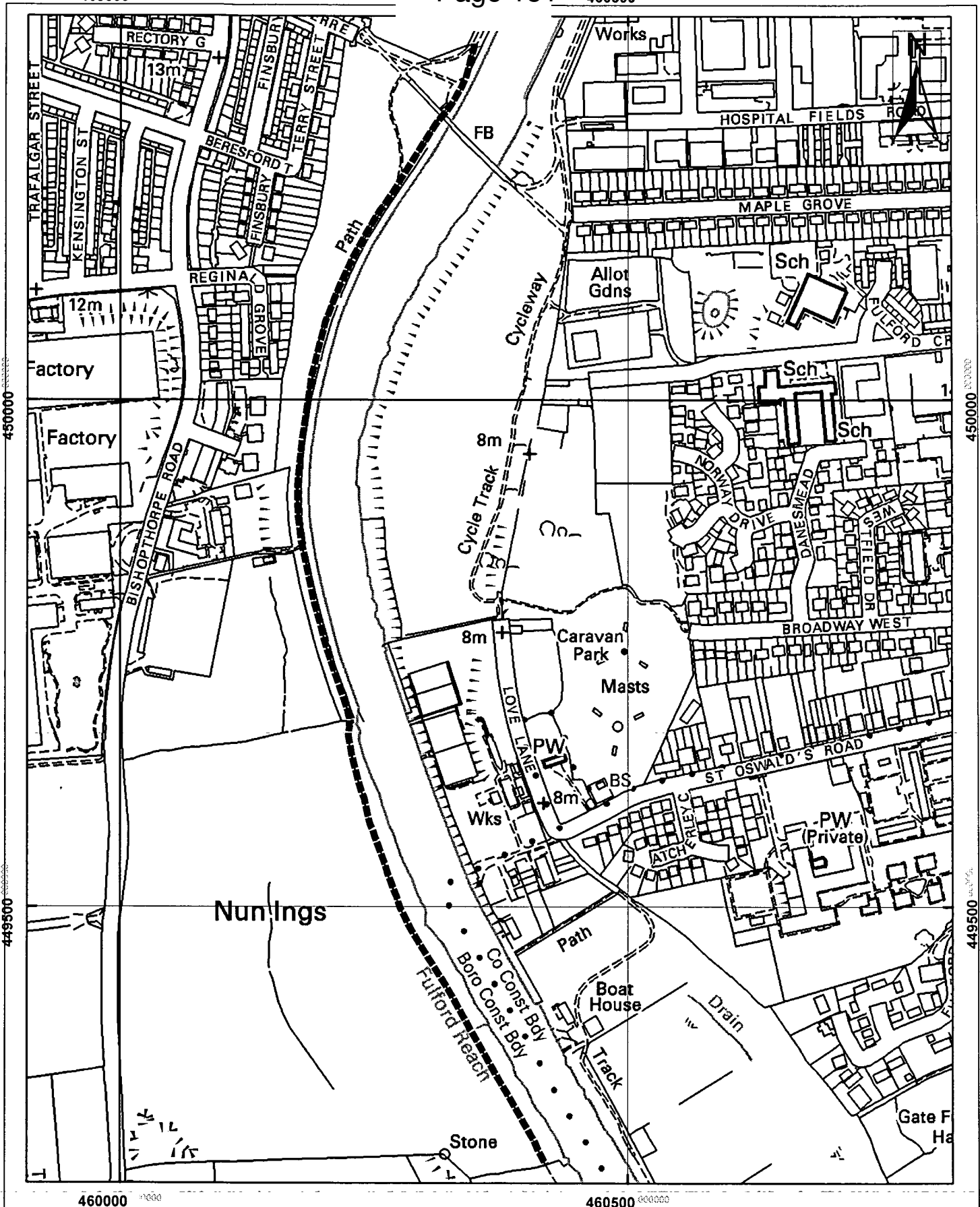
Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans				
Inclosure				
Tithe				
1910 Finance Act				
Rights of Way Act 1932				
Railway/Canal Plans				
Other Evidence				Council have secured repairs to stiles on route
User Evidence	✓			
Photographs				

Utility Companies Affected	Yes	No	Date (if applicable)	Other Information
British Gas		✓		
BT		✓		
Cable & Wireless		✓		
Northern Electric		✓		
NTL Network Services		✓		
Torch Telecom		✓		
Yorkshire Water		✓		
York Waterworks		✓		

Recommendation:

Make Definitive Map Modification Order



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York Footpath 21 (Micklegate Ward)

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Ward: Micklegate
Status: Public Footpath
Path No: 22 (Micklegate)

Description of route

Footpath commencing on Bishopthorpe Road, opposite the works entrance to the Terry's factory, and running in an easterly direction to Footpath York 21.

Approximate length

155 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6002 4982	SE 6017 4985	Tarmac

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6002 4982	SE 6017 4985	2.5m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Cycle barriers	SE 6015 4984	Y022b

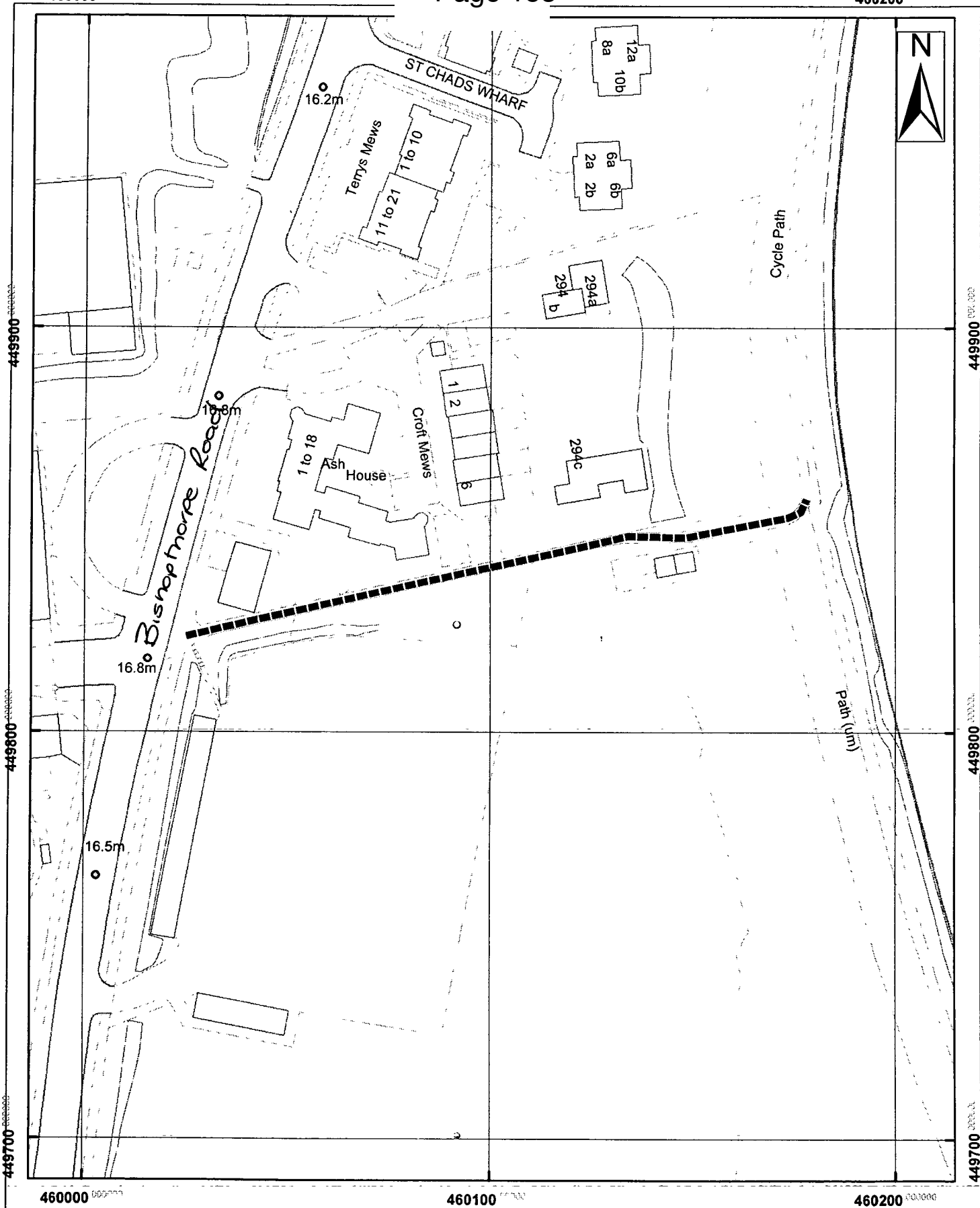
Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans	✓		1961	
Inclosure				
Tithe				
1910 Finance Act				
Rights of Way Act 1932				
Railway/Canal Plans				
Other Evidence				
User Evidence				
Photographs				

Utility Companies Affected	Yes	No	Date (if applicable)	Other Information
British Gas		✓		
BT		✓		
Cable & Wireless		✓		
Northern Electric	✓			
NTL Network Services		✓		
Torch Telecom		✓		
Yorkshire Water		✓		
York Waterworks		✓		

Recommendation:

Make Definitive Map Modification Order



460000 559075

460100 559075

460200 559075



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York Footpath 22 (Micklegate Ward)

Scale 1:1,250

Drawn By:

Date:

Public Rights of Way

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Preparation of Definitive Map Former County Borough of York - Micklegate Ward

Schedule 23

Ward: Micklegate
Status: Public Footpath
Path No: 23 (Micklegate)

Description of route

Footpath commencing on Bishopthorpe Road opposite end of Footpath York 24, and running south-east across Nun Ings to meet Footpath York 21.

Approximate length

288 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6000 4964	SE 6028 4948	Natural

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6000 4964	SE 6028 4948	1m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Stile	SE 6000 4964	Y023a

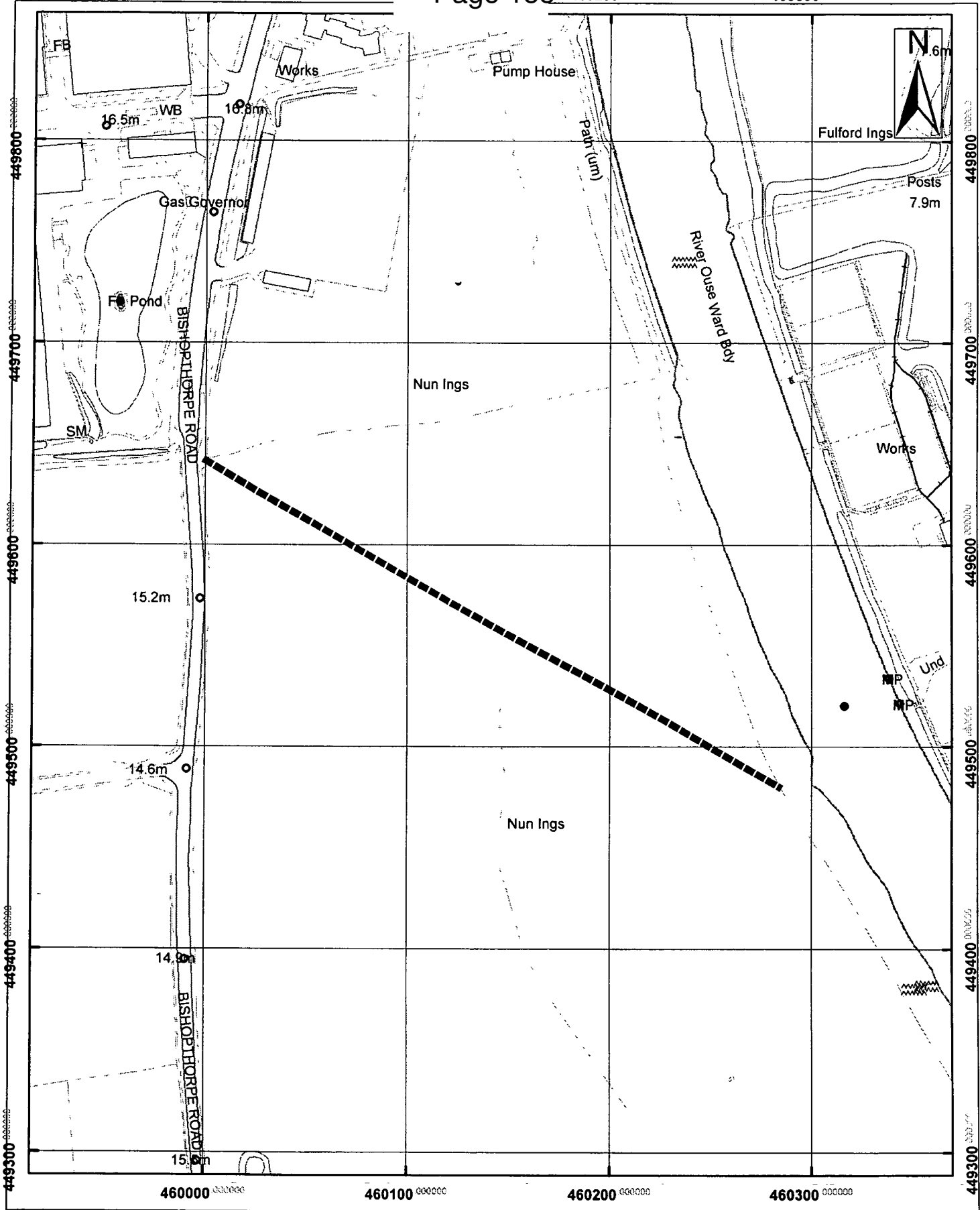
Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans				
Inclosure				
Tithe				
1910 Finance Act				
Rights of Way Act 1932				
Railway/Canal Plans				
Other Evidence				
User Evidence				
Photographs				

Utility Companies Affected	Yes	No	Date (if applicable)	Other Information
British Gas		✓		
BT		✓		
Cable & Wireless		✓		
Northern Electric		✓		
NTL Network Services		✓		
Torch Telecom		✓		
Yorkshire Water		✓		
York Waterworks		✓		

Recommendation:

No further action at this time



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York Footpath 23 (Micklegate Ward)

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Preparation of Definitive Map Former County Borough of York - Micklegate Ward

Schedule 24

Ward: Micklegate
Status: Public Footpath
Path No: 24 (Micklegate)

Description of route

Footpath commencing on Bishopthorpe Road just to the south of the boundary of the Terry's Factory and running westward then south alongside the racecourse to its junction with Footpath York 26.

Approximate length

1130 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 5998 44964	SE 5968 4868	Tarmac

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 5998 44964	SE 5968 4868	2.5m

Structures: (Stiles, Gates and Bridges etc)

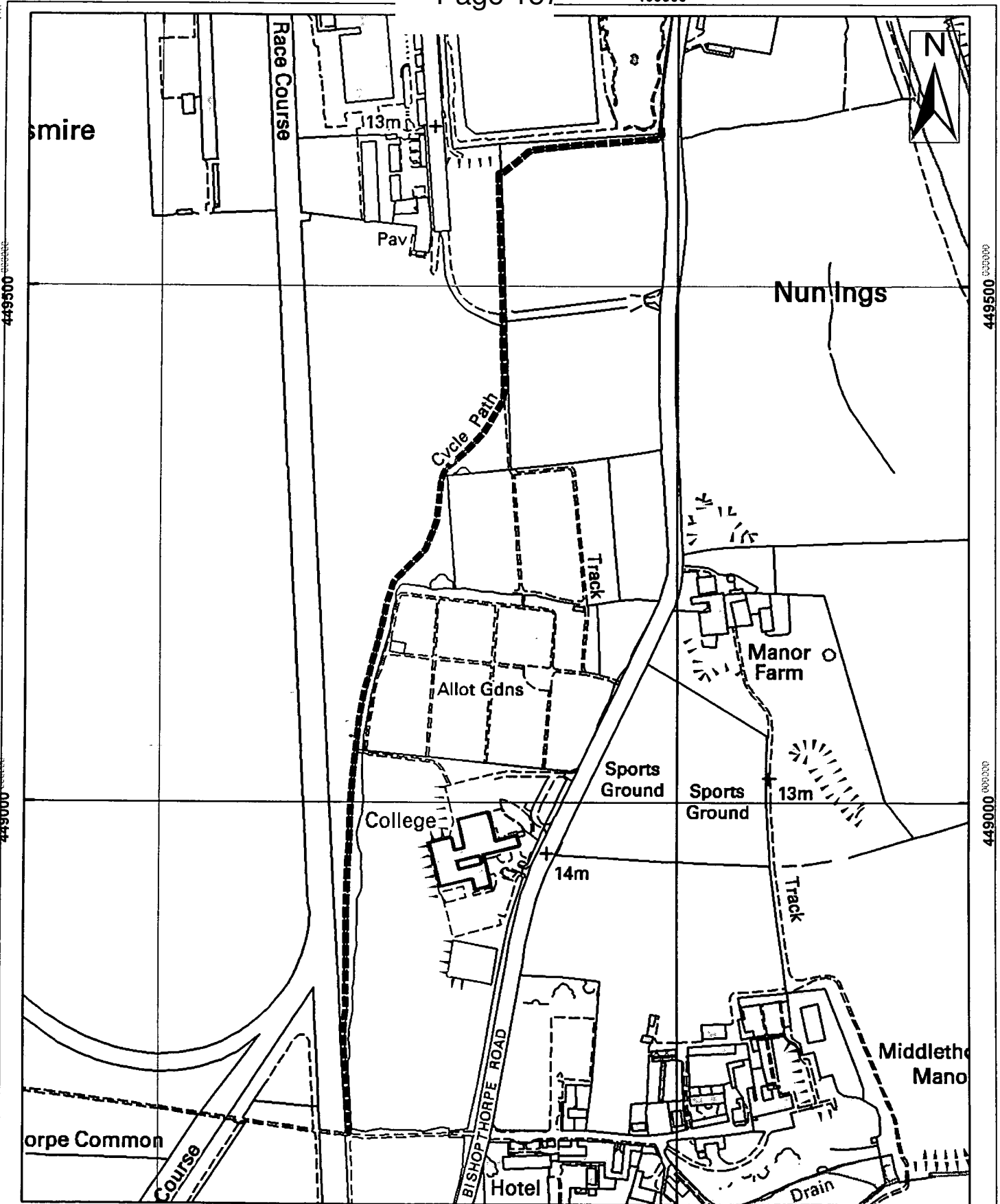
<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
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Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans				
Inclosure				
Tithe				
1910 Finance Act				
Rights of Way Act 1932				
Railway/Canal Plans				
Other Evidence				File note refers to existence of regularly locked gates through allotments
User Evidence				
Photographs				
Utility Companies Affected				
British Gas		✓		
BT		✓		
Cable & Wireless		✓		
Northern Electric		✓		
NTL Network Services		✓		
Torch Telecom		✓		
Yorkshire Water		✓		
York Waterworks		✓		

Recommendation:

No further action at this time



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York Footpath 24 (Micklegate Ward)

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Ward: Micklegate
Status: Public Footpath
Path No: 25 (Micklegate)

Description of route

Footpath commencing on Bishopthorpe Road and running west, across Bishopthorpe grassed car park, to the end of County Stand Road at the racecourse.

Approximate length

275 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 5998 4948	SE 5977 4955	Tarmac

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 5998 4948	SE 5977 4955	5m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
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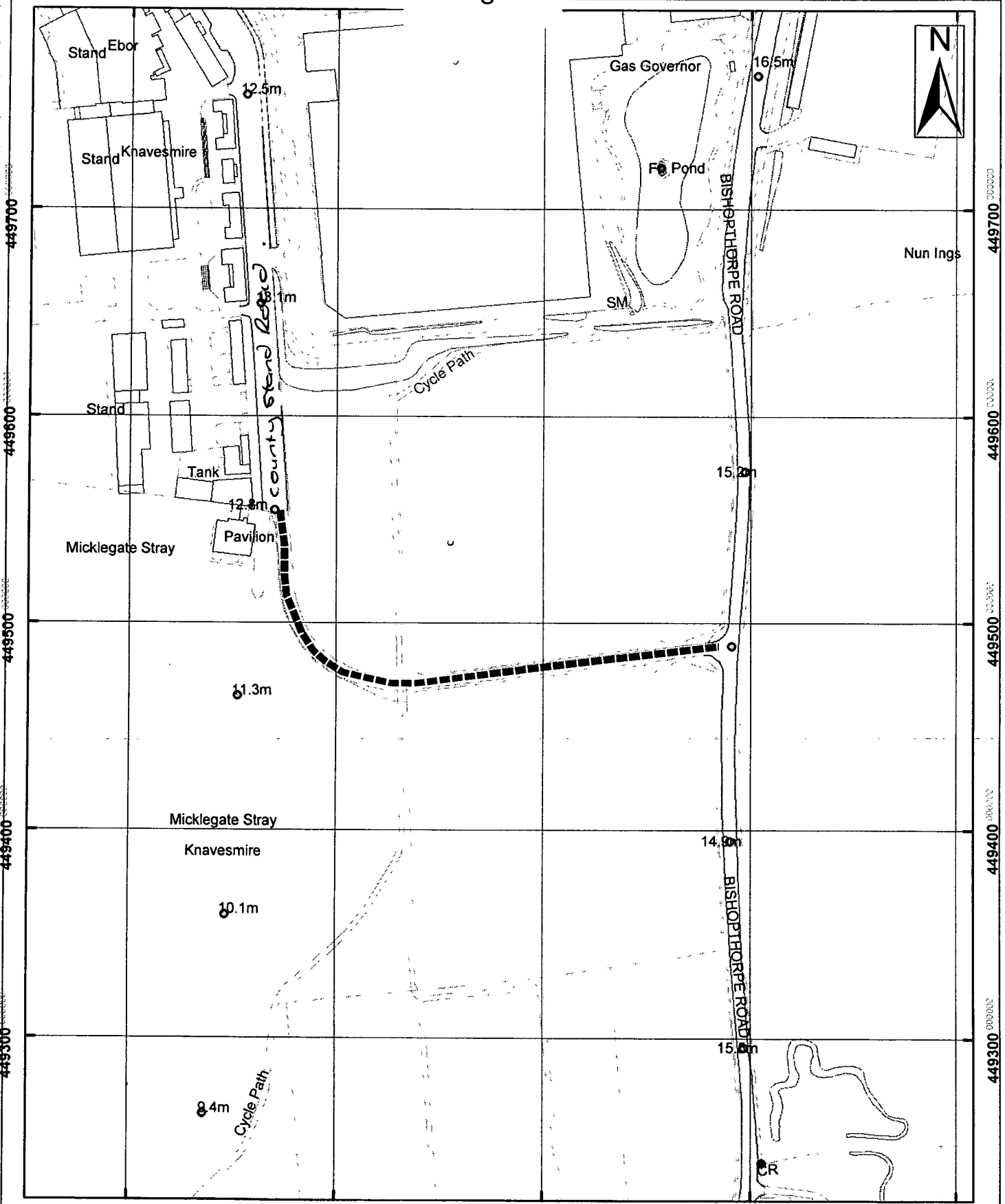
Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans	✓		1961	
Inclosure				
Tithe				
1910 Finance Act				
Rights of Way Act 1932				
Railway/Canal Plans				
Other Evidence				
User Evidence				
Photographs				

Utility Companies Affected	Yes	No	Date (if applicable)	Other Information
British Gas		✓		
BT		✓		
Cable & Wireless		✓		
Northern Electric		✓		
NTL Network Services		✓		
Torch Telecom		✓		
Yorkshire Water		✓		
York Waterworks		✓		

Recommendation:

Make Definitive Map Modification Order



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York Footpath 25 (Micklegate Ward)

Scale 1:2,500

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Ward: Micklegate
Status: Public Footpath
Path No: 26 (Micklegate)

Description of route

Footpath commencing on Bishopthorpe Road opposite Middlethorpe Hall Hotel, and running westwards across the racecourse then turning south-west and running past Knavesmire Wood before following the side of the Bishopthorpe Flyover embankment to Sim Balk Lane.

Approximate length

1430 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 5980 4868	SE 5856 4829	Tarmac

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 5980 4868	SE 5856 4829	2-3m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Vehicle gate	SE 5978 4868	Y026d
Vehicle gate and barrier	SE 5857 4829	Y026a

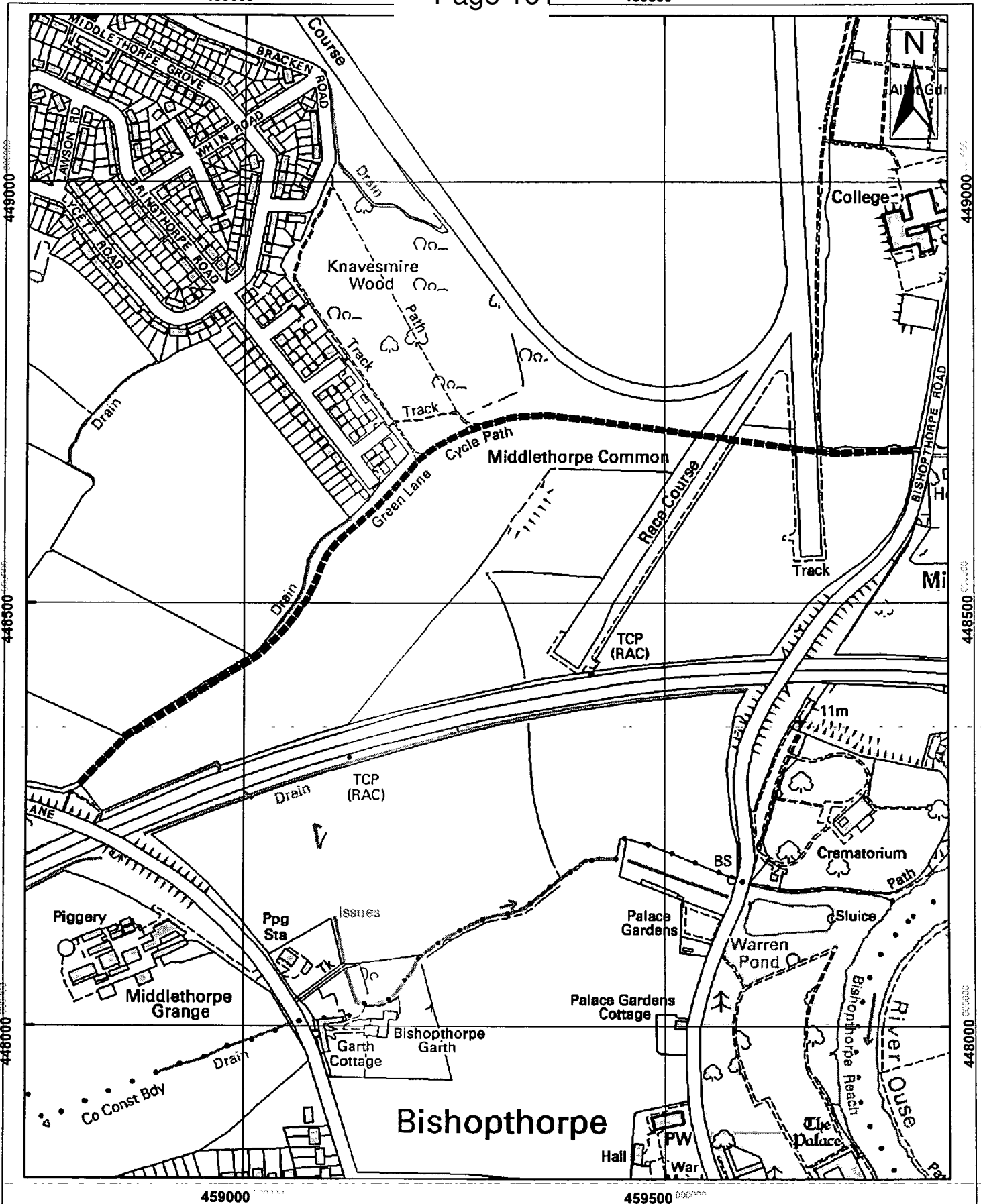
Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans	✓		1850 onwards	
Inclosure				
Tithe				
1910 Finance Act				
Rights of Way Act 1932				
Railway/Canal Plans				
Other Evidence				
User Evidence				
Photographs				

Utility Companies Affected	Yes	No	Date (if applicable)	Other Information
British Gas	✓			
BT		✓		
Cable & Wireless		✓		
Northern Electric		✓		
NTL Network Services		✓		
Torch Telecom		✓		
Yorkshire Water	✓			
York Waterworks		✓		

Recommendation:

Make Definitive Map Modification Order



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**York Footpath 26
(Micklegate Ward)**

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Schedule 27

Ward: Micklegate
Status: Public Footpath
Path No: 27 (Micklegate)

Description of route

Footpath commencing on Footpath York 28 and running in a south westerly then south easterly direction around the edge of Knavesmire Wood to its junction with Footpath York 26

Approximate length

380 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 5910 4899	SE 5917 4871	Natural
SE 5917 4871	SE 5920 4867	Tarmac

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 5910 4899	SE 5906 4888	2.5-3m
SE 5906 4888	SE 5617 4871	1-2m
SE 5917 4871	SE 5920 4867	2-3m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
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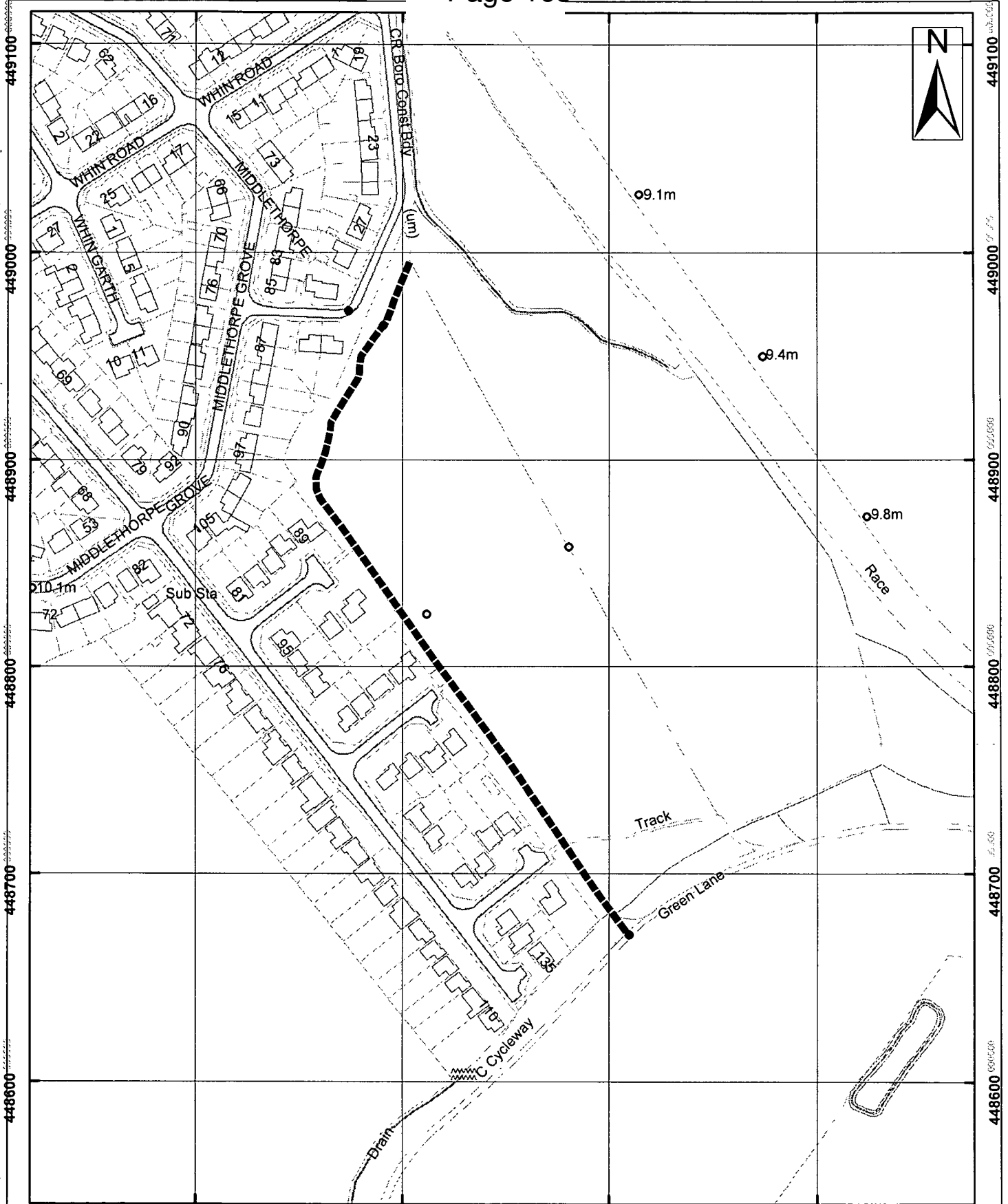
Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans				
Inclosure				
Tithe				
1910 Finance Act				
Rights of Way Act 1932				
Railway/Canal Plans				
Other Evidence				
User Evidence				
Photographs	✓			

Utility Companies Affected	Yes	No	Date (if applicable)	Other Information
British Gas		✓		
BT		✓		
Cable & Wireless		✓		
Northern Electric		✓		
NTL Network Services		✓		
Torch Telecom		✓		
Yorkshire Water		✓		
York Waterworks		✓		

Recommendation:

No further action at this time

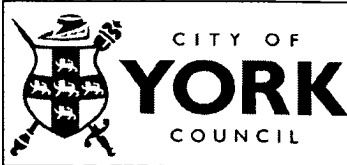


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York Footpath 27 (Micklegate Ward)

Scale 1:2,500	Drawn By:	Date:
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Preparation of Definitive Map Former County Borough of York - Micklegate Ward

Schedule 28

Ward: Micklegate
Status: Public Footpath
Path No: 28 (Micklegate)

Description of route

Footpath commencing opposite 26 Bracken Road and running in a generally south easterly direction through Knavesmire Wood to its junction with Footpath York 29

Approximate length

320 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 5909 4901	SE 5925 4872	Natural

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 5909 4901	SE 5925 4872	2m

Structures: (Stiles, Gates and Bridges etc)

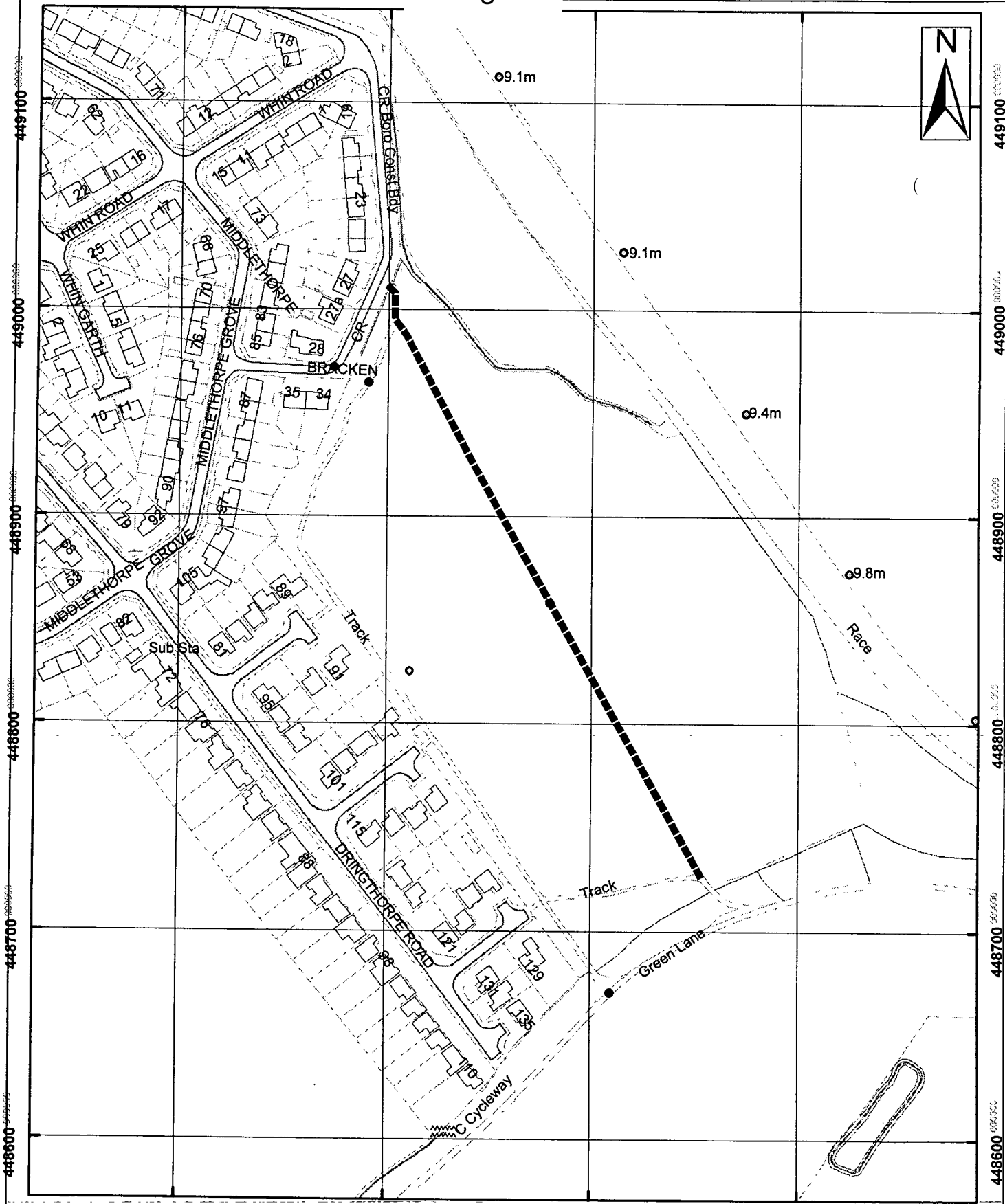
<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Stile	SE 5910 4900	Y028a

Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans	✓		1850	1979
Inclosure				
Tithe				
1910 Finance Act				
Rights of Way Act 1932				
Railway/Canal Plans				
Other Evidence				Incomplete HA80 S31(6) deposit dated 1991. Suggests that there may be objections. This path should be withdrawn from the current process and investigated separately.
User Evidence				
Photographs				
Utility Companies Affected				
British Gas		✓		
BT		✓		
Cable & Wireless		✓		
Northern Electric		✓		
NTL Network Services		✓		
Torch Telecom		✓		
Yorkshire Water		✓		
York Waterworks		✓		

Recommendation:

No further action at this time



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York Footpath 28 (Micklegate Ward)

Scale 1:2,500	Drawn By:	Date:
Public Rights of Way	Reference:	Drawing No.

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Public Rights Of Way – Wildlife & 981
Preparation of Definitive Map Former County Borough of York - Micklegate Ward

Schedule 29

Ward: Micklegate
Status: Public Footpath
Path No: 29 (Micklegate)

Description of route

Footpath commencing between 127 and 129 Dringhouses Road and running in an easterly direction to its junction with Footpath York 28 and then turning south easterly to its junction with Footpath York 26

Approximate length

118 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 5917 4870	SE 5917 4871	Tarmac
SE 5917 4871	SE 5927 4871	Natural

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 5917 4870	SE 5927 4871	2m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Cycle barrier	SE 5917 4871	Y029b

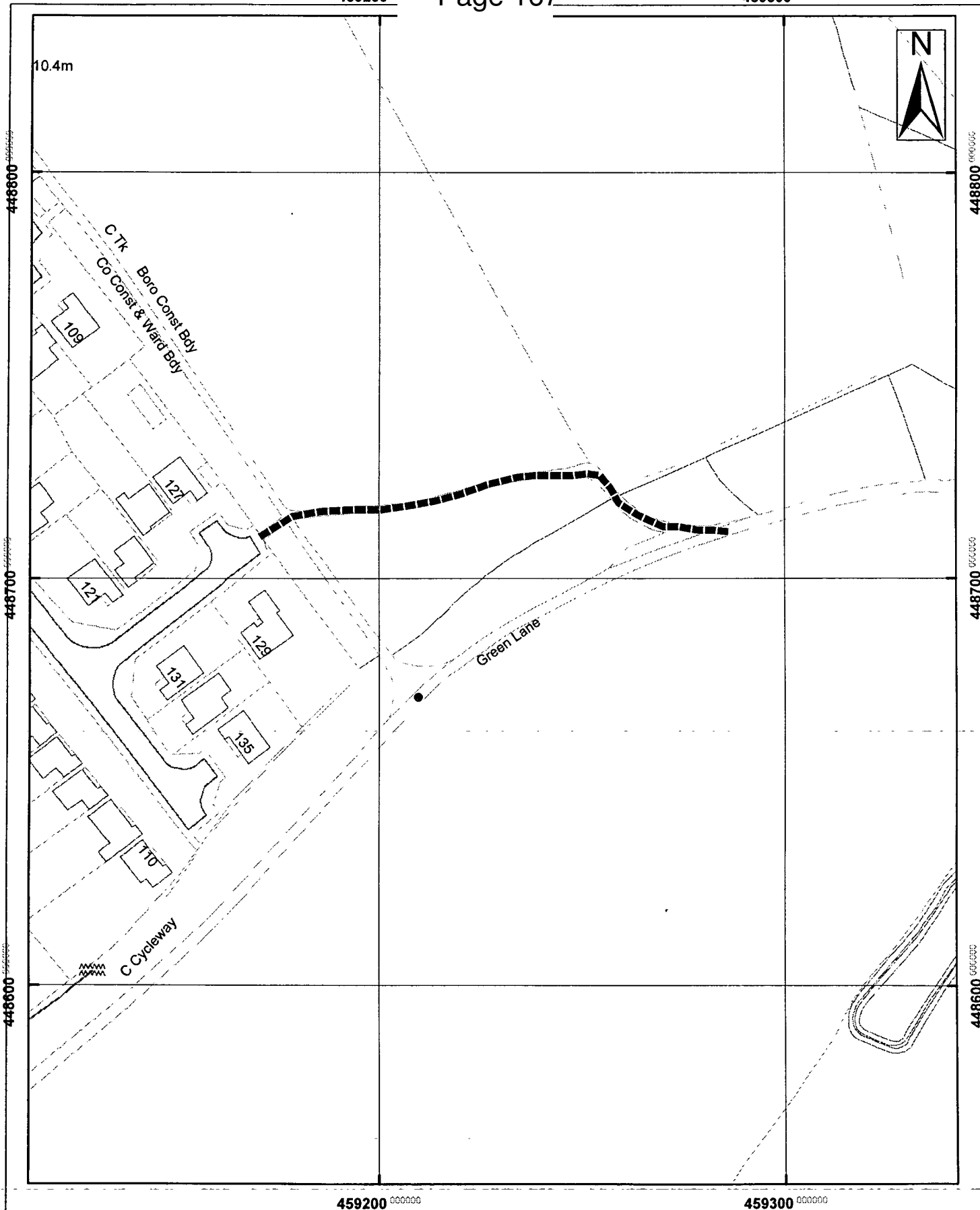
Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans	✓		1992	
Inclosure				
Tithe				
1910 Finance Act				
Rights of Way Act 1932				
Railway/Canal Plans				
Other Evidence				
User Evidence				
Photographs				

Utility Companies Affected	Yes	No	Date (if applicable)	Other Information
British Gas	✓			
BT		✓		
Cable & Wireless		✓		
Northern Electric		✓		
NTL Network Services		✓		
Torch Telecom		✓		
Yorkshire Water	✓			
York Waterworks		✓		

Recommendation:

No further action at this time



459200

459300



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York Footpath 29 (Micklegate Ward)

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Public Rights Of Way – Wildlife & Countryside Act 1981
Preparation of Definitive Map Former County Borough of York - Micklegate Ward

Schedule 30

Ward: Micklegate
Status: Public Footpath
Path No: 30 (Micklegate)

Description of route

Footpath commencing at the end of Cherry Lane across the race track then north-easterly across Micklegate Stray/Knavesmire, crossing the race track then north along an access road to Knavesmire Road.

Approximate length

750 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 5903 4950	SE 5951 4989	Grass
SE 5951 4989	SE 5956 4999	Stone/earth track

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 5903 4950	SE 5951 4989	Unmarked
SE 5951 4989	SE 5956 4999	5m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
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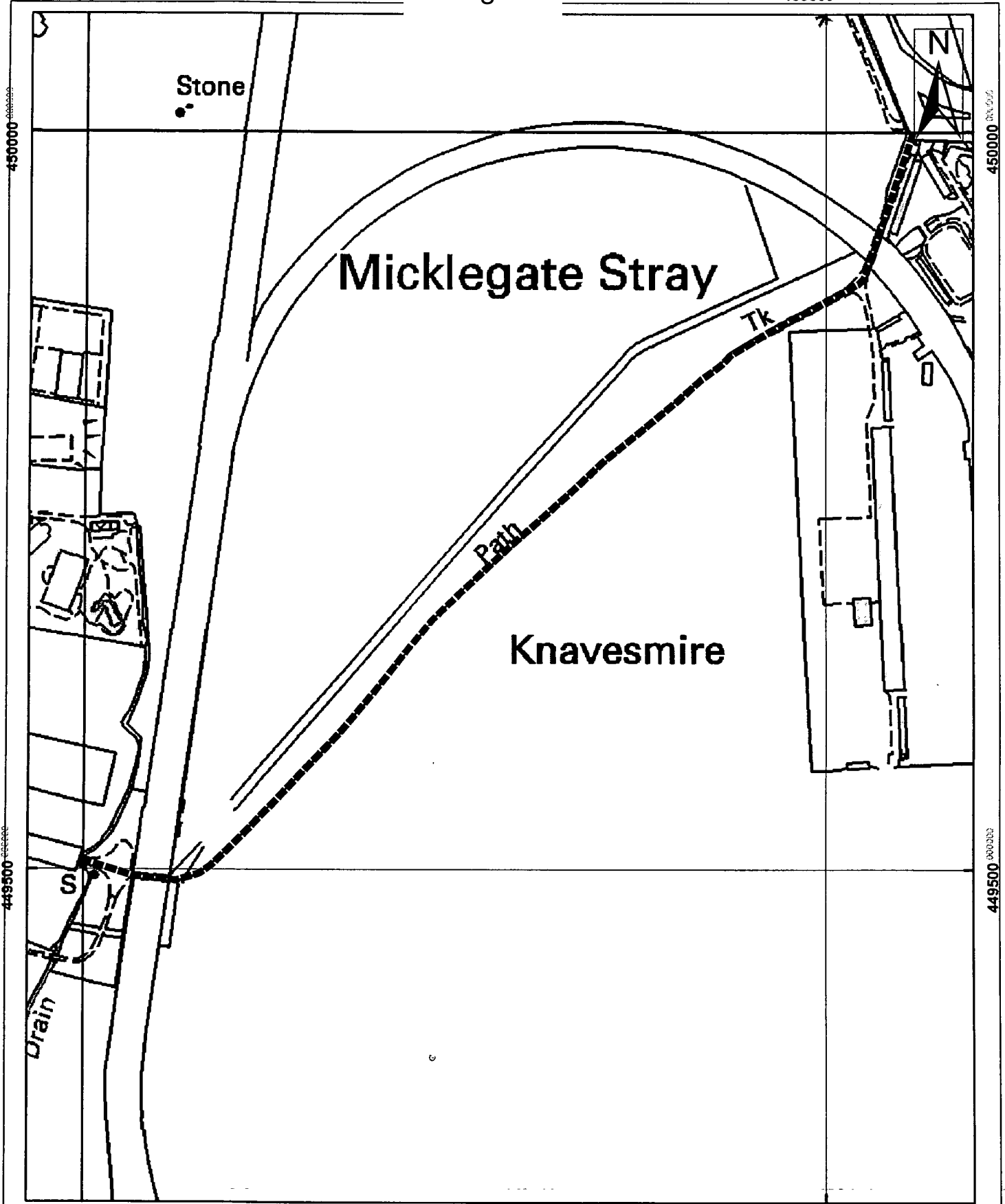
Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans				
Inclosure				
Tithe				
1910 Finance Act				
Rights of Way Act 1932				
Railway/Canal Plans				
Other Evidence				
User Evidence				
Photographs				

Utility Companies Affected	Yes	No	Date (if applicable)	Other Information
British Gas		✓		
BT		✓		
Cable & Wireless		✓		
Northern Electric		✓		
NTL Network Services		✓		
Torch Telecom		✓		
Yorkshire Water		✓		
York Waterworks		✓		

Recommendation:

No further action at this time



459000

459500



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**York Footpath 30
 (Micklegate Ward)**

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Public Rights Of Way – Wildlife & Countryside Act 1981
Preparation of Definitive Map Former County Borough of York - Micklegate Ward

Schedule 31

Ward: Micklegate
Status: Public Footpath
Path No: 31 (Micklegate)

Description of route

Footpath on Tadcaster Road, opposite Ainsty Grove, and running in a north easterly direction on the Knavesmire, parallel to Tadcaster Road then turning back onto Tadcaster Road opposite St Georges Place.

Approximate length

809 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 5885 4992	SE 5916 5065	Natural

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 5885 4992	SE 5916 5065	1m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Chicane barrier	SE 5885 4992	Y031c
Kissing gate	SE 5916 5065	Y031a

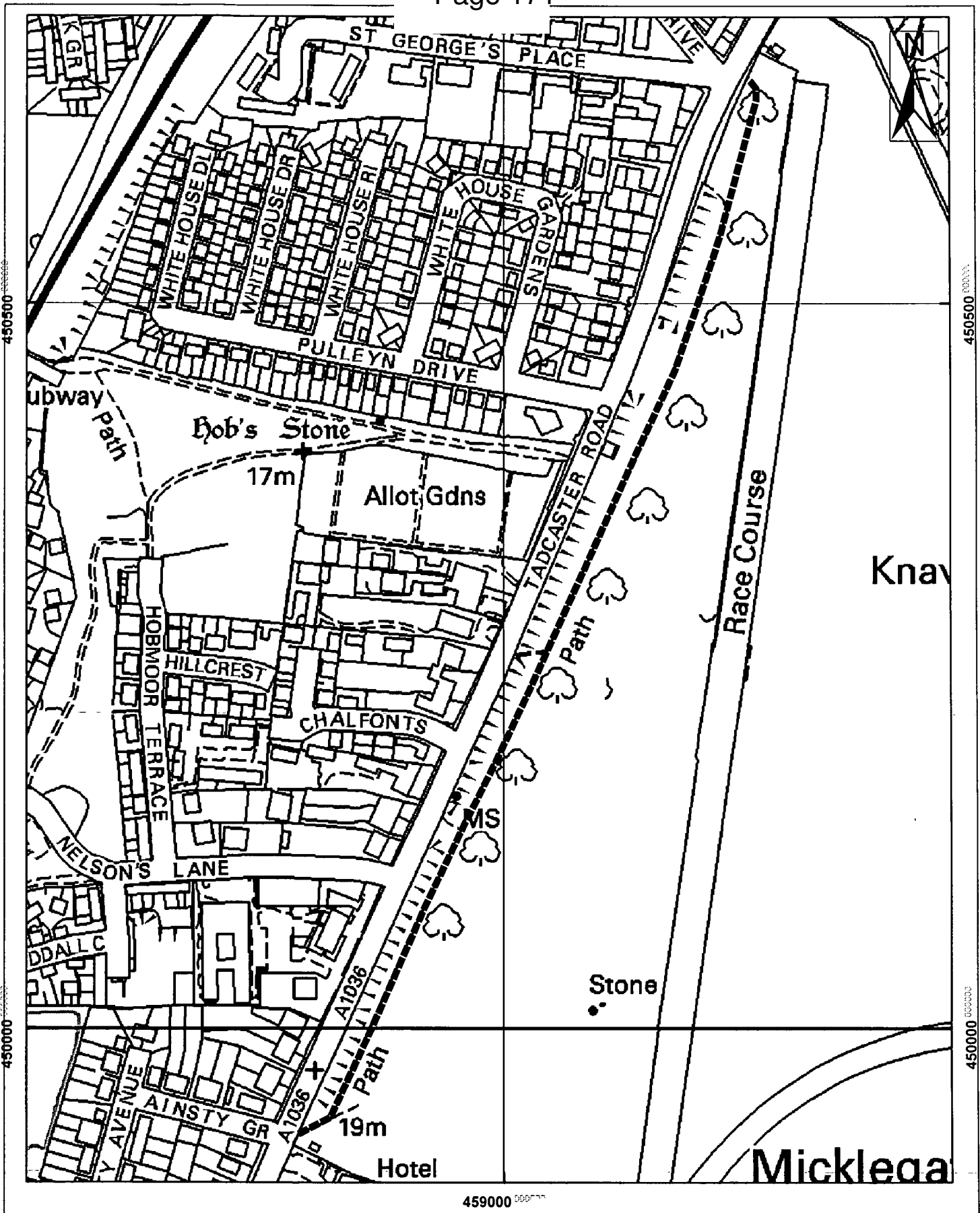
Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans	✓		1850 onwards	
Inclosure				
Tithe				
1910 Finance Act				
Rights of Way Act 1932				
Railway/Canal Plans				
Other Evidence				
User Evidence				
Photographs				

Utility Companies Affected	Yes	No	Date (if applicable)	Other Information
British Gas		✓		
BT		✓		
Cable & Wireless		✓		
Northern Electric		✓		
NTL Network Services		✓		
Torch Telecom		✓		
Yorkshire Water	✓			
York Waterworks		✓		

Recommendation:

Make Definitive Map Modification Order



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**York Footpath 31
(Micklegate Ward)**

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Public Rights Of Way – Wildlife & 981
Preparation of Definitive Map Former County Borough of York - Micklegate Ward

Schedule 32

Ward: Micklegate
Status: Public Footpath
Path No: 32 (Micklegate)

Description of route

Footpath commencing at the south west corner of Driffield Terrace, running in a north westerly direction along Love Lane, over a railway footbridge turning south-westerley then north-westerley into Barbara Grove.

Approximate length

195 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 5924 5096	SE 5901 5110	Tarmac

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 5924 5096	SE 5901 5110	2m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Footbridge	SE 5907 5110	Y032b

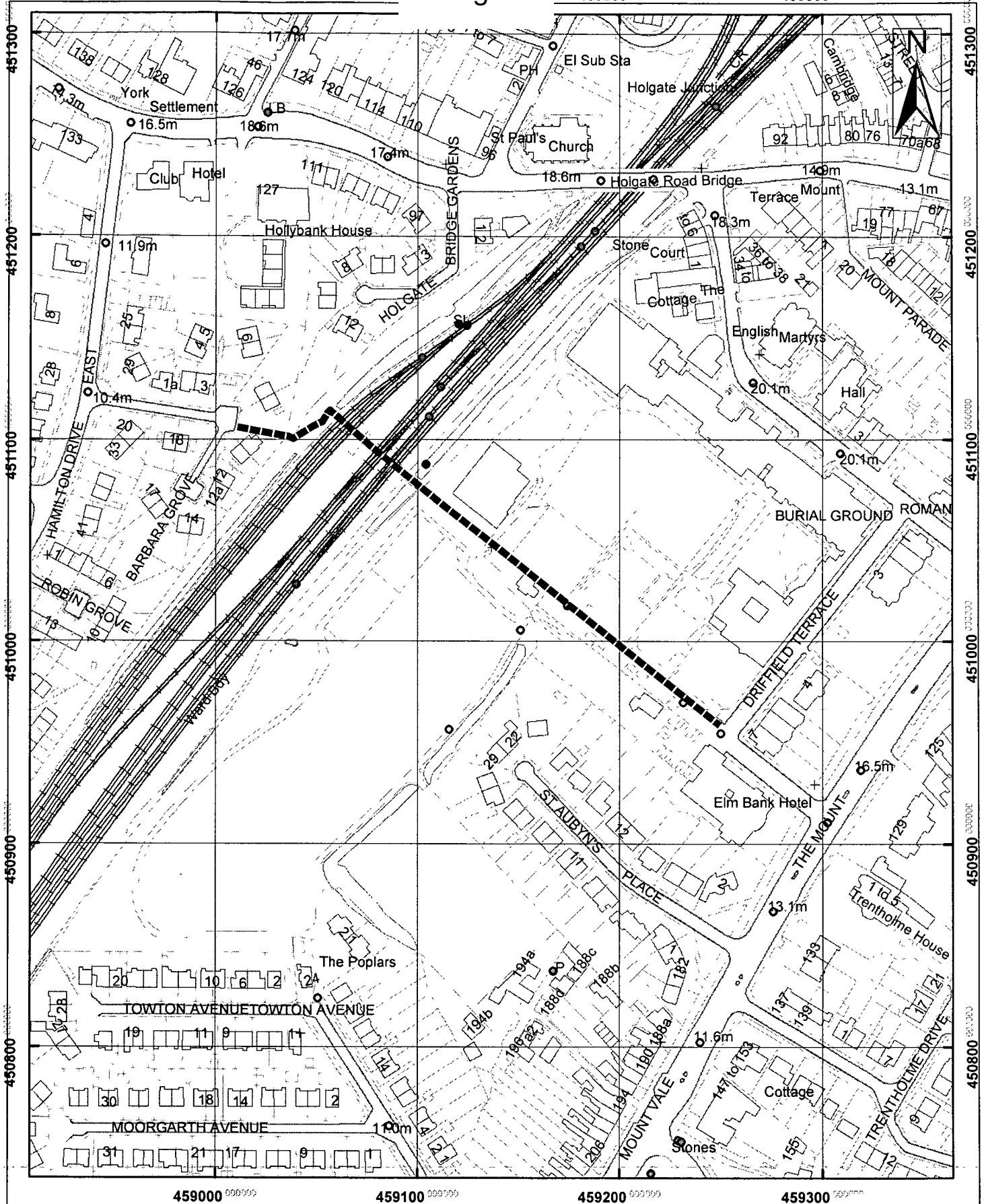
Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans	✓			
Inclosure				
Tithe				
1910 Finance Act				
Rights of Way Act 1932				
Railway/Canal Plans				Bridge built circa 1870
Other Evidence				Correspondence on file
User Evidence				4 user evidence forms
Photographs				

Utility Companies Affected	Yes	No	Date (if applicable)	Other Information
British Gas		✓		
BT		✓		
Cable & Wireless		✓		
Northern Electric		✓		
NTL Network Services		✓		
Torch Telecom		✓		
Yorkshire Water		✓		
York Waterworks		✓		

Recommendation:

Make Definitive Map Modification Order



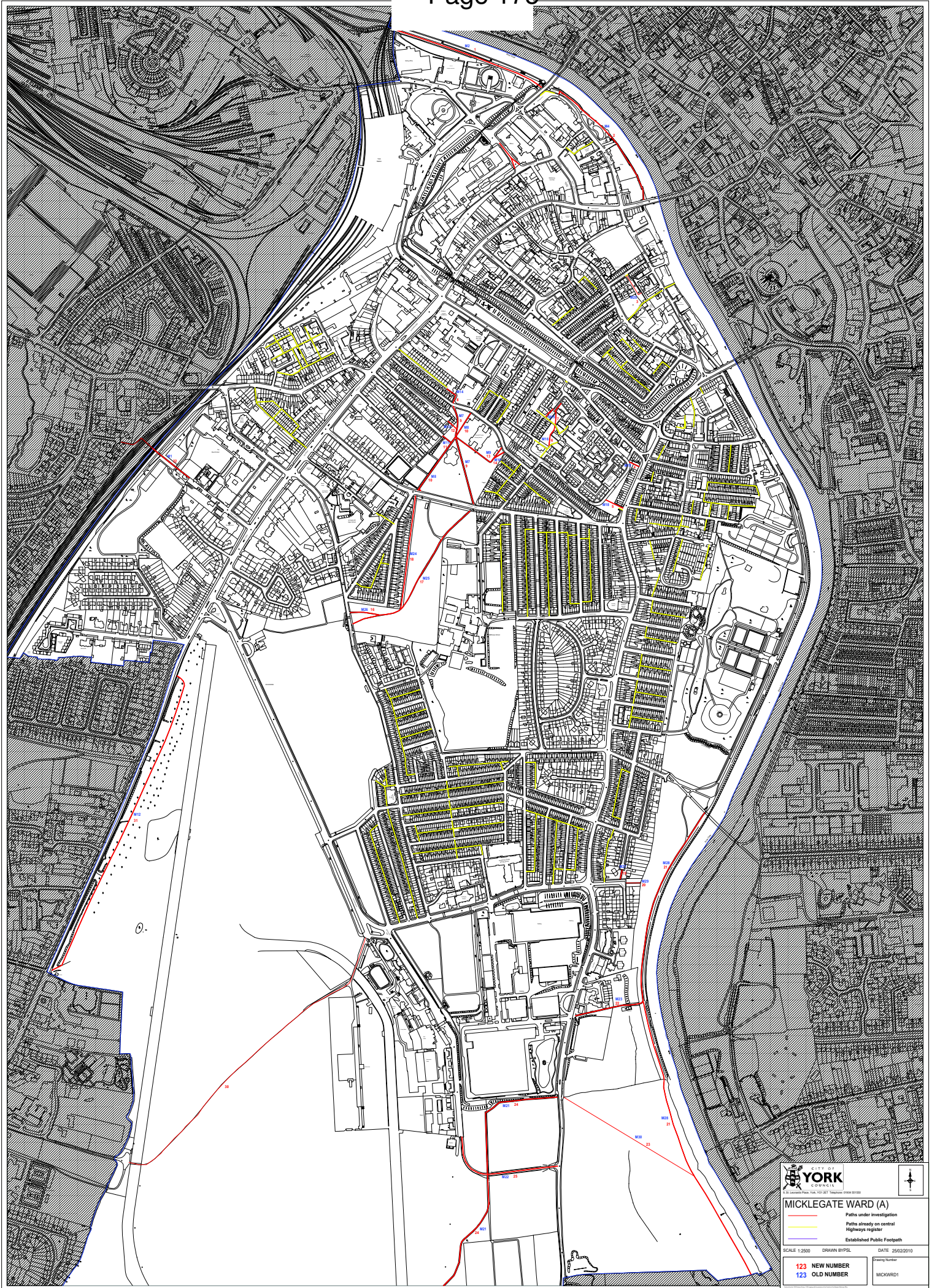
9 St. Leonards Place, York, YO1 2ET
Telephone: 01904 613161

York Footpath 32 (Micklegate; Holgate Wards)

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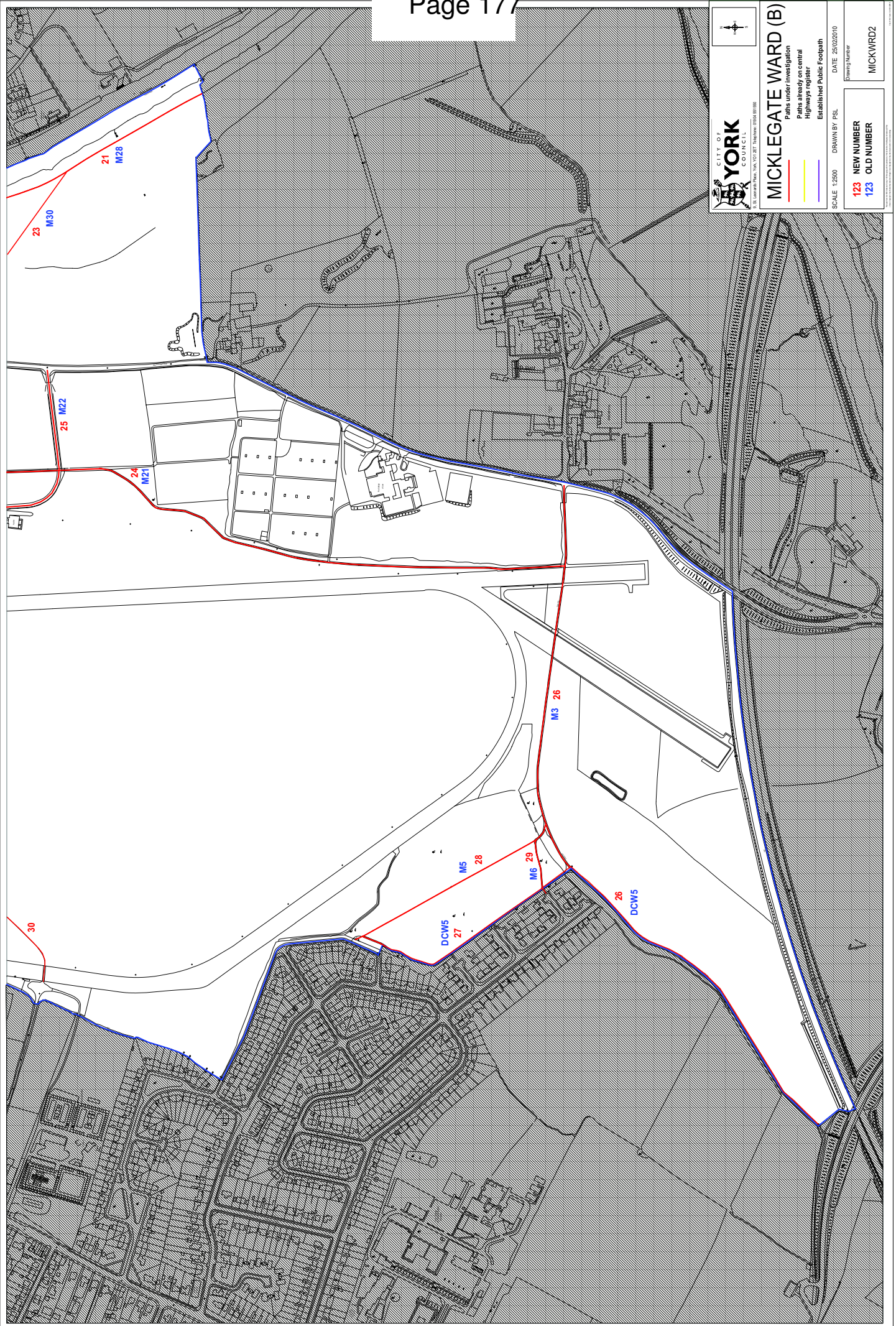
MICKLEGATE WARD (A)

Paths under investigation
Paths already on central highways register
Established Public Footpath

SCALE: 1:2500 DRAWN BY: PSL DATE: 25/02/2010

123 NEW NUMBER	122 OLD NUMBER
MICKW001	

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CITY OF YORK COUNCIL
15, Corporation Road, YORK, YO1 1BT, Telephone 01904 671000

MICKLEGATE WARD (B)
Paths under investigation
Paths already on central Highways register
Established Public Footpath

SCALE 1:2500 DRAWN BY PSL DATE 25/02/2010
Drawing Number

123 NEW NUMBER
123 OLD NUMBER

MICKLEWRD2

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DECISION SESSION – EXECUTIVE MEMBER FOR CITY STRATEGY

TUESDAY 6 APRIL 2010

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

AGENDA ITEM	REPORT	RECEIVED FROM	COMMENTS
4	<p>Petitions for 20mph Speed Limits on Residential Roads in York (Page 11)</p>	<p>Mrs S Lindley Resident of The Avenue</p>	<p>I am writing in response to Alistair Briggs' invitation to the residents of Westminster Road, Greencliffe Drive and The Avenue to comment on the proposed 20mph speed limit on these roads.</p> <p>It seems to me that this speed limit is a public relations act, which along with the apparently democratic consultation recently carried out will be used to support the Council's claim which they will no doubt make that they have done all that is necessary for the residents of these roads.</p> <p>Speed is not an issue: the existing speed bumps effectively reduce speed. Greencliffe Drive is not used by rat-running traffic nor fast traffic. Public funds should not be used for an unnecessary purpose such as this.</p> <p>The real issue on these roads – but not on Greencliffe Drive – is the dramatically increased traffic flow resulting from the new cycle lane at Water Lane. This is a significant disturbance to the residents and also a safety issue for drivers turning from Westminster Road onto Water End (I have nearly been run into by impatient drivers desperate to beat the queue by turning into Westminster Road without due care). It is also a safety issue for the parents and children who use The Avenue for the school drop off and pick up, particularly when there are coaches parked on the road.</p> <p>Please reply in writing to explain why you are going to introduce this speed limit when it will do nothing to improve conditions along the three roads concerned.</p>

AGENDA ITEM	REPORT	RECEIVED FROM	COMMENTS
		S and I Moxon Residents Water End	<p>Proposed 20 mph Speed Limit – Westminster Road, Greencliffe Drive, and The Avenue, York</p> <p>We were somewhat taken aback to receive your letter of 25 March referring to our letter “objecting to the above proposal” - for we have not objected – far from it.</p> <p>I attach a copy of our letter sent to you on 15 March in response to your original enquiry on this matter from which you will see the comments <i>“We consider the above proposal to be eminently appropriate – together with chicanes if these were to become necessary – a moderate and common-sensical decision in our view”</i>. Surely this cannot be mis-interpreted as an objection? I have highlighted the paragraph in our copy letter expressing our support for a 20mph speed limit.</p> <p>I trust that this error will be amended accordingly before the formal consultation period.</p>
5	<p>Proposed Narrow Cycle Lane Trials – Museum Street/Lendal Bridge and Gillygate (Page 31)</p>	Cllr. Ian Gillies Conservative Group Leader	<p>Further to my previous comments, I have do not object to the measures proposed for Gillygate.</p> <p>Regarding Museum Street/Lendal Bridge. Cycle lane proposals on the Bridge Approaches particularly from Rougier Street, should be rejected due the width of the road, and the proximity and volume of pedestrian traffic, (At peak times pedestrians often step into the road).</p> <p>I have no objection to the altering of the box at the Museum Street Traffic Lights.</p>
7	<p>Public Rights of Way – Wildlife and Countryside Act 1981, Preparation of Definitive Map Former County Borough of York (Fishergate, Guildhall and Micklegate Wards) (Page 61)</p>	David Nunns Ramblers Association	<p>There are a few instances where the Location Maps differ from the individual proposed DMMO maps.</p> <p>Walmgate Stray, Fishergate - Paths 201, 202 & 203 on the Location Plan differ from those on pages 88, 90 & 92, but no action is proposed to be taken at the present time</p> <p>Butcher Terrace, Micklegate - Path 21 on the Location Plan differs from that on page 155, as already pointed out by David Merrett.</p>

AGENDA ITEM	REPORT	RECEIVED FROM	COMMENTS
			<p>We assume the Location Plan is incorrect.</p> <p>Foss Navigation Towpaths, Guildhall - Pleased to see you are going ahead with 207, as the RA had to go to Magistrates Court many years ago to prove it was a PROW and Walkers had to provide a cover under their new crane, but we cannot see any reference to a link to Navigation Road, which predates the path alongside the warehouse.</p> <p>We are sorry you have not felt able to include 208 at the present time, but wish to point out that the description of the path on p.104 starts at the steps nearer to Monk Bridge at SE 6087 5256 than your map on p.105.</p> <p>Micklegate Stray, Micklegate - Originally Robin Carr was of the opinion that there were no PROW over the Strays, as people had open access to them, but subsequently changed his opinion. We believe there are other routes over the Stray, as well as those listed by the Ward Councillors. One in particular, not in your present proposals, is the N-S route shown on OS maps, which was admitted to by the Council when the Southern By-Pass was built. This resulted in the steps being provided at Grid Ref. SE5965 4845, so the route could be followed alongside the by pass bridge and past the old trees on what was a field boundary at the time. The Racecourse subsequently changed its 'straight' and since then the farmer has maintained the route from the steps a short way across his field and alongside the shorter straight track to meet Path 26 at Grid Ref. SE 5968 4868.</p> <p>We do not understand why you are taking no action at present re Path 24, the well used shared use cycle route, as the reference to the existence of regularly locked gates through allotments on your file note has no relevance whatsoever to public use of the adjacent path.</p> <p>We also query why no action is being taken at the present time re Path 30.</p> <p>There are at least 2 or 3 paths where the Grid References for one</p>

AGENDA ITEM	REPORT	RECEIVED FROM	COMMENTS
			<p>of the ends of the paths differ from the length shown on the related maps, which we would expect to be resolved before any Orders are made. An examples is Path 5 (Bishopthorpe Road end).</p> <p>The Plan for Path 31 shows a link to part way along to Tadcaster Road which is not recorded in the Description, but not a link to Tyburn.</p>