



Notice of meeting of

Decision Session - Executive Member for City Strategy

To: Councillor Steve Galloway (Executive Member)

Date: Tuesday, 11 May 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 Monday, 10 May 2010 if an item is called in before a decision is taken, or

4.00pm on Thursday, 13 May, 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 Friday 7 May 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 6 April 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 Monday 10 May 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. Information reports are listed at the end of the agenda.

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

4. Public Rights of Way - Wildlife & Countryside Act 1981 - Preparation of Definitive Map former County Borough of York (Guildhall, Fishergate, Micklegate Wards)
(Pages 11 - 34)

The Executive Member deferred a decision on this report at the last Decision Session on 6 April 2010, to allow Officers time to prepare a response to each of the representations made in writing by Councillors Merrett, D'Agorne and the Ramblers Association.

[A copy of the report presented to the Decision Session on 6 April is attached to this item on-line, for information]

5. Public Rights of Way - Wildlife & Countryside Act 1981 - Preparation of Definitive Map former County Borough of York (Holgate, Clifton, Heworth, Hull Wards)
(Pages 35 - 254)

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 the Clifton, Heworth, Holgate and Hull Road Wards.

6. Blossom Street Multi Modal Scheme - Consultation Results; Analysis of Network Implications and Option Selection (Pages 255 - 290)

This report informs the Executive Member of the results of the public consultation undertaken on the proposed improvements to the Blossom Street area, advises of road network implications of any alterations made and presents potential options for altering the layout to improve safety for all users.

7. Bus Corridor Works on A59 Boroughbridge Road and B1363 Wigginton Road (Pages 291 - 302)

This report provides background information about various elements of the proposed works on the public highway as part of the Access York Phase 1 project and examines the consultation process requirements

8. Operation of City of York Council's Dial and Ride Service (Pages 303 - 314)

This report sets out the arrangements for the day to day operation of the Council's Dial and Ride service, which is currently delivered by the charity York Wheels.

9. An Update on the Progress Made Toward the Introduction of Integrated Bus Ticketing and the 'Yorcard' Scheme (Pages 315 - 322)

This report updates the Executive Member on the current position concerning the introduction of an integrated ticket for York and regional progress on the delivery of the 'Yorcard'.

10. City of York's Local Transport Plan 3 - Amended consultation/preparation strategy for LTP3 (Pages 323 - 332)

This report presents and seeks approval of the revised approach for progressing the preparation of LTP3, due to the calling in of the Executive Members (provisional) decision on 2 March 2010, for undertaking the LTP3 Stage 2 Consultation.

11. 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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Would you like to speak at this meeting?

If you would, you will need to:

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

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

Further information about what's being discussed at this meeting

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

Access Arrangements

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Holding the Executive to Account

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

Scrutiny Committees

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

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

Who Gets Agenda and Reports for our Meetings?

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

Committee Minutes

MEETING	DECISION SESSION - EXECUTIVE MEMBER FOR CITY STRATEGY
DATE	6 APRIL 2010
PRESENT	COUNCILLOR STEVE GALLOWAY (EXECUTIVE MEMBER)

89. 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 respect of Agenda item 6 (Adoption of Highways on New Estates – Update Report) as he lived on a road that was unadopted.

90. MINUTES

The Executive Member stated that he had received a request from Cllr Merrett for the inclusion of additional information in the preamble to Minute 87 (City of York's Local Transport Plan 3 – Stage 1 Consultation Results and Preparations for Stage 2 (Options and Impacts) Consultation). Cllr Merrett felt that the minute did not adequately reflect the concerns he had raised. The Executive Member confirmed that he was happy for these to be incorporated into the minutes.

RESOLVED: That the minutes of the last Decision Session – Executive Member for City Strategy, held on 2 March 2010 be approved and signed by the Executive Member as a correct record, subject to amendment of the preamble in paragraph 6 of Minute 87 as set out below:

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 - *the committees short / medium term recommendations had been agreed two months ago so as they could be taken into account but hadn't been brought forward to the executive for some reason.* 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 *whose components were then subject to a separate yes or no multiple choice. He was concerned on the effects of this on the overall validity of each main option - knocking out key components would make the assessment of the effects of that option completely wrong.*

91. PUBLIC PARTICIPATION - DECISION SESSION

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

92. PETITIONS FOR 20 MPH SPEED LIMITS ON RESIDENTIAL ROADS IN YORK

The Executive Member considered a report, which advised him on progress towards prioritisation of a number of petitions and requests for 20 mph speed limits.

Officers updated that since the report had been compiled there had been changes to the LTP3 consultation process, which meant that, rather than consultation on 20mph speed limits on residential streets being undertaken in April this would now take place in the summer. She also confirmed that whilst a number of paths had not been included at this time this was only the first stage towards the production of a Definitive Map and these paths could be picked up for further investigation at a later stage.

Cllr Merrett welcomed the report and the inclusion of the South Bank area for implementation of a 20mph scheme. He did however express concern at the requirement for a response rate of 50% but stated that he was pleased to learn that the 50% household support rate was in relation to prioritisation of the requests and petitions and that schemes would be progressed on a lower percentage return provided that at least 50% of the returns were in favour.

The Executive Member confirmed that Annex A to the report set out the latest prioritised position based on current information and that this would effectively become a work programme, the highest priority being given to those records with a record of accidents. He referred to Officers reference to accident levels on a number of roads where an unenforced 20mph limit could not be introduced and that he was proposing that these should be investigated under the Council's existing speed management and accident reduction policies.

The Executive Members also confirmed that, in view of the delay in polling residents on the introduction of a citywide 20mph zone, he felt it advisable not to authorise any physical works on 20mph limits pending receipt of the results of the consultation.

Consideration was then given to the following options:

Option one – Agree the latest prioritised position and agree to progress the schemes in paragraph 11 through the 2010/11 capital programme.

Option two – Agree the prioritisation but do not proceed with further delivery until the results of the LTP3 survey are known.

Option three – Do not agree the current prioritisation or implementation of further 20mph schemes.

RESOLVED: That the Executive Member for City Strategy agrees:

- i) The prioritised list of petitions and requests as shown at (revised) Annex A;
- ii) 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.
- iii) To note that the next LTP3 consultation will contain a question on 20mph speed limits and that no expenditure on physical works, on additional 20 mph limits, be incurred until the results of that survey are known.
- iv) That the Key Route roads shown on the Annex be considered as part of the Councils on going accident reduction processes.¹

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.

Action Required

1. Commence work on schemes and ensure key route roads are considered as part of the accident reduction process. RS

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

The Executive Member considered a report, which advised him of feedback from consultation on proposals to introduce narrow cycle lanes on Museum Street/Lendal Bridge and Gillygate. The proposals were intended to improve facilities for cyclists on these narrow roads, where queuing traffic often obstructed the progress of cyclists riding on their nearside. It was intended to introduce proposals on a trial basis in order to evaluate their effectiveness.

Cllr Merrett stated that he welcomed the trialling of the narrow cycle lanes and that he hoped this would be closely monitored, as it would have significant benefits for cyclists. He referred to the proposals for Gillygate where there was room for a narrow cycle way inbound but he felt there was insufficient room in the central section of this route. He also referred to the proposals for an advanced stop line box at St Leonard's Place, which did not appear very large and he suggested maximising its length.

Officers confirmed that they would certainly examine the issues Cllr Merrett had raised when implementing the scheme.

The Executive Member confirmed that he was happy for Officers to examine the points raised and for them to have delegated powers to implement whatever was safe and practical in relation to these schemes.¹

He went onto refer to the fact that no consensus had been reached on how cycling speed and safety could be improved on the Museum Street/Lendal Bridge corridor and therefore he felt it advisable to defer further consideration of this pending a review of the trials on Gillygate.

Consideration was also given to the following options:

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

RESOLVED: That the Executive Member agrees:

- i) On a trial basis, to implement the proposal for Gillygate shown at Annex B of the report;
- ii) To provide direction signage on the Advanced Stop Line (ASLs) boxes on St Leonard's Place and Museum Street;
- iii) To defer consideration of any other changes to road markings on the Lendal Bridge corridor until the results of the trial of the use of narrow cycle lanes on Gillygate have been evaluated;
- iv) That cycle margin carriageway maintenance work, for this corridor, be given a high priority.²

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.

Action Required

1/2. Implement Gillygate scheme on a trial basis.

JP

94. ADOPTION OF HIGHWAYS ON NEW ESTATES - UPDATE REPORT

The Executive Member considered a report, which provided an interim progress report on highway adoptions, completed, together with the current work programme and general development activity.

Cllr Merrett raised concerns at the unsatisfactory length of time taken in relation to the adoption of highways. He questioned the possibility of making representations to the relevant agencies to accelerate the process.

Officers confirmed that they had pressed for discussions with Yorkshire Water regarding sewer adoptions and that they supported the making of additional representations as this was also a significant issue for Officers.

The Executive Member confirmed that many of the issues appeared to be out of the control of the authority. He confirmed that he supported Officers drafting a letter of representation to the local MP to request them to examine if there were any legislative changes that could be implemented in an effort to expedite these issues. ¹

Consideration was given to the following options:

Option A - Note the content of the update report and request that officers prepare the subsequent Annual report in the autumn.

Option B - 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.

RESOLVED: That the Executive Member notes the progress being made with many adoption schemes in the City and agrees that a raked percentage fee linked to the commencement of road building be investigated as detailed under Option B. ²

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

Action Required

- | | |
|--|----|
| 1. Officers prepare letter as outlined. | RB |
| 2. Officers to investigate the revision of fees. | RB |

95. PUBLIC RIGHTS OF WAY - WILDLIFE AND COUNTRYSIDE ACT 1981, PREPARATION OF DEFINITIVE MAP FORMER COUNTY BOROUGH OF YORK (FISHERGATE, GUILDHALL AND MICKLEGATE WARDS)

Consideration was given to a report, which sought 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.

The Definitive Map Officer updated and circulated details of Officers comments in respect of a number of issues recently raised by Councillors D'Agorne and Merrett and from David Nunns, on behalf of the Ramblers Association. She stated that a number of the points raised by David Nunns still required further examination. She also confirmed that a number of paths had not been identified for further investigation and that although this was only the first stage these paths could be picked up at a later stage.

Cllr Merrett confirmed that he was still unclear in relation to the process involved in recording the existence of these paths and to the consultation being undertaken. He requested clarification and reassurances in respect of the processes. He referred to the large number of paths, which were listed for no further action and to a number of paths being cut off on the plans attached to the report. He stated that he had found it difficult to interpret the maps particularly in relation to the coloured paths.

David Nunns, made representations on behalf of the Ramblers Association and he confirmed that he was pleased with progress on the Definitive Map Modification Order's. He hoped that the publicity surrounding this work would promote the use of these paths for residents, giving health benefits and resulting in less car use and pollution. He asked for clarification of the term 'no further action at this time' and asked for confirmation that these paths would be included at a later stage. He went onto suggest that an annual inspection of these paths should be undertaken by volunteers to reduce costs.

Officers confirmed that a list of the routes proposed for examination in the future would be prepared and that Officers would re-examine the processes and consider the use of Ward Newsletters to gain publicity.

The Executive Member stated that as a number of issues had only recently be raised and to enable these to be publicised and given appropriate consideration he proposed to defer further consideration of this report until the next meeting. He confirmed that this would enable all the points raised to be listed in the report and for Officers to set out their comments on each.

RESOLVED: That the Executive Member defers a decision on the proposals until the next meeting in order to allow officers time to prepare a tabular response to each of the representations which have been made in writing by Councillors Merrett, D'Agorne and the Ramblers Association.¹

REASON: To enable the Executive Member to be fully informed when making decisions on the addition of these footpaths to a Definitive Map and in making Definitive Map Modification Orders to register the existence of public rights of way in that area.

Action Required

1. Include on Forward Plan for May Decision Session.

SS

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

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Date of representation	Originator	Nature of presentation	Officer comments	Proposed course of action
10 March 2010	Cllr D'Agorne	I've marked the paths that I'm aware of in Fishergate ward that you didn't have and sent it in internal post to you. If you need clarification or more detail please get in touch. Andy"	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.	Routes to be investigated at later stage in the process
		Paths detailed as follows: Map 1: FCB204 should extend to adopted highway at Fulford Cross.	As above	As above
		Map 1: To add commencing from FCB204 proceeding westerly to the Playing Field.	As above	As above

Date of representation	Originator	Nature of presentation	Officer comments	Proposed course of action
		Map 1: Pursue cycle access along route abutting Steiner School and Home York.	Cycle routes are not recorded on the Definitive Map, therefore, they are not part of the Definitive Map process. Cycle Tracks are recorded on the List of Streets. This is shown as an adopted highway maintainable at public expense.	No further action
		Map 1: To add various routes on the 'Mast' field.	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.	Routes to be investigated at later stage in the process.
		Map 1: To add routes abutting the wood, located to the west of Redman Close.	As above.	As above
		Map 1: To add route from FCB 205 to river.	As above.	As above
		Map 2: To add cycle track from FCB 200 proceeding easterly crossing Micklegate Stray to enter the University campus.	Cycle routes are not recorded on the Definitive Map, therefore, they are not part of the Definitive Map process. Cycle Tracks are recorded on the List of Streets.	No further action
		Map 3: To add path from Lesley Avenue to Army housing area at Moorlands Field.	Part of the route is adopted. The remainder of the route can be identified and investigated as part of the continuous review and included at a later time.	Routes to be investigated at later stage in the process.

Date of representation	Originator	Nature of presentation	Officer comments	Proposed course of action
		Map3: To add cycle track adjacent to Heslington Lane to enter University campus located at southern end of Micklegate Stray.	Cycle routes are not recorded on the Definitive Map, therefore, they are not part of the Definitive Map process. Cycle Tracks are recorded on the List of Streets.	No further action.
		Map 4: To add path between St Ann’s Court and Horsman Avenue.	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.	Routes to be investigated at later stage in the process.
		Map 4: Add cycle route through road closure at end of Regent Street.	Route adopted.	No further action
		Map 5: To add back alley to Melbourne Street linking Winterscale Street to Cemetery Road.	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.	Routes to be investigated at later stage in the process.
		Map 5: To add snicket from end of Howard Street alongside playground to Cemetery Road.	As above	As above
		Map 6: Links from riverside path/cycleway via steps to the adjoining Streets: Hartoft, Farndale, Alma Terrace, Frances, Ambrose.	Hartoft Street to the riverside path is adopted. The remaining paths can be identified and investigated as part of the continuous review and included at a later time.	As above

Date of representation	Originator	Nature of presentation	Officer comments	Proposed course of action
11th April 2010	Cllr D'Agorne	I am now working on detailed descriptions for the missing Fishergate paths. Could you please clarify if there is any special status related to riparian towpaths ie the River Ouse and Foss at Castle Mills Lock	See comments above in response to information shown on Maps 1 to 6. A towpath is legally a part of the navigation of a canal or navigable river. It may or may not also be a public right of way. Routes such as these will be investigated at a later stage in the Definitive Map process.	See comments above in response to information shown on Maps 1 to 6.
		Also note that the access points to New Walk from adjoining streets are not shown. Should these be designated as part of the path 205 for simplicity or individually as separate paths?"	Comments noted, and the access points will be treated as separate paths and will be investigated at a later stage in the Definitive Map process.	Routes to be investigated at later stage in the process.
31st March 2010	Cllr Merrett	Joanne, Have now seen the papers going to City Strategy, and whilst thanking you for reporting my detailed comments on the footpaths/PROWS in my ward, am concerned that they, with one exception, they appear to have been completely ignored. Can I ask why? What is the point of us being asked to make a submission on the proposals for our ward?	The routes identified for the first phase of the Definitive Map project have been subject to formal consultation process, we cannot add any further routes at this stage.	Routes to be investigated at later stage in the process.
		Additionally having looked at the plans and your proposals, I would like to flag a couple of extra thoughts that have come to me. 1. Footpath/PROW between Scarcroft Hill and Mill Mount. This path is extensively used	The route has been adopted, see Paragraph 8 for further details.	No further action

Date of representation	Originator	Nature of presentation	Officer comments	Proposed course of action
		by children, parents and visitors going to and from All Saint's Upper School and was previously designated as part of the Safe Route between the Upper and Lower schools. It has certainly been used by me for over twenty years.		
		Besides mentioning the Millennium cycle / walking path down the side of the west end of Knavesmire road and across the Little Knavesmire to Albemarle Road, I should also have mentioned the Millennium Bridge and its approach paths as additionally deliberately provided paths / rights of way, albeit not having been there the twenty years.	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.	Routes to be investigated at later stage in the process.
		The ward map does not reflect the corrected routing of footpath 31 that I identified to you.	The Ward Map was used purely to provide an approximate location of the routes proposed. The individual map included within the report provides the detail, and this shows the path extended to emerge onto Tadcaster Road opposite St George's Place. It is acknowledged that there appears a number of paths crossing this area and further investigations of these paths in this locale will be researched at a later stage.	Amend Order map.
		Footpath 6. The marked route misses the last few yards at the north end taking the route out onto Custance Walk.	The path exits onto an adopted route.	No further action

Date of representation	Originator	Nature of presentation	Officer comments	Proposed course of action
		<p>Footpaths 16-18 over Scarcroft Allotments. Why are you recommending no action. Theses have certainly been in existence for many decades without let or hindrance. They were discussed and agreed with the then ward Councillors when the last effort was made eight or so years back to identify the basic PROW network in the ward, and when we put in secondary gates within the allotments to reduce damage within the allotments.</p>	<p>The evidence on file would suggest that these paths may prove to be contentious. Those routes that are potentially contentious have been removed from this the first stage of the Definitive Map process.</p>	<p>Routes to be investigated at later stage in the process</p>
		<p>Footpath 23. Again, why no action, it's stiled and I'm sure this one actually used to be waymarked, although I've checked on Saturday and there's only battered nails on the post now.</p>	<p>It is the opinion of the consultant that at this stage there is insufficient evidence to reasonably alleged that public rights exist.</p>	<p>As above</p>
		<p>Footpath 24. I think your reason for no action is in error. I think the reference to closed gates referred to the access of the path into the back of the law college, not to being across the path itself. From recollection the path was built by Sustrans circa the late 1980s using City Council funding and there have never been any barriers across it since that time.</p>	<p>Comments noted. However, the decision is not to include the route at this time and further investigations will be carried out at a later stage of the Definitive Map process.</p>	<p>Routes to be investigated at later stage in the process</p>
		<p>Footpaths 27-9. Again why no action? I recall exploring these paths when the Sustrans route first opened, so again they've been in</p>	<p>It is the opinion of the consultant that at this stage there is insufficient evidence to reasonably alleged that</p>	<p>Routes to be investigated at later stage in the</p>

Date of representation	Originator	Nature of presentation	Officer comments	Proposed course of action
		existence over twenty years, and probably a lot more.	public rights exist.	process
		Footpath 30. This is another long established route - I remember discussing additionally making it part of the original cycle network circa 1988, so again it's certainly been in existence over twenty years.	As above.	Routes to be investigated at later stage in the process
28 March 2010	Ramblers	There are a few instances where the Location Maps differ from the individual proposed DMMO maps.	The location maps are purely to give a general indication of where routes are located. The individual maps form the basis of the Order maps.	No further action
		Walmgate Stray, Fishergate – Paths 201, 202 & 203 on the Location Plan differ from those on pages 84, 86 & 88, but no action is proposed to be taken at this time.	There is occasionally discrepancy between the information held on paper format and the information held on CAMS database. CAMS is the most up to date, therefore this is the alignment that has been followed.	No further action
		Butcher Terrace, Micklegate – Path 21 on the Location Plan differs from that on page 155, as already pointed out by David Merrett. We assume the Location Plan is incorrect.	Noted.	The individual maps form the basis of the Order
		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 that it was a PROW and Walkers had to provide a cover under their new crane, but we can not see any reference to the link to Navigation Road,	Noted.	Routes to be investigated at later stage in the process

Date of representation	Originator	Nature of presentation	Officer comments	Proposed course of action
		<p>which predates the path alongside the warehouse. 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 se 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 the OS maps, which was admitted to by the Council when the Southern By-pass was built. This resulted in the steps being provided at GR SE 5965 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 GR SE 5968 486.</p>	<p>It is acknowledged that there are many routes that have not been identified for investigation. This is the first phase and there is a lot more work yet to come.</p>	<p>Routes to be investigated at later stage in the process</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</p>	<p>It is the opinion of the consultant that at this stage there is insufficient</p>	<p>Routes to be investigated at later stage in the</p>

Date of representation	Originator	Nature of presentation	Officer comments	Proposed course of action
		the existence of regularly locked gates through allotments on your file note has no relevance whatsoever to public use of the adjacent path.	evidence to reasonably alleged that public rights exist.	process
		We also query why no action is being taken at the present time re Path 30.	As above	As above.
		There are at least 2 or 3 paths where the Grid References for one 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 example is Path 5 (Bishopthorpe Road end).	Comments noted.	Orders will be rechecked.
		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.	The OS base map shows a physical feature at this location. At a larger scale the base map indicates two parallel solid lines. However at the scale of the individual map included within the report the feature is distorted to give the impression of a dashed line representing a possible path.	No further action
		On Path 25, we note there are gates at both ends, which you do not record, with just about enough space for a hand-bike (trike) to get through. Perhaps the gates are unauthorised?	Noted.	Further investigation required.
		Whilst your Location Maps are supposed to be helpful, they do not appear to include all	Comments noted.	Routes to be investigated at

Date of representation	Originator	Nature of presentation	Officer comments	Proposed course of action
		<p>the routes on the the Council's List Of Streets. They appear to include most (but not all) of those routes that were admitted to be PROW, when considering Gating Orders, but several others seem to be missing. I suppose it is an ongoing exercise, with Cllrs. comments suggesting some of the possible omissions. My printer does not pick out your Yellow colour very well.</p>		<p>later stage in the process</p>
		<p>I note Cllr. Merrett's reference to Rougier Street was in fact the road between the 2 Railway Offices. Although shown in Red, you have not included these paths in this proposal. These may be deemed 'permissive', in view of the HA Notices on display.</p>	<p>It is acknowledged that these routes are permissive.</p>	<p>No further action.</p>
		<p>Re para. 36 of your report, we note HMS are seeking additional funding, but we do not recall them seeking additional funding for those alleys they accepted as PROW for Alleygating purposes - I don't believe they always conducted annual surveys on them, as some were in a pretty poor state of maintenance.</p>	<p>Noted.</p>	<p>Additional funding to be identified.</p>
<p>6 April 2010</p>		<p>Fishergate : 201/202/203 - Whilst NFA at this time, the Location Plan shows their historic routes, prior to the Allotments, whereas your</p>	<p>There is occasionally discrepancy between information held on paper format and the information held on CAMS database. CAMS is the most</p>	<p>No further action</p>

Date of representation	Originator	Nature of presentation	Officer comments	Proposed course of action
		descriptions and Plans show their current routes.	up to date, therefore this is the alignment that has been followed	
		206 - Start GR on Plan SE 6104 5105, not ... 5106. Should your Structure GR refer to each end?	Revise Statement as required.	All schedules to be rechecked.

Date of representation	Originator	Nature of presentation	Officer comments	Proposed course of action
		211 - Stone archway GR given is that of the arch under Scarborough Railway Bridge. The rest of the Description & Plan finishes at Marygate, where there is a stone archway nearby.	Noted.	Route to be checked on site.
6 April 2010		Micklegate: 3 - Plan suggests end GR is SE 6017 5143.	Noted.	Route to be checked on site.
		4 - We assume only part of the footway on Bishopthorpe Road forms part of the public highway, the rest being shop frontages, hence your Plan shows the FP running over the frontage to GR SE 6017 5105.	Route claimed links St Benedict (adopted) to Bishopthorpe Road (adopted).	No further action.
		5 - We are not sure where this footpath goes in view of the various items of furniture in the area, but note your Start GR SE 6013(or 4?) 5096 is on Bishopthorpe Road whereas your Plan shows the start as GR SE 6011 5097.	Noted.	Amend map.
		10 - Start on Plan is at GR 5967 5099, rather than SE 5967 5100, but of little significance. We presume the End point is the Footway of Nunthorpe Road, rather than the Carriageway, but again of little significance.	Start of the route commences at adopted highway at Grid Reference given and ends at its junction with adopted highway.	No further action.
		12 - Both the GRs shown do not relate to the Plan.	Noted.	Amend GRs
		21 - The Location Plan shows this starting from under the Millennium Bridge, rather than the end of Terry Avenue as shown correctly on your Description and Plan.	Location plan is merely indicative.	The individual maps form the basis of the Order

Date of representation	Originator	Nature of presentation	Officer comments	Proposed course of action
		24 - The Start GR is a mix of 'SE' & '44' - should be SE 5998 4964.	Noted.	Amend GRs
		26 - The End GR refers to where the Lane meets the Vehicle gate and barrier, adjacent to the Carriageway, whereas the Plan shows the End at the edge of the Highway land at GR SE 5880 4828. Near this latter point there is access both up the embankment for pedestrians and a shared use cycle route under it, both within the Highway land.	Noted.	Amend plan as required. Further investigation required.
		30 - Whilst NFA at this time, Description starts at GR SE 5903 4950, whereas Plan starts around 40m further W at GR SE 5899 4950.	Amend as required.	Site visit required at later stage.
		31 - There are multiple access points along Tadcaster Road that provide links onto this path, particularly at Tyburn	Noted.	Investigate at later stage.

AN/GE

26 April 2010

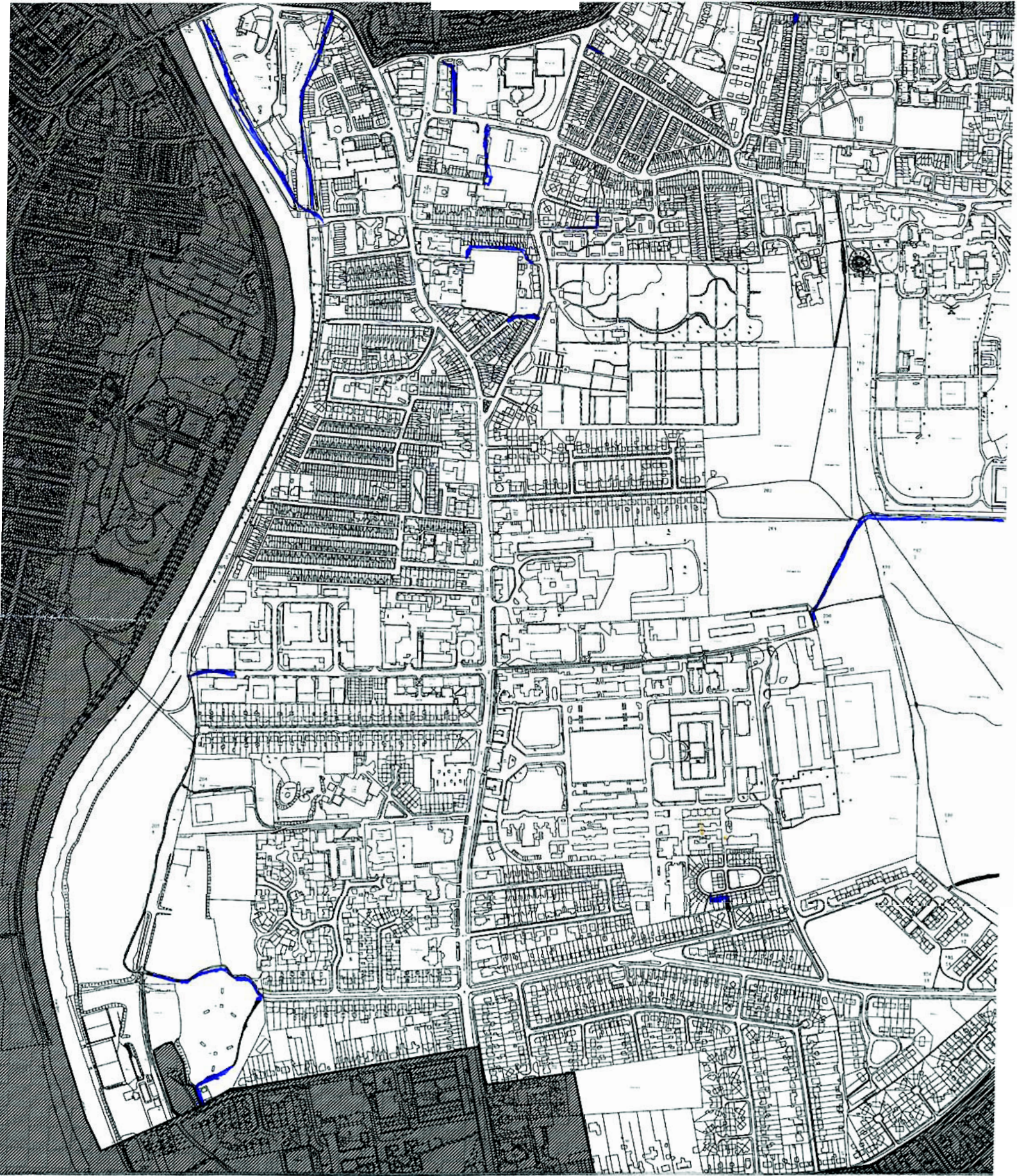
L:\DOCUMENT\WORDDOC\CORRES\DEV & TRAN\PROW table-1.doc

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Re EMDS 6/4/10.

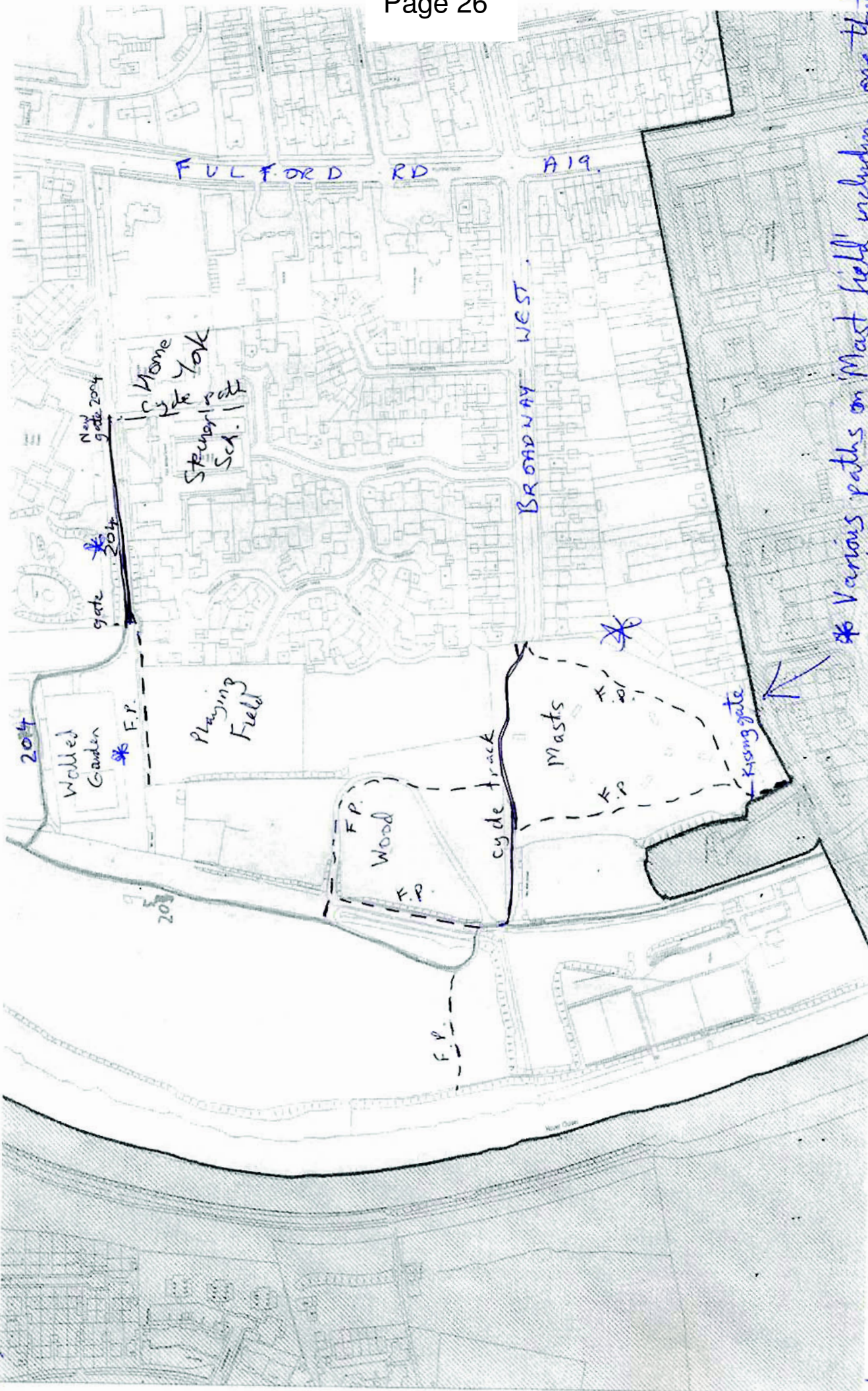
FISHERMAN

Page 25 is that need additions to map.



From Mr. D'Agorne.

FISHERGATE,
①



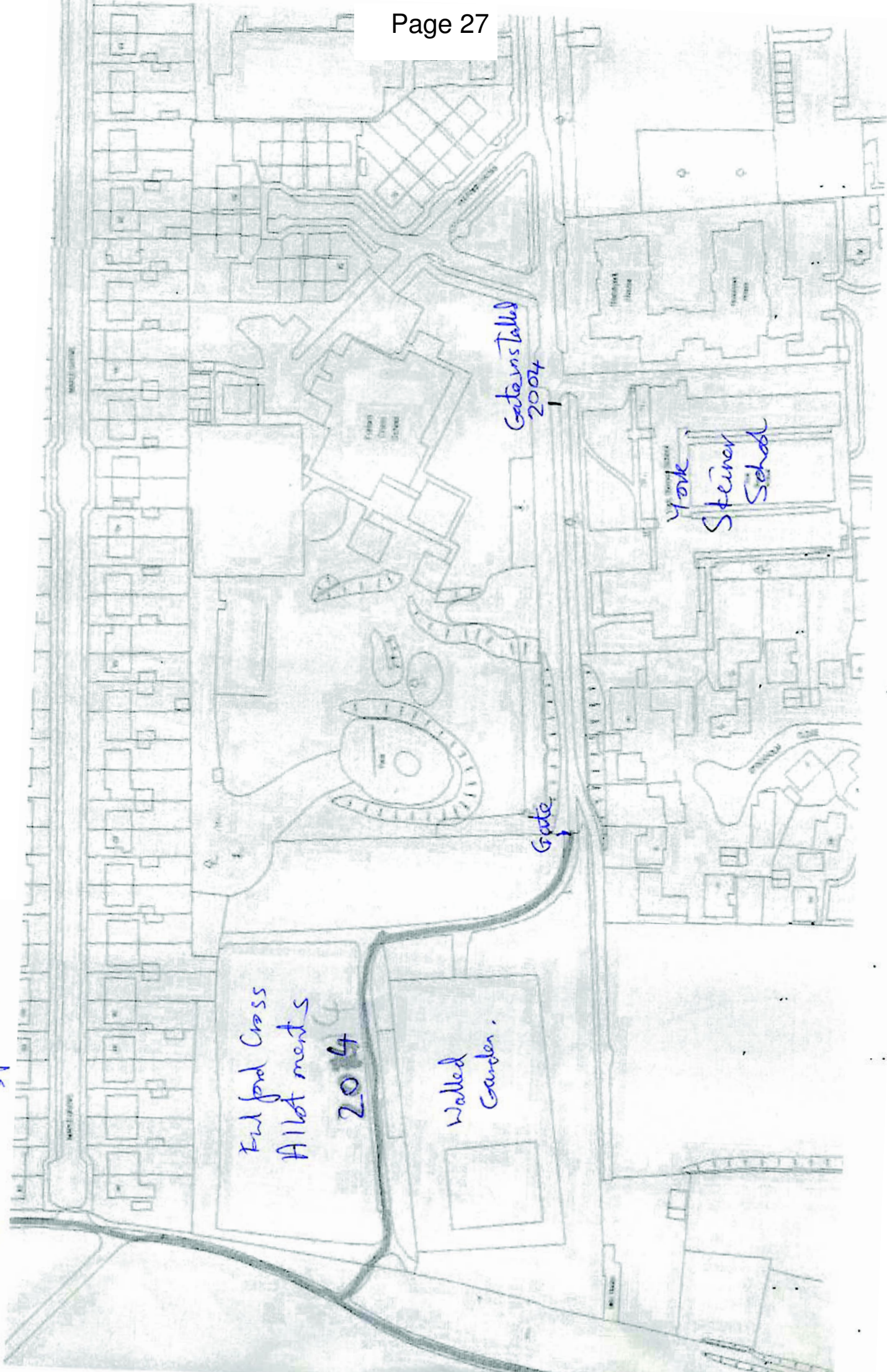
* Various paths on 'Mast field' including one that links from St. OS walls Rd to Broadway West.

* 204' should extend up to adapted highway at the Green Fulford Cross

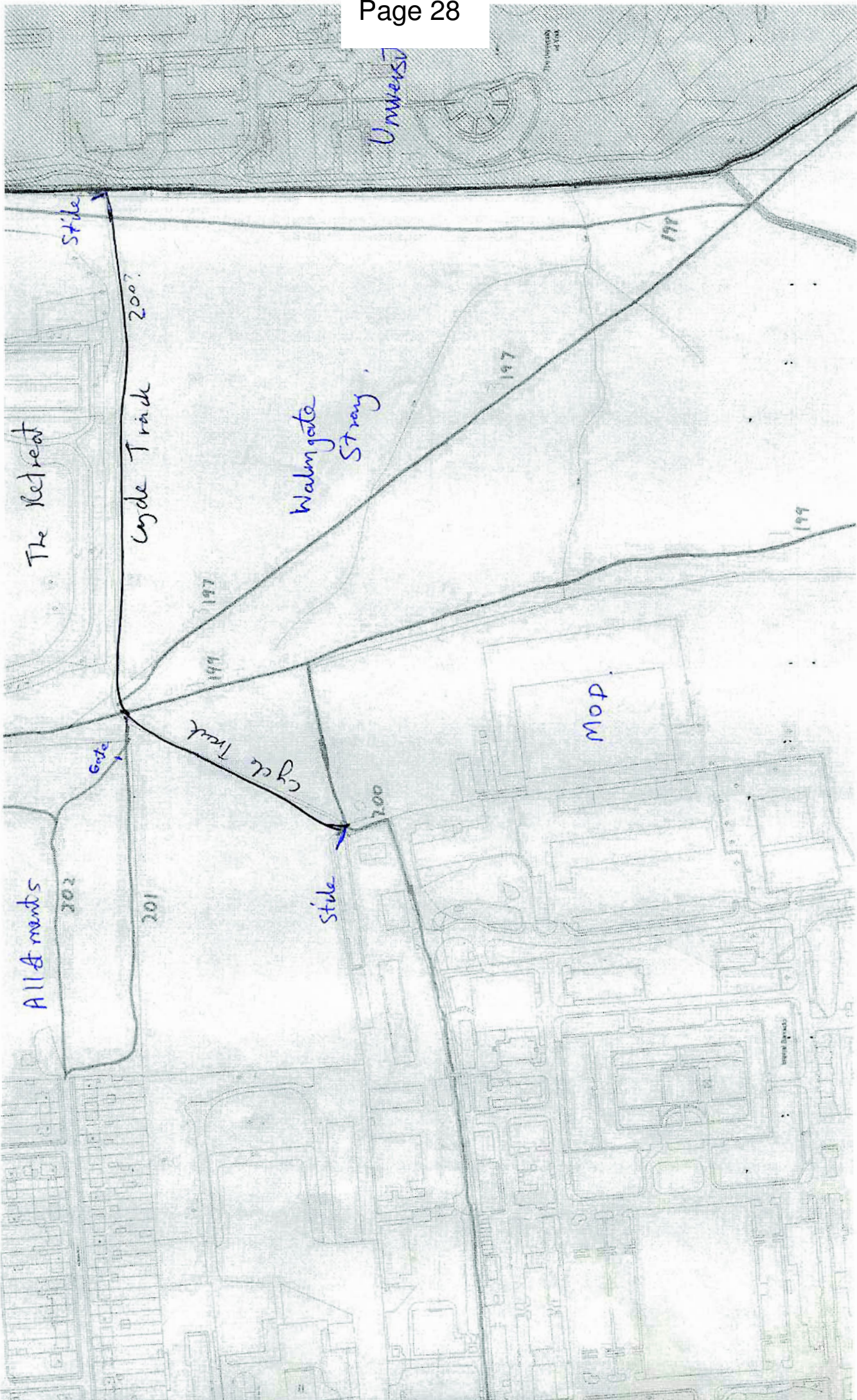
* F.P. Down to the Playing Field

* Cycle access alongside Senior sch Home York.

Larger version of ①



FISHERGATE
②



Instructions cycle track: SE 614.505 - 618 506

FISHCREEK,
③



Foot path from Lesley AV
into Army housing area.

SE 603 499

SE 618 498 - 619 500

New cycle track
created 2008



FISHERGATE

④

Alleyway St Ann's Court → Horsman Av,
 Cycle route through road closure at end of Regent St.

FISHERGATE
5

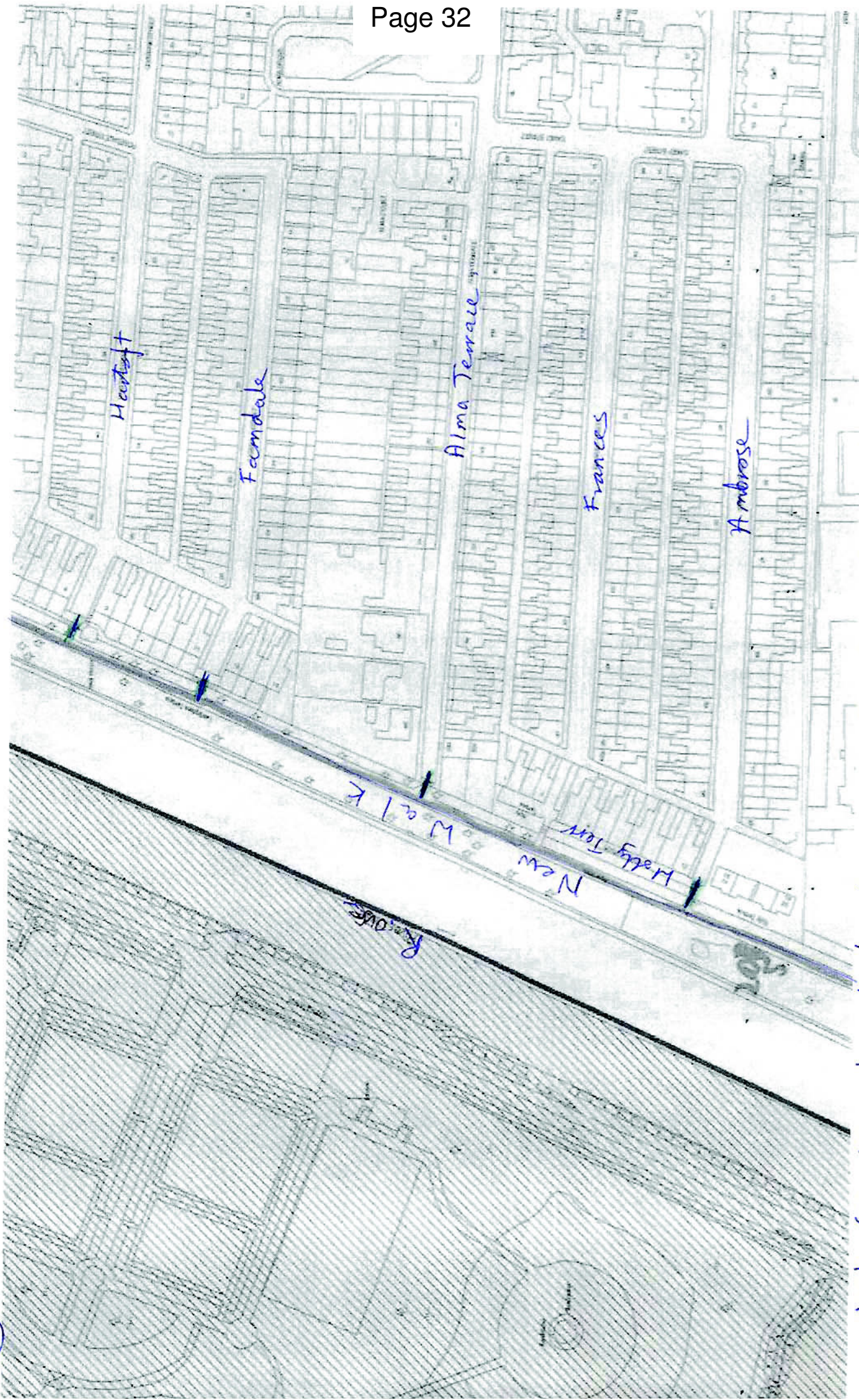


Saiket from end of Winterscale St alongside Play ground to Cemetery Rd.

Back alley to Melburne St linking Winterscale St - Cemetery Rd.

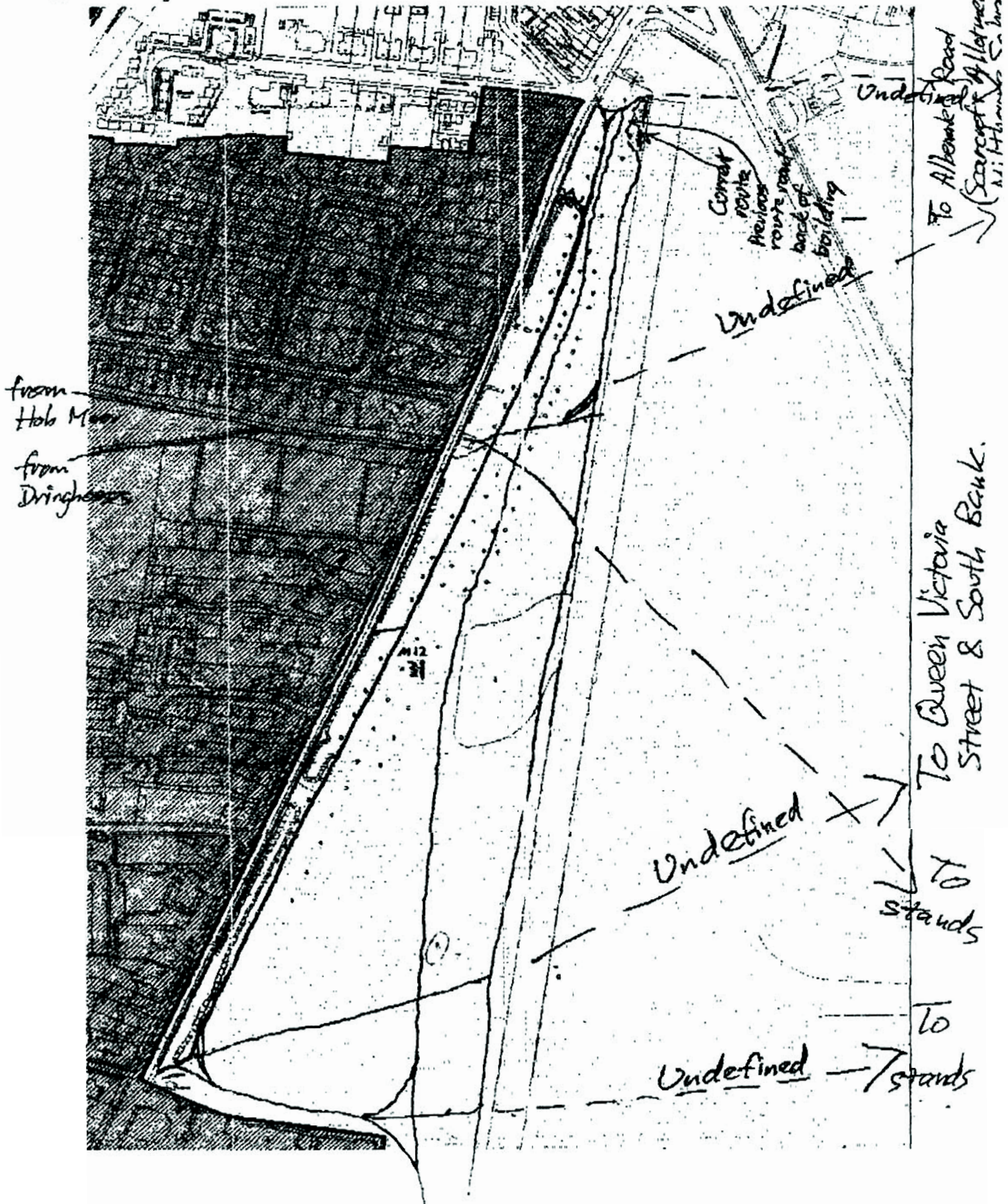
FISHERGATE

6



Links from riverside path / cycleway via steps to the adjoining streets.

Micklegate - Knavesmire PROWs



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Decision Session
Executive Member for City Strategy

11 May 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
(Clifton, Heworth, Holgate and Hull Road 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 Clifton Ward (Annex 1), Heworth Ward (Annex 2), Holgate Ward (Annex 3) and Hull Road Ward (Annex 4). 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).

Recommendation

2. It is recommended that the Executive Member approves Option 1, which is inclusive of the following:
 - i) Authorise the 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 1-4) 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 45.5 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. The Definitive Map Modification Orders for these 87 paths have been made and advertised. The period of advertisement

ie the statutory consultation period, commenced on the 31st March and expires on the 19th May 2010.

11. Batch 2 (Fishergate, Guildhall and Micklegate Wards) was considered at the Executive Member Decision Session on 6th April 2010, but deferred to the EMDS meeting on the 11th May, to enable Officers to respond to the individual comments received prior and post advertisement of the report.
12. This report considers the available evidence for the third batch of paths ie those so far identified in the Clifton, Heworth, Holgate and Hull Road 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	59	11.5 km

13. Details of those routes that are included in this third batch (Clifton, Heworth, Holgate and Hull Road Wards) are included in the attached Schedules at Annexes 1 - 4 of this report.
14. 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

15. 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'.
16. Each of the routes concerned has been surveyed (survey 2000/01 and 2006), 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.
17. 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.

18. 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
Clifton	19	14	5
Heworth	19	11	8
Holgate	10	9	1
Hull Road	11	8	3

Consultation

19. 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).
20. 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.
21. 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

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

Ward Councillors

23. Clifton

Cllr Helen Douglas – No comments received.

Cllr Ken King – No comments received.

Cllr David Scott – No comments received.

24. **Heworth**

Cllr Barbara Boyce – No comments received.

Cllr Tina Funnell – No comments received.

Cllr Ruth Potter – Comments received 31st March 2010, “*The two paths near Hempland are technically in Heworth Without. I think this should have gone to Cllr Ayre?*”

25. **Holgate**

Cllr James Alexander – No comments received.

Cllr Denise Bowgett – No comments received.

Cllr Sonja Crisp – No comments received.

26. **Hull Road**

Cllr Richard Cregan – No comments received.

Cllr Roger Pierce – Comments received 30th March 2010, “*I’ve no objections to the proposed modifications in Hull Road. However, I am concerned that the entrances to many of the ginnels are effectively obstructed by excessive, council-provided barriers which do constrain access by larger pushchairs and people pushing their bicycles. I have spoken to our cycling team without outcome*”.

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

Cllr Steve Galloway – No comments received.

Cllr R Potter – See above.

Cllr I Gillies – No comments received.

Cllr A D’Argone – No comments received.

28. **Officer’s Comments**

The boundary for the Former County Borough of York was revised in 2001 resulting in two areas previously included within Heworth Ward being reassigned to Heworth Without Ward. The two areas concerned are located in the vicinity of Hempland Primary School and Stockton Lane. The paths identified in both the areas will not now be included within the Former County Borough project but will remain on file to be investigated at a later date.

Public Rights of Way are an asset that should be accessible to all people. Where it is identified that barriers restrict access the reasoning for the barrier will be investigated, and where possible, subject to consultation, existing legislation, funding and human resources, improvements to the point of access will be sought.

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

29. Two options are available to the Executive Member:
30. 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
31. Option 2: Do not make the DMMOs to add the paths to the Definitive Map.

Analysis

32. 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.
33. 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

34. 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

35. 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.

36. 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 1-4) 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.
37. The recording of 40 km (ie the total length of batches 1, 2 and 3) 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.
38. 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.
39. 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

40. The addition of a further 40 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

41. There are no equality issues

Legal

42. 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.
43. 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.
44. Making the proposed Orders contributes, in part, towards the Authority meeting these statutory requirements.

Crime and Disorder

45. 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

46. There are no information technology issues.

Property

47. 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

48. There are no other known issues for consideration.

Risk Management

49. 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.
50. So far Definitive Map Modification Orders have been made and advertised to add 87 paths to the Definitive Map (Batch 1). The determination of Batches 1, 2 and 3, ie the first phase of a programme of work to produce a Definitive Map

for the Former County Borough will necessitate a review of the budget situation to evaluate the costs incurred so far and to determine a future strategy to fund the continued process of compiling a Definitive Map for the former County Borough and then to keep it up to date.

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** 26 April 2010
Approved

Wards Affected:

Clifton, Heworth, Holgate and Hull Road Wards

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 - Clifton Ward location plan, path schedules and path plans
- Annex 2 – Heworth Ward location plan, path schedules and path plans
- Annex 3 – Holgate Ward location plan, path schedules and path plans
- Annex 4 – Hull Road Ward location plan, path schedules and path plans
- Annex 5 - Decision Making Guidance for Definitive Map Modification Orders

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

Clifton Ward

Index

Location Plan

Schedules & Path Plans

Path Nos 136-154

Summary of Recommendations

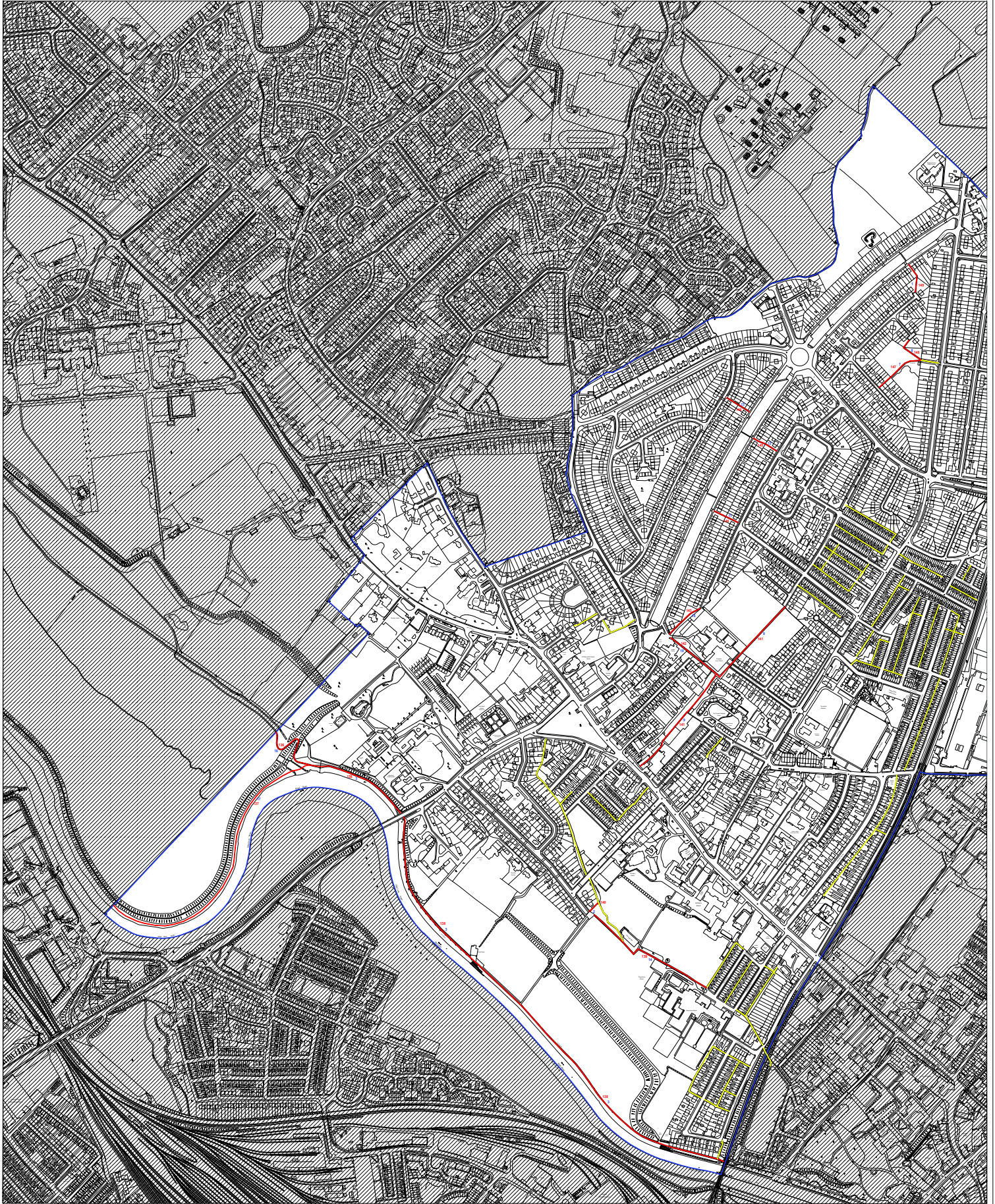
DMMO Recommended Path Nos

136, 137, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 150, 152,

No Further Action At this Time Recommended Path Nos

138, 149, 151, 153, 154

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CITY OF YORK
CITY ENGINEERS

CLIFTON WARD (A)

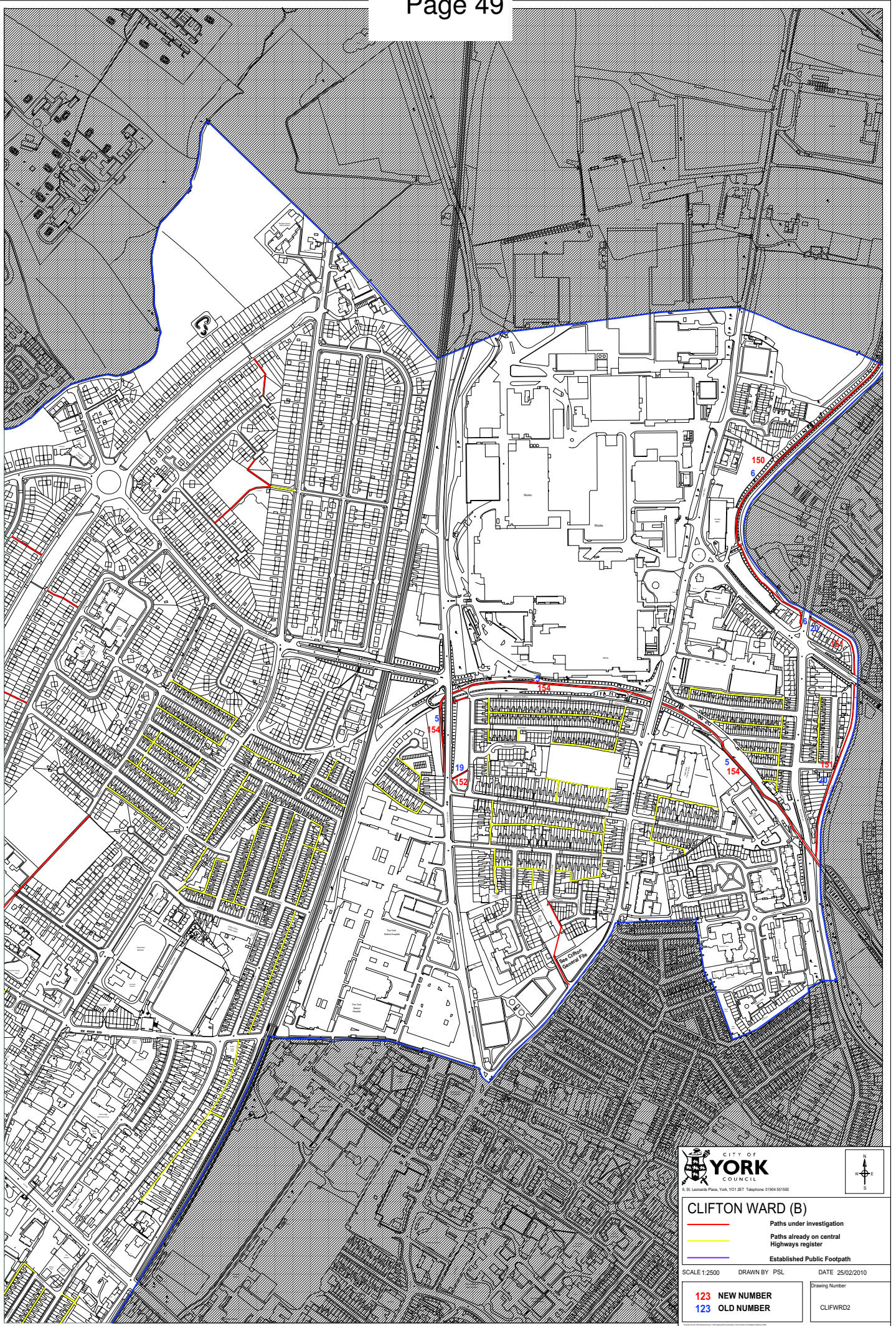
Paths under investigation
Paths already on central
Highways register
Established Public Footpath

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

123 NEW NUMBER
123 OLD NUMBER

CLIFWRD1

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CITY OF YORK COUNCIL
3, St. Leonard's Place, York, YO1 2ET Telephone: 01904 651555

CLIFTON WARD (B)

— 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
123 OLD NUMBER

Drawing Number
CLIFWRD2

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Ward: Clifton
Status: Public Footpath
Path No: 136 (Clifton)

Description of route

Footpath commencing on northern side of River Ouse, approx 250m west of Clifton Bridge, at location known as Clifton Scalp, on Clifton Ings and running in a generally north westerly direction for approx 250m around the Clifton Ings sluice gates to the Clifton Without parish boundary.

Approximate length

250 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 5876 5291	SE 5869 5297	Hot rolled tarmac

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 5876 5291	SE 5869 5297	Minimum 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	✓		1852, 1965	
Inclosure				
Tithe				
1910 Finance Act				
Rights of Way Act 1932				
Railway/Canal Plans				
Other Evidence	✓			1 user evidence form
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

Ward: Clifton
Status: Public Footpath
Path No: 137 (Clifton)

Description of route

Footpath commencing on northern side of River Ouse, approx 250m west of Clifton Bridge, at location known as Clifton Scalp, on Clifton Ings and running along the bank of the River Ouse to the Ward Boundary.

Approximate length

600 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 5876 5291	SE 5836 5261	Compacted earth

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 5876 5291	SE 5836 5261	Less than 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	✓		1850, 1891, 1929, 1958, 1982	
Inclosure				
Tithe				
1910 Finance Act				
Rights of Way Act 1932				
Railway/Canal Plans				
Other Evidence				
User Evidence	✓			2 User Evidence forms
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

Ward: Clifton
Status: Public Footpath
Path No: 138 (Clifton)

Description of route

Footpath commencing at end of Marygate, near Scarborough Bridge, on the northern side of the River Ouse; then following the river bank, out of the City, and under Clifton Bridge, to a point 250m past the bridge to the junction with footpaths York 136 & 137, at Clifton Ings.

Approximate length

1300 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 5962 5208	SE 5877 5291	Hot rolled tarmac with stone chips

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 5962 5208	SE 5877 5291	Minimum 2m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Gates and barriers	SE 5895 5290	Y138b
Cattle grid and steel kissing gate	SE 5877 5290	Y138a

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

Ward: Clifton
Status: Public Footpath
Path No: 139 (Clifton)

Description of route

Footpath commencing at the end of Westminster Road and running in a south easterly direction between St Peter's School and Queen Anne's School terminating on North Parade.

Approximate length

305 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 5934 5260	SE 5958 5244	Tarmac

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 5934 5260	SE 5958 5244	1.5m or greater

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Metal cycle barriers	SE 5958 5244	Y139a

Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans	✓		1852,1989	
Inclosure				
Tithe				
1910 Finance Act				
Rights of Way Act 1932				
Railway/Canal Plans				
Other Evidence	✓			Part adopted
User Evidence	✓			30 user evidence forms
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

Ward: Clifton
Status: Public Footpath
Path No: 140 (Clifton)

Description of route

Footpath commencing at the end of Westminster Road and running north easterly along the side of 55 Westminster Road to its junction with the footpath running along the rear of 49 – 55 Westminster Road.

Approximate length

30 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 5934 5260	SE 5936 5262	Broken tarmac and crushed stone

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 5934 5260	SE 5936 5262	Approx 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	✓		1989	
Inclosure				
Tithe				
1910 Finance Act				
Rights of Way Act 1932				
Railway/Canal Plans				
Other Evidence				
User Evidence	✓			2 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

Ward: Clifton
Status: Public Footpath
Path No: 141 (Clifton)

Description of route

Footpath commencing between 88 and 90 Clifton and running in a north easterly direction to Clifton Green School; then continuing in the same direction, across playing fields at Lumley Road to terminate on Lady Road.

Approximate length

460 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 5945 5290	SE 5975 5324	Tarmac

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 5945 5290	SE 5960 5309	1.5 to 2m
SE 5960 5309	SE 5975 5324	1.9 to 2.5m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Vehicle barrier	SE 5966 5314	Y141b
Vehicle barrier	SE 5975 5324	

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	✓			Correspondence re: proposed closure of path
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

Ward: Clifton
Status: Public Footpath
Path No: 142 (Clifton)

Description of route

Footpath commencing at Kingsway North Health Centre; and running in a south easterly direction along the south-western boundary of Clifton Green School to its junction with footpath York 141.

Approximate length

135 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 5951 5317	SE 5960 5310	Tarmac

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 5951 5317	SE 5960 5310	1.9 to 2.8m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Bollard	SE 5951 5317	Y142b

Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans	✓		1852, 1891 1989	
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

Ward: Clifton
Status: Public Footpath
Path No: 143 (Clifton)

Description of route

Footpath commencing at side of 13 Crombie Avenue and running in a south westerly direction, and terminates at Kingsway North Health Centre.

Approximate length

85 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 5957 5323	SE 5951 5318	Tarmac

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 5956 5323	SE 5951 5318	1.5m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Concrete bollard	5951 5318	Y143a

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	✓			Public Path Order
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

Ward: Clifton
Status: Public Footpath
Path No: 144 (Clifton)

Description of route

Footpath commencing between 64 & 66 Kingsway North and running between the said properties to Crombie Avenue, between 63 & 65 Crombie Avenue.

Approximate length

60 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 5960 5344	SE 5965 5341	Paved

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 5960 5344	SE 5965 5341	1.6m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Cycle barrier	SE 5965 5341	Y144b

Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans	✓		1960	
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

Ward: Clifton
Status: Public Footpath
Path No: 145 (Clifton)

Description of route

Footpath commencing between 110 & 112 Kingsway North and running between the said properties to Crombie Avenue, between 107 & 109 Crombie Avenue.

Approximate length

60 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 5968 5359	SE 5973 5356	Paved

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 5968 5359	SE 5973 5356	1.6m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Cycle barrier	SE 5968 5359	Y145b

Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans	✓		1986	
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

Ward: Clifton
Status: Public Footpath
Path No: 146 (Clifton)

Description of route

Footpath commencing between 111 & 113 Kingsway North and running between the said properties to Spalding Avenue, between 128 & 130 Spalding Avenue.

Approximate length

60 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 5967 5364	SE 5963 5367	Paved

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 5967 5364	SE 5963 5367	1.6m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Cycle barrier	SE 5967 5364	Y146b
Cycle barrier	SE 5963 5367	Y146a

Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans	✓		1986	
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

Ward: Clifton
Status: Public Footpath
Path No: 147 (Clifton)

Description of route

Footpath commencing on Burton Stone Lane and running between 289 and 291 Burton Stone Lane then through the park in south westerly direction; between 15 and 17 Burrill Avenue to terminate on Burrill Avenue.

Approximate length

65 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6006 5374	SE 5997 5371	Tarmac
SE 5997 5371	SE 5994 5369	Paved

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6006 5374	SE 5994 5369	1.6m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Cycle barrier	SE 5997 5317	Y147b

Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans	✓		1960.1978	
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

Ward: Clifton
Status: Public Footpath
Path No: 148 (Clifton)

Description of route

Footpath commencing at the rear of 289 and 291 Burton Stone Lane and running through the park in a north westerly direction, then turning north east to run between 11 & 13 Ingram Avenue to terminate on Ingram Avenue.

Approximate length

65 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6003 5375	SE 5999 5378	Tarmac
SE 5999 5378	SE 6000 5379	Paved

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6003 5375	SE 6000 5379	1.6m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Cycle barrier	SE 5999 5378	Y148b

Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans	✓		1960	
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

Ward: Clifton
Status: Public Footpath
Path No: 149 (Clifton)

Description of route

Footpath commencing on Burton Green, and running between 48 and 50 Burton Green, in a south easterly direction, before turning south to run between 43 and 45 Ashton Avenue; to terminate on Ashton Avenue.

Approximate length

65 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6000 5395	SE 6002 5389	Paved

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6000 5395	SE 6002 5389	1.6m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	Grid Reference	<u>Structure Reference</u>
Cycle barrier	SE 6000 5395	Y149a
Cycle barrier	SE 6002 5389	Y149b

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

Ward: Clifton
Status: Public Footpath
Path No: 150 (Clifton)

Description of route

Footpath commences on Huntington Road near to junction with Haley's Terrace and running in a northerly direction, following the western bank of the River Foss to the Ward boundary.

Approximate length

550 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6085 5354	SE 6082 5357	Stone paving
SE 6082 5357	SE 6098 5394	Grass

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6085 5354	SE 6093 5394	Min 1.2m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Steps	SE 6085 5354	

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	✓			2 User Evidence forms
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

Ward: Clifton
Status: Public Footpath
Path No: 151 (Clifton)

Description of route

Commencing on Huntington Road, at Yearsley Bridge running south along the western bank of the River Foss under Foss Way Bridge and back onto the Huntington Road to the north of the old railway bridge near 94 Huntington Road.

Approximate length

395 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6087 5354	SE 6088 5319	Natural

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6087 5354	SE 6088 5319	1m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Steps	SE 6087 5354	Y151a

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: Clifton
Status: Public Footpath
Path No: 152 (Clifton)

Description of route

Footpath commencing at Newby Terrace, opposite 4 Newby Terrace, running in a south westerly direction alongside some allotments to Wigginton Road.

Approximate length

35 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6034 5331	SE 6031 5329	Tarmac

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6034 5331	SE 6031 5329	

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	✓		1984	
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

Ward: Clifton
Status: Public Footpath
Path No: 153 (Clifton)

Description of route

Footpath commencing on Wigginton Road, opposite Newby Terrace, and running in a northerly direction parallel to the Wigginton Road, to link into the cycle track.

Approximate length

105 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6030 5330	SE 6029 5341	Tarmac

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6030 5330	SE 6029 5341	1.6m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Vehicle Bollards	SE 6029 5341	Y153b

Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans	✓		1995	
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

Ward: Clifton
Status: Public Footpath
Path No: 154 (Clifton)

Description of route

Footpath commencing on Wigginton Road at the junction with footpath York 153 and running in an easterly direction under Haxby Road Bridge to terminate at the Ward boundary.

Approximate length

710 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6029 5343	SE 6088 5316	Tarmac

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6029 5343	SE 6088 5316	Min 3m

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		✓		

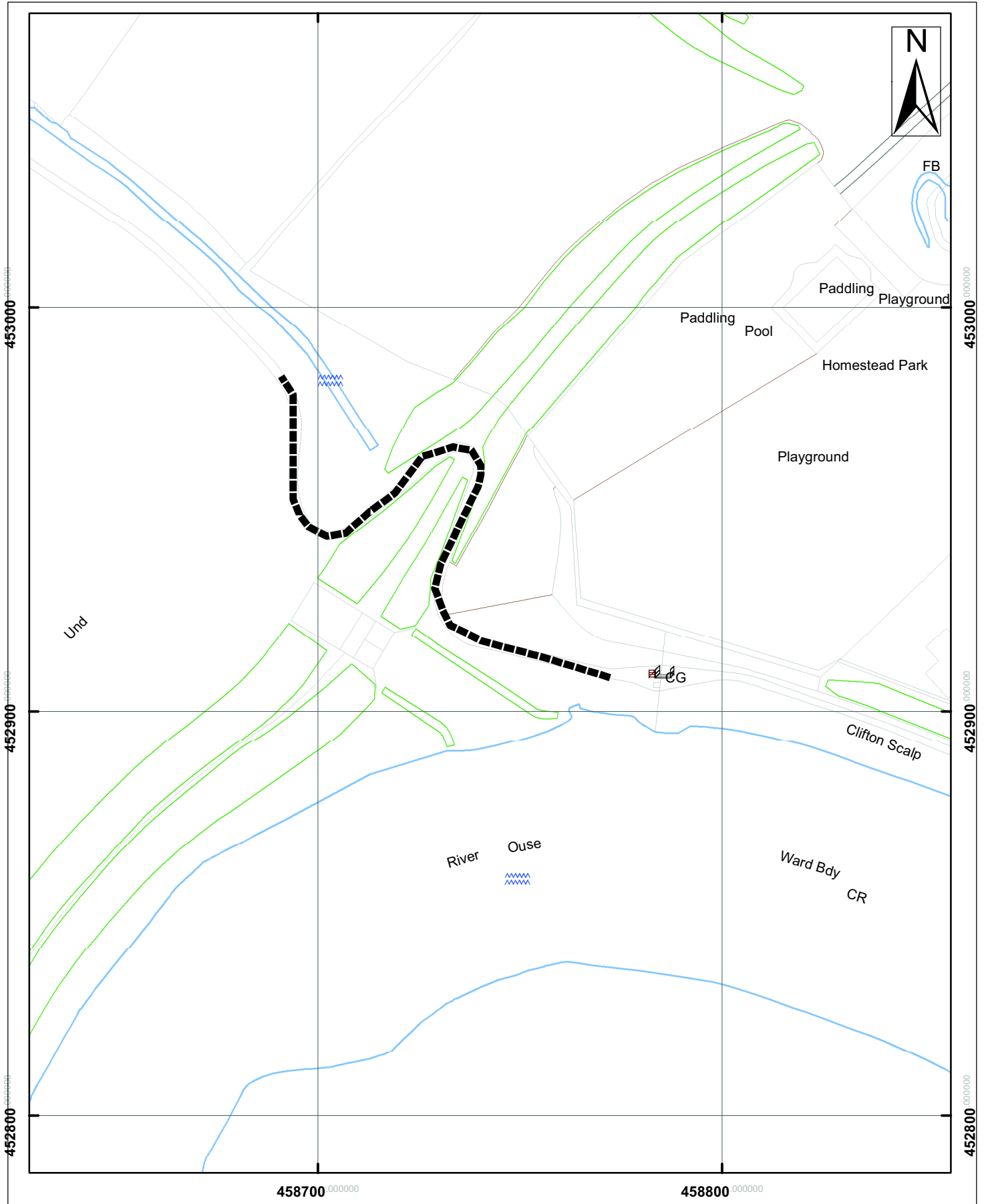
Recommendation:

No further action at this time

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

**York Footpath No.136
(Clifton Ward)**

Scale 1:1,250	Drawn By:JHC	Date: 12/04/10
Public Rights of Way	Reference:	Drawing No.

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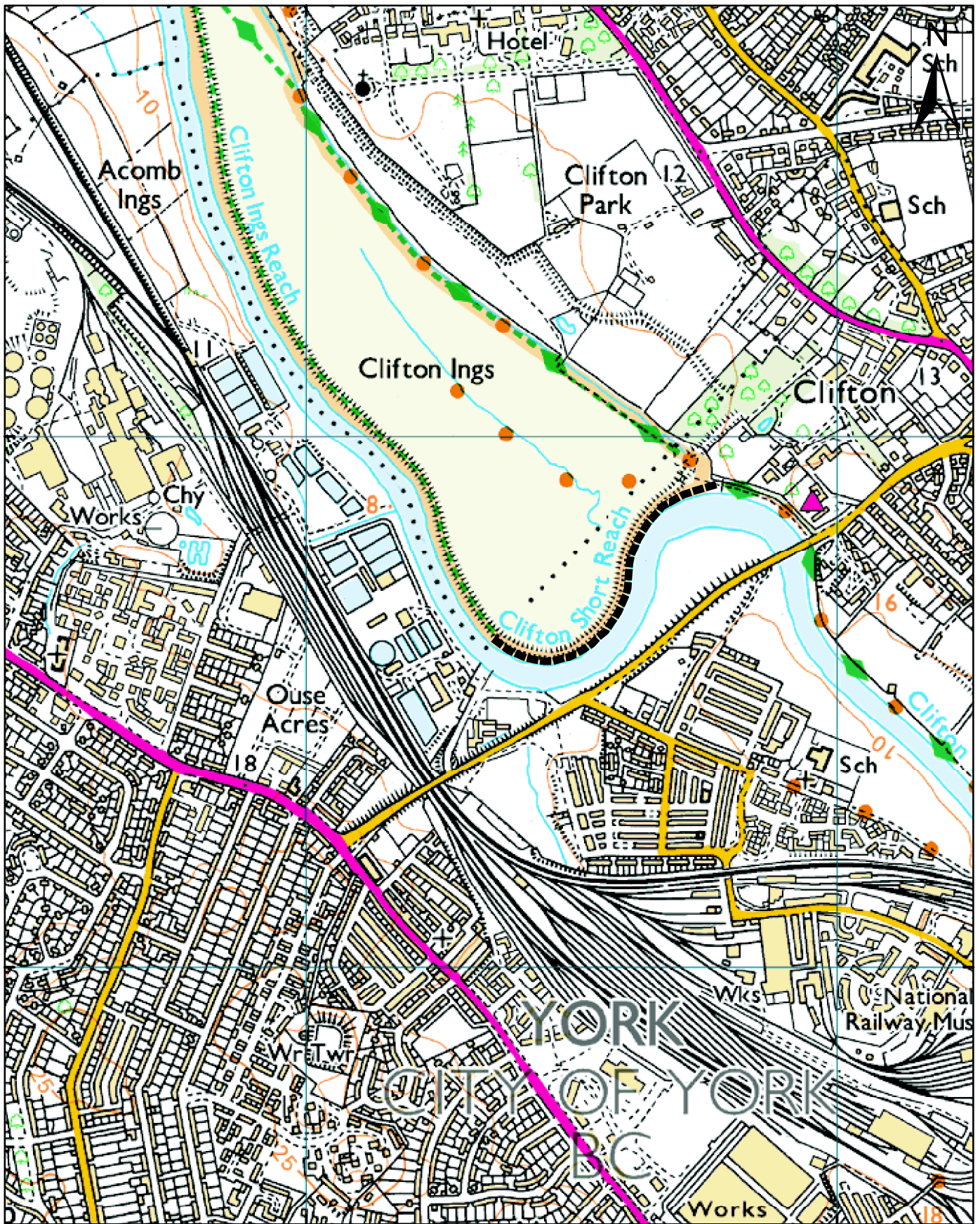
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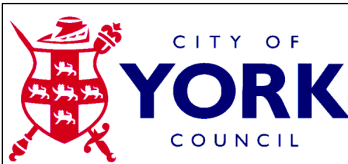
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**York Footpath No.137
(Clifton Ward)**

Scale 1:10,000	Drawn By:JHC	Date: 12/04/10
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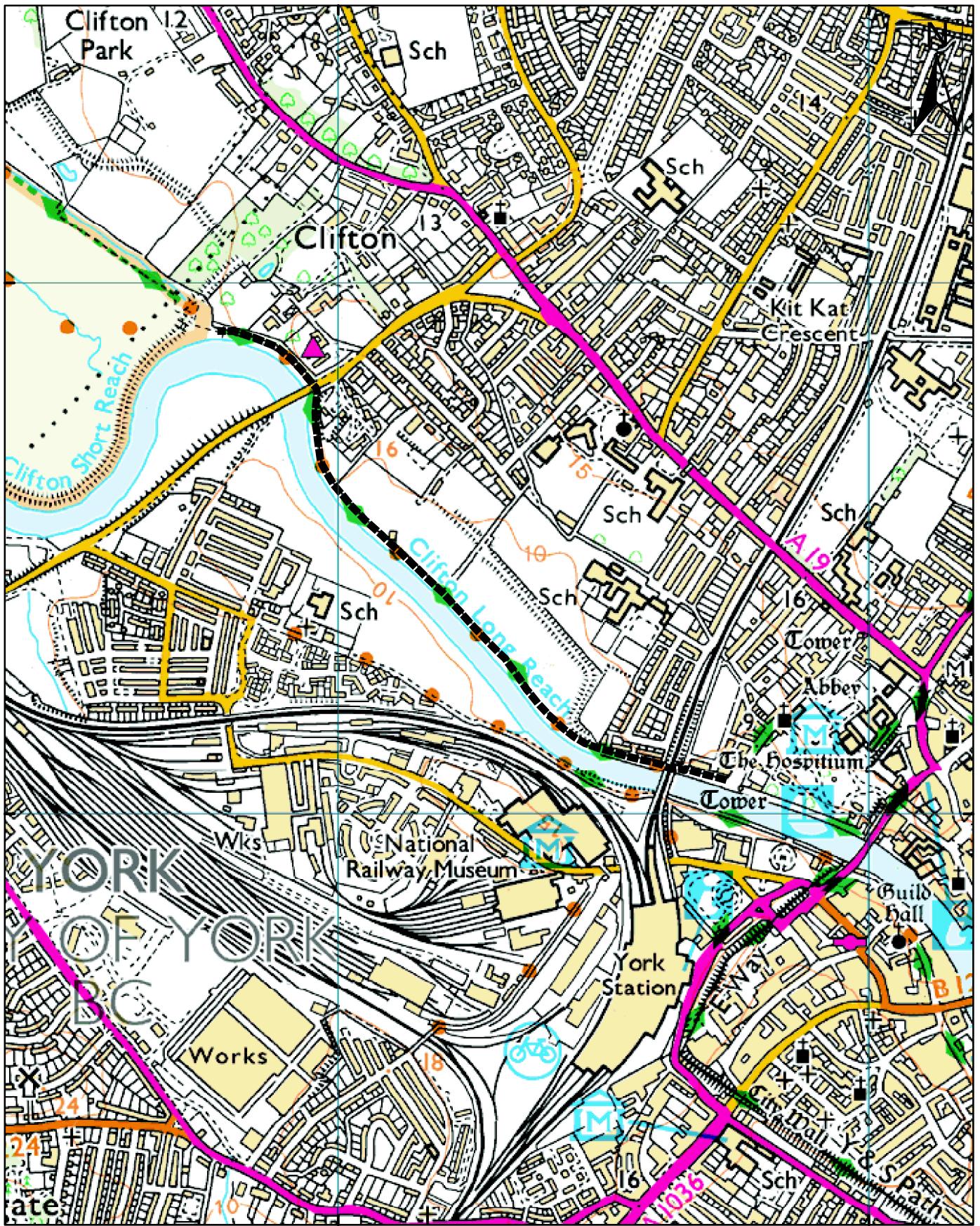
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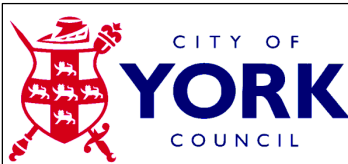
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York Footpath No.138 (Clifton Ward)

Scale 1:10,000	Drawn By: JHC	Date:12/04/10
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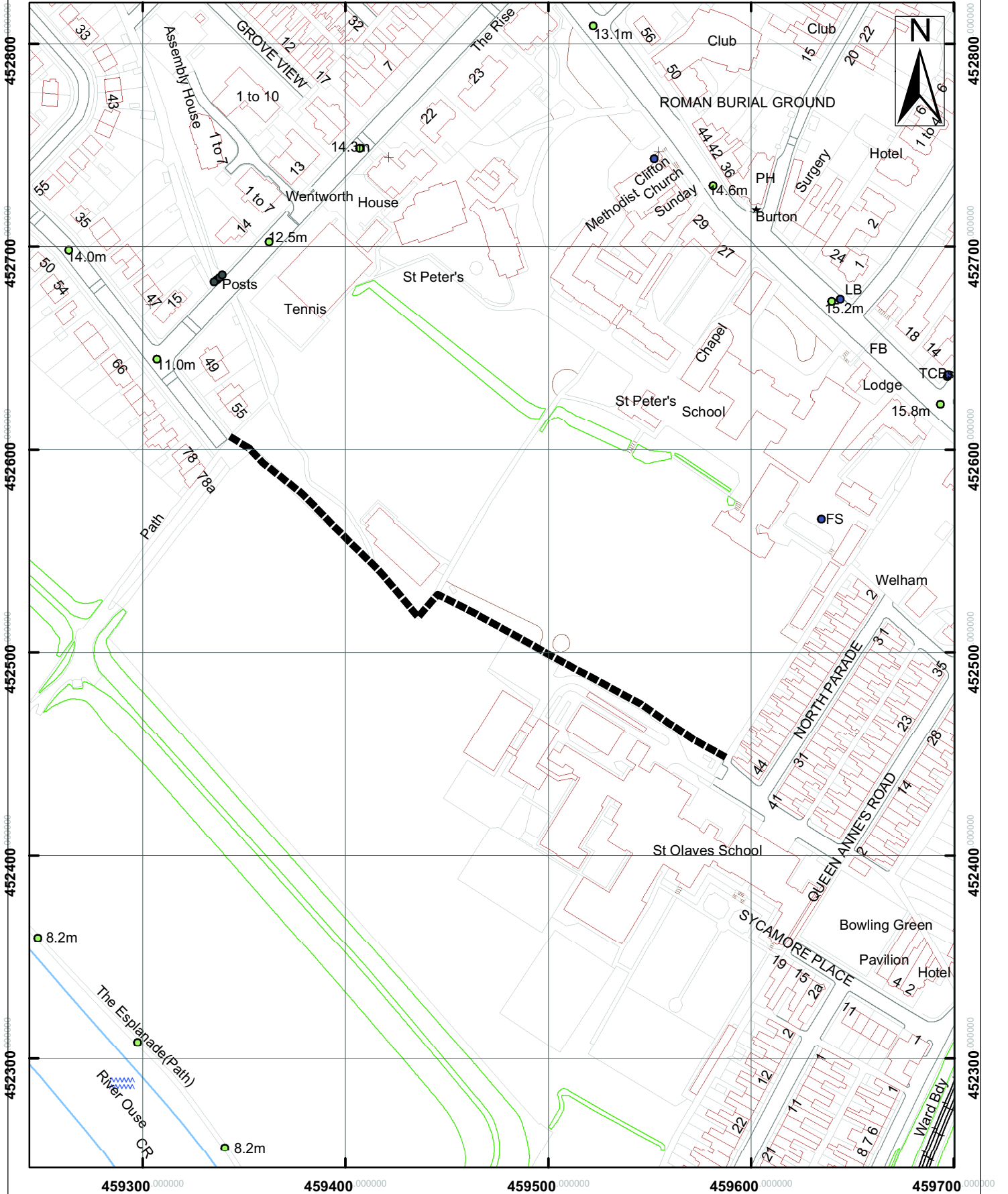
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York Footpath No.139 (Clifton Ward)

Scale 1:2,500

Drawn By: JHC

Date:12/04/10

Public Rights of Way

Reference:

Drawing No.

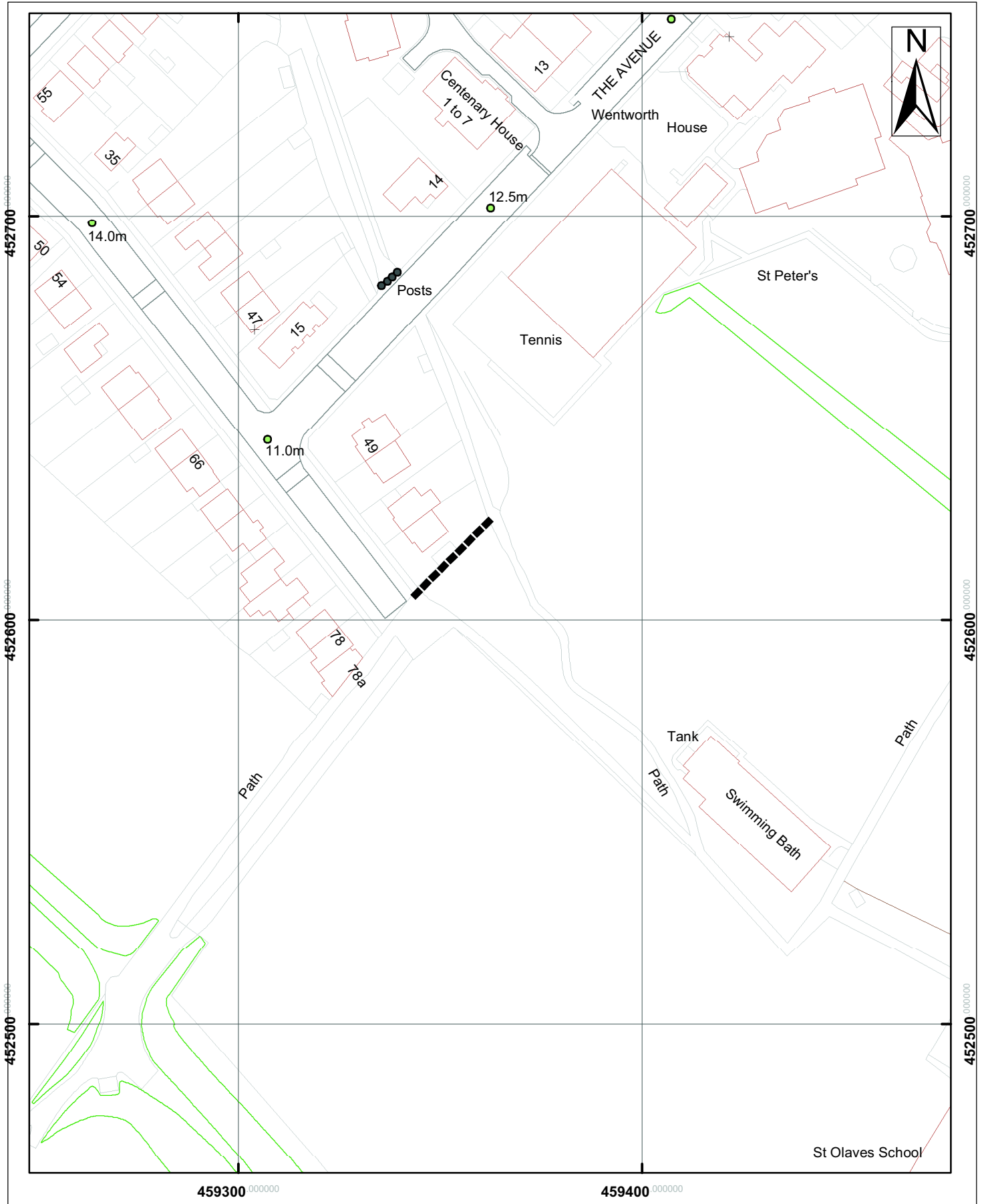
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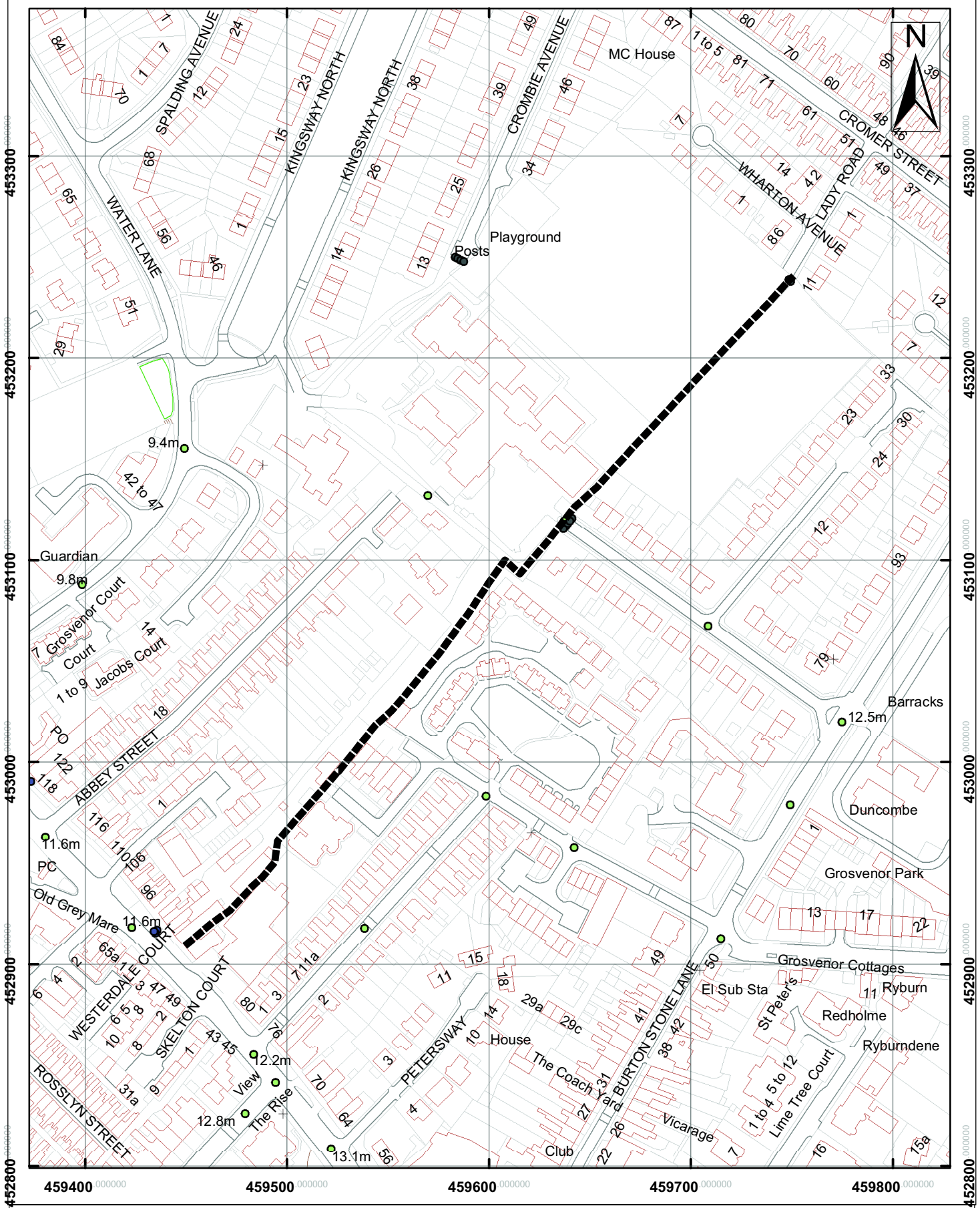
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Scale 1:1,250	Drawn By: JHC	Date:12/04/10
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York Footpath No.141 (Clifton Ward)

Scale 1:2,500	Drawn By: JHC	Date:12/04/10
Public Rights of Way	Reference:	Drawing No.

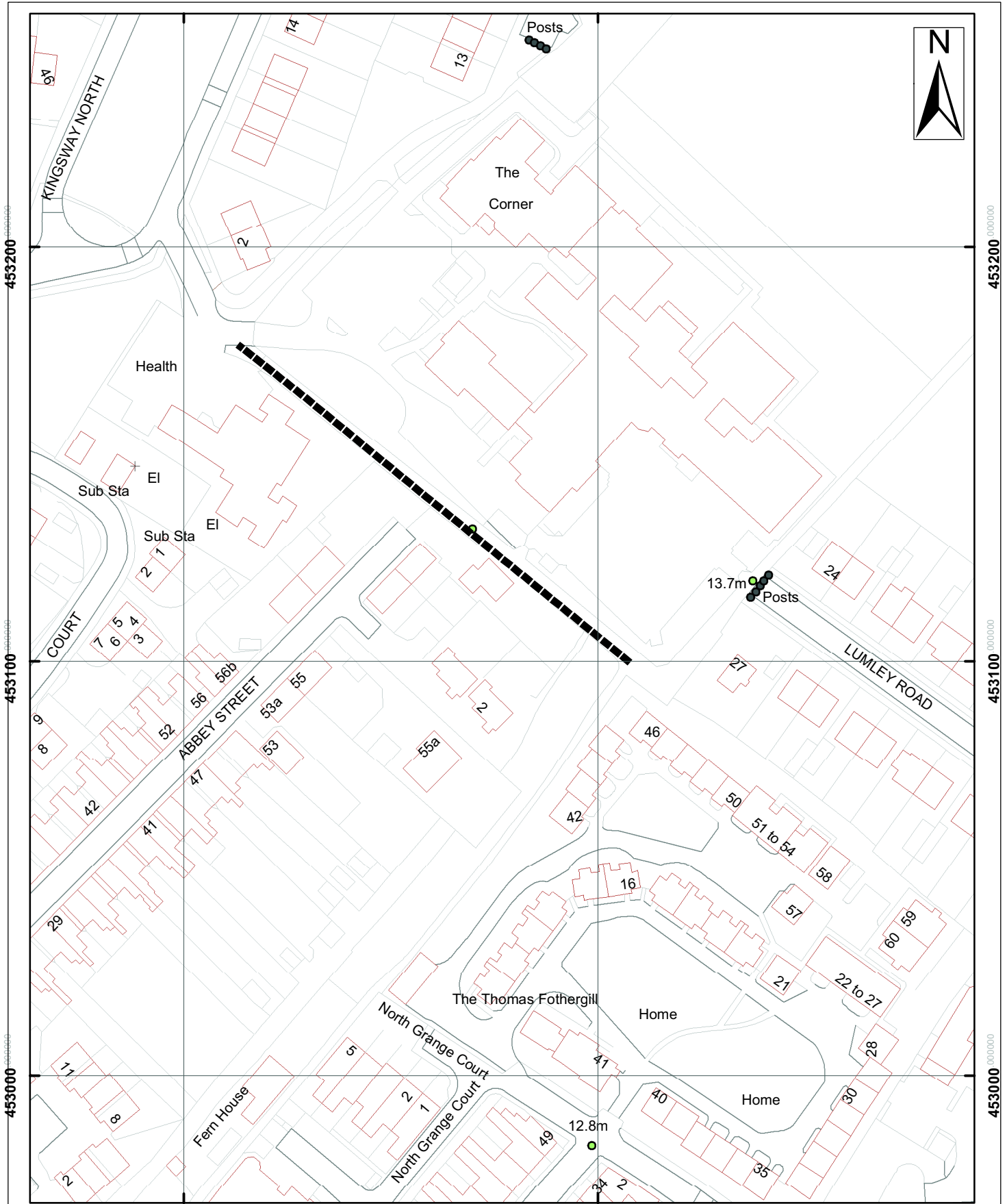
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York Footpath No.142 (Clifton Ward)

Scale 1:1,250	Drawn By: JHC	Date:12/04/10
Public Rights of Way	Reference:	Drawing No.

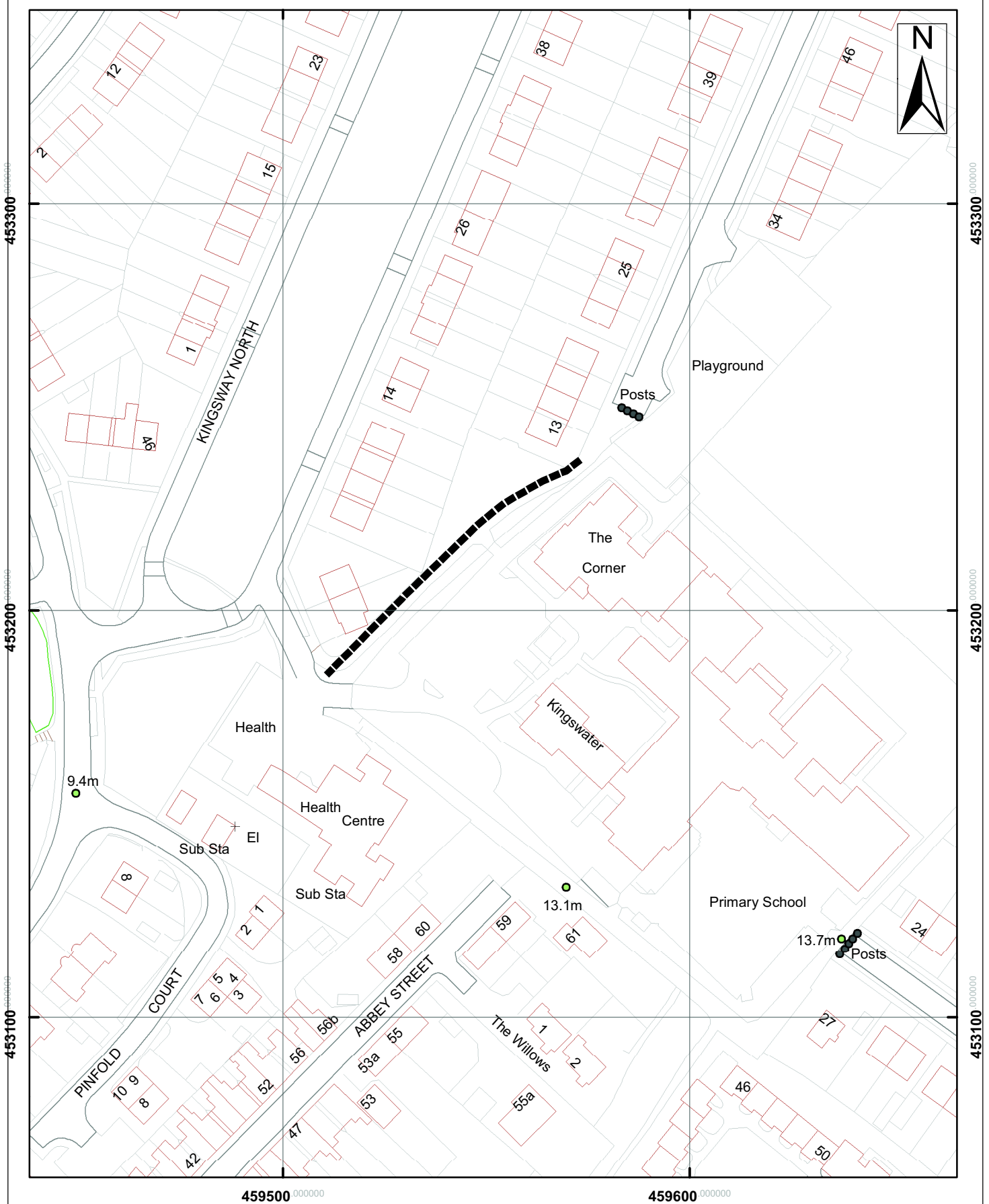
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York Footpath No.143 (Clifton Ward)

Scale 1:1,250

Drawn By: JHC

Date:12/04/10

Public Rights of Way

Reference:

Drawing No.

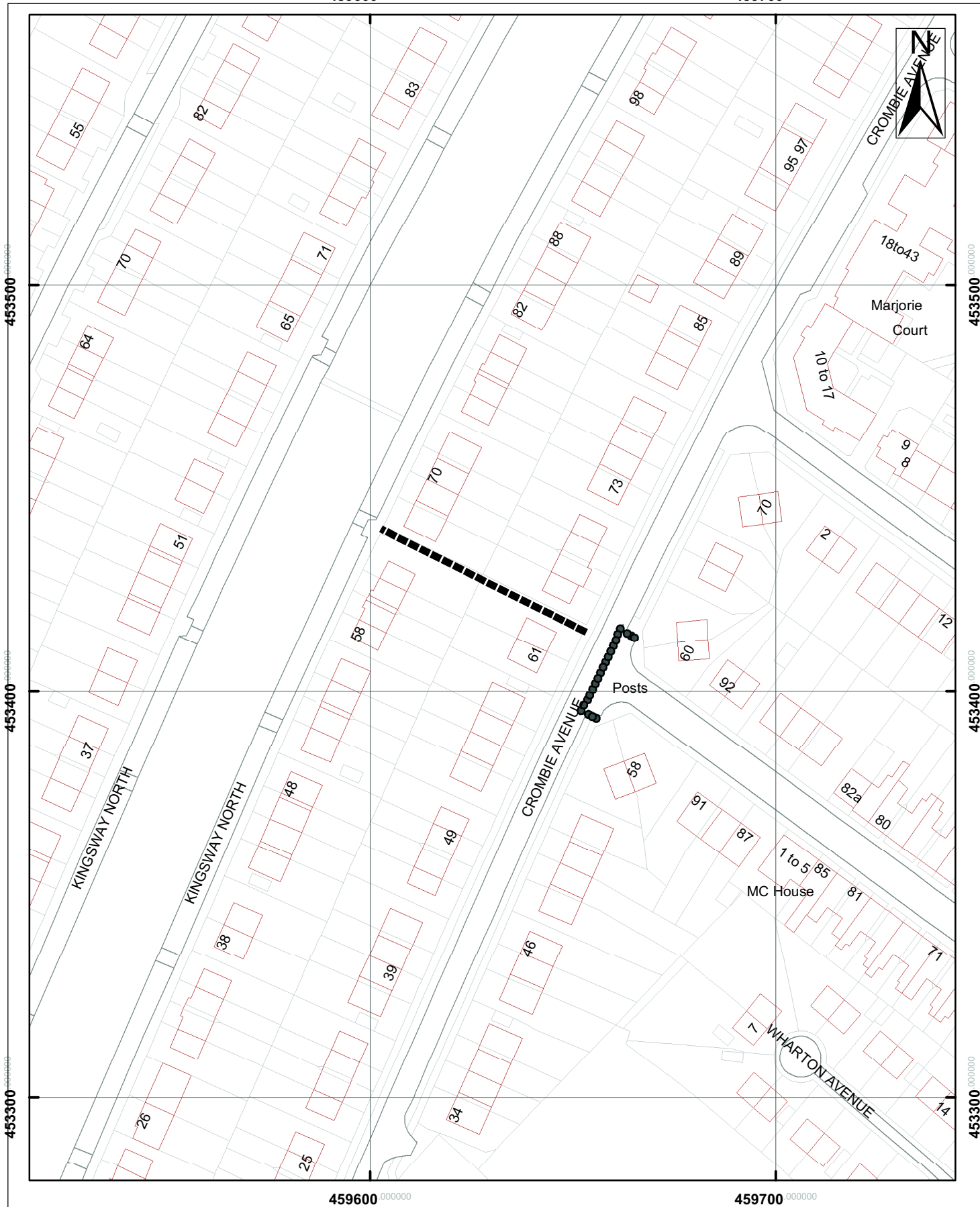
9 St. Leonards Place, York, YO1 2ET
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York Footpath No.144 (Clifton Ward)

Scale 1:1,250	Drawn By: JHC	Date:12/04/10
Public Rights of Way	Reference:	Drawing No.

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Telephone: 01904 613161

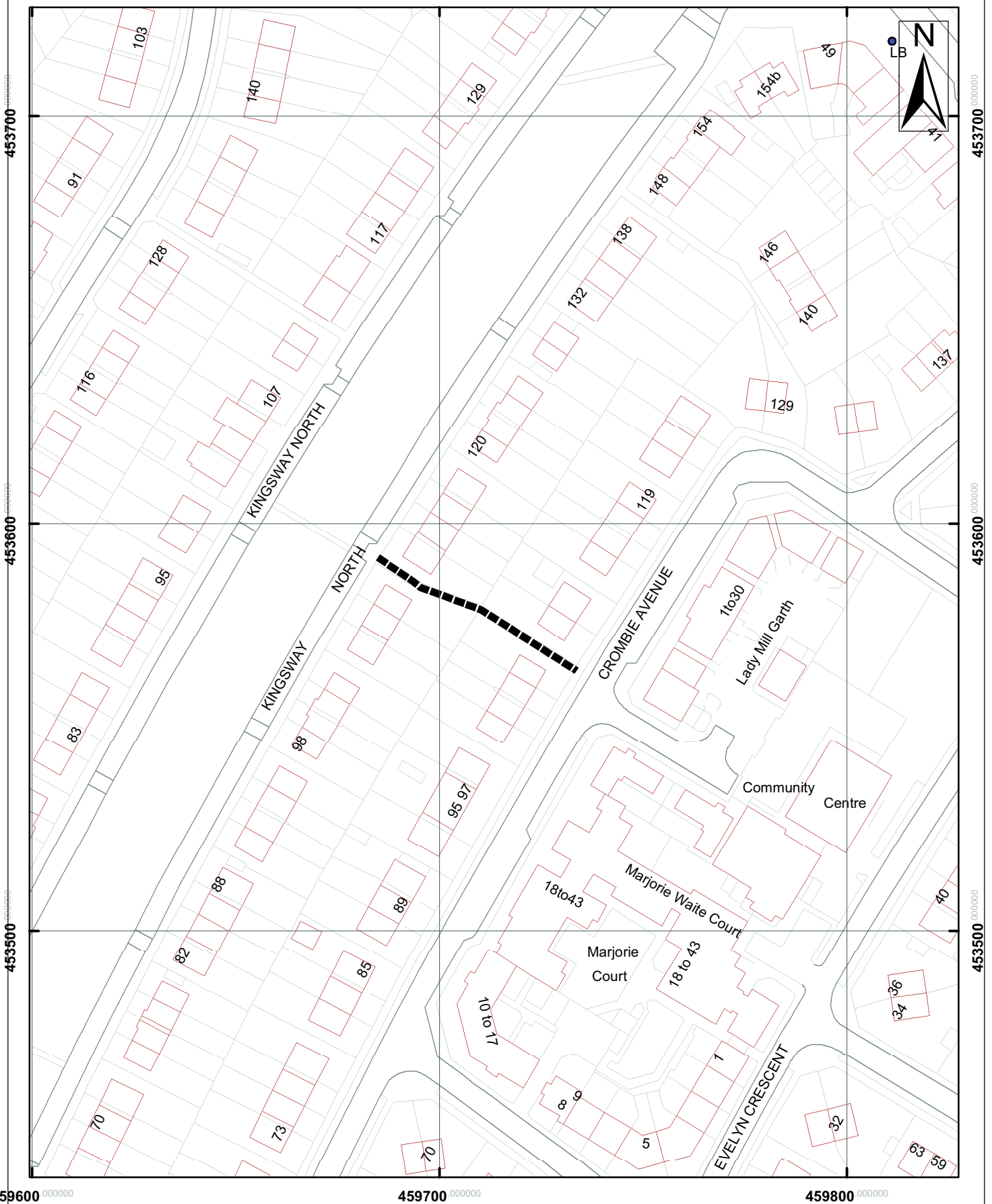
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York Footpath No.145 (Clifton Ward)

Scale 1:1,250

Drawn By: JHC

Date: 12/04/10

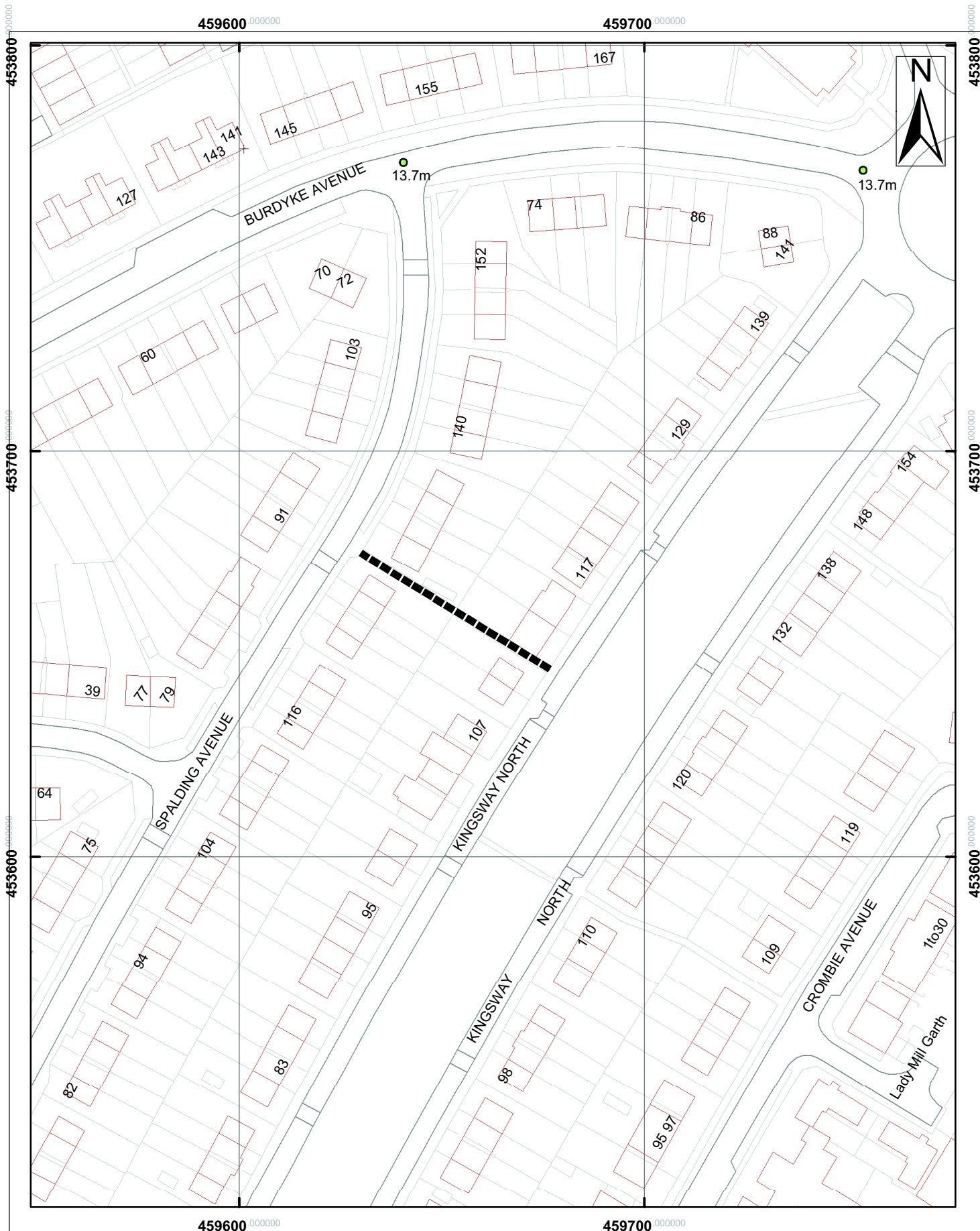
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York Footpath No.146 (Clifton Ward)

Scale 1:1,250	Drawn By: JHC	Date:12/04/10
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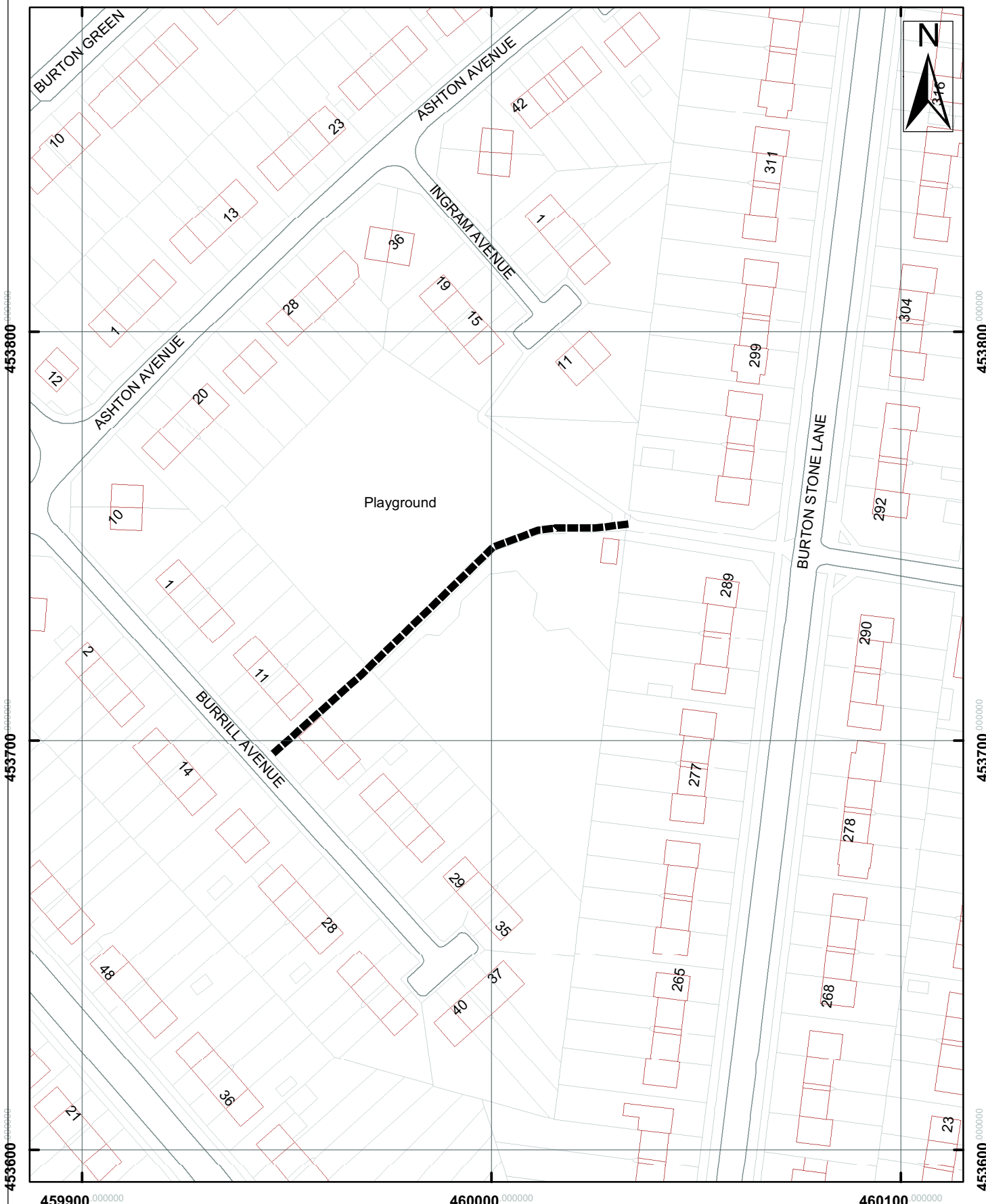
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York Footpath No.147 (Clifton Ward)

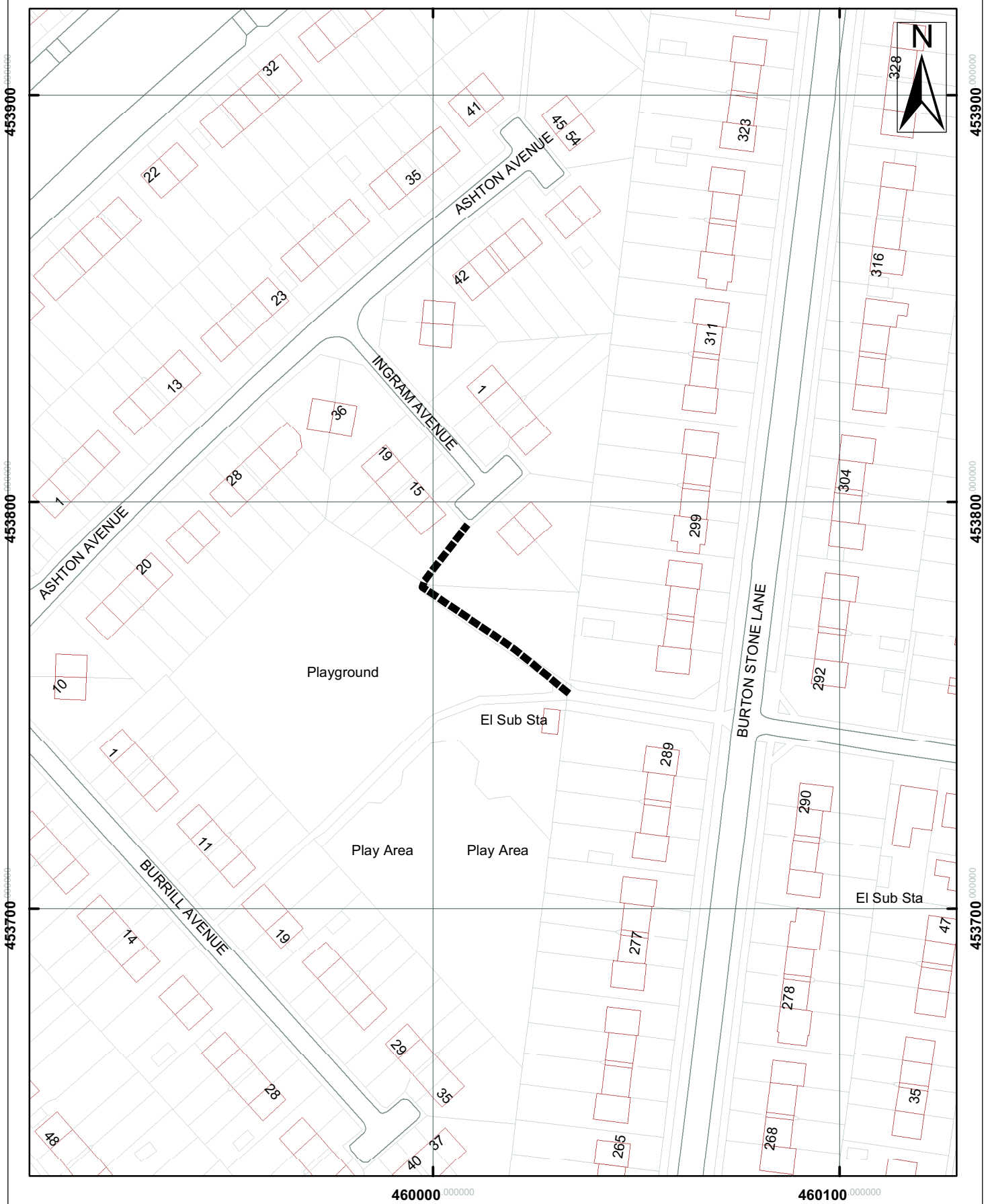
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York Footpath No.148 (Clifton Ward)

Scale 1:1,250

Drawn By: JHC

Date:12/04/10

Public Rights of Way

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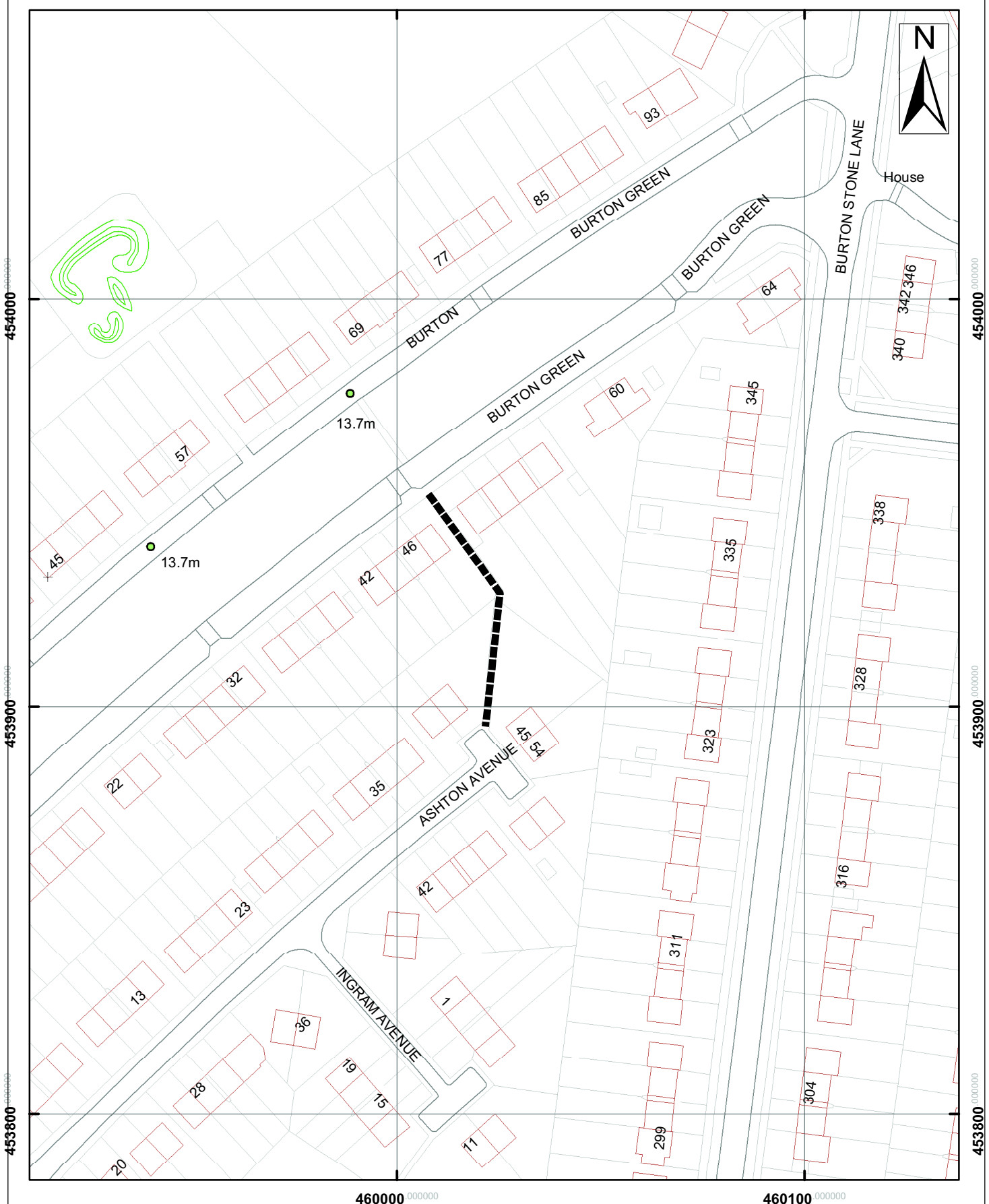
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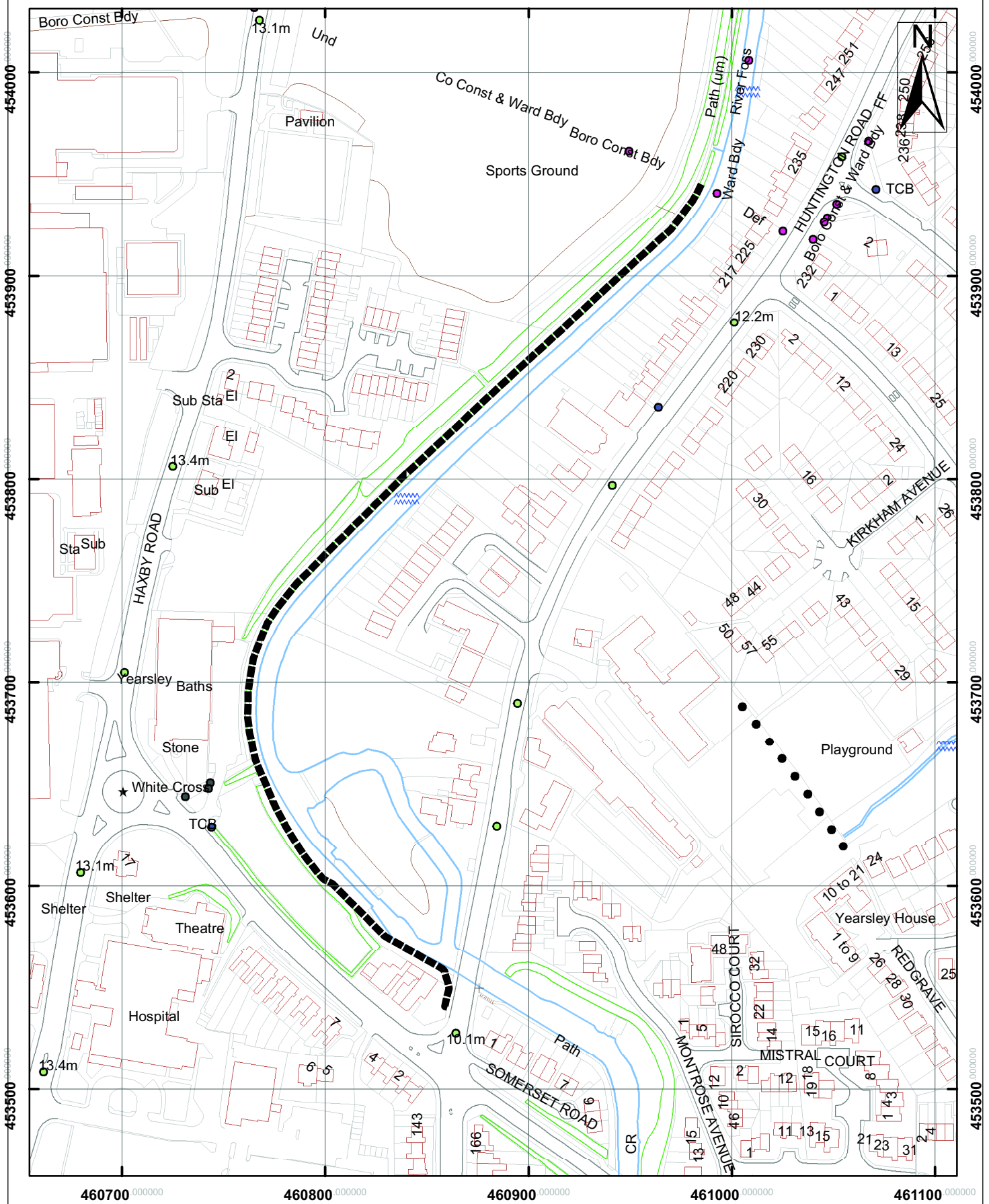
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York Footpath No.150 (Clifton Ward)

Scale 1:2,500

Drawn By: JHC

Date: 12/04/10

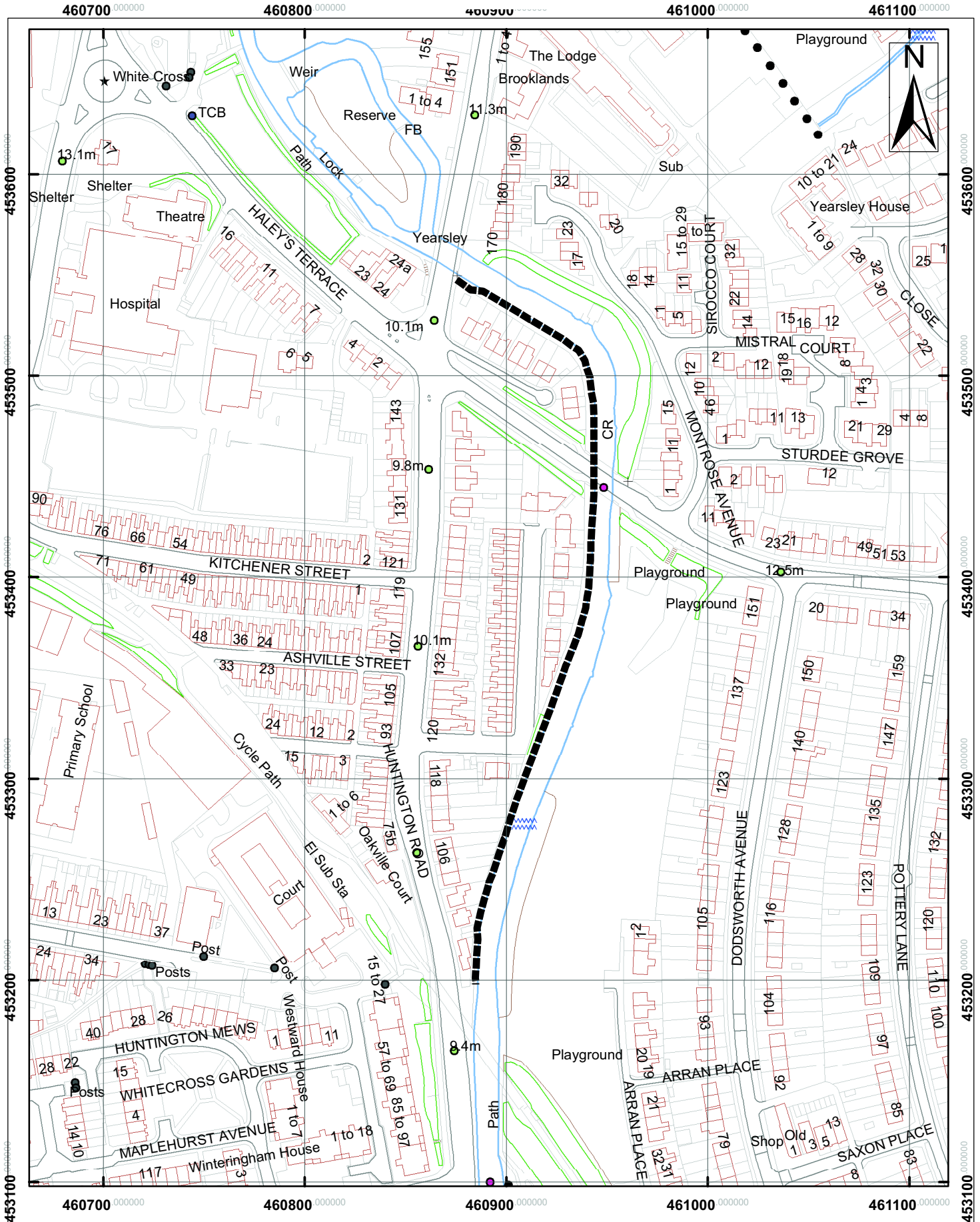
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York Footpath No.151 (Clifton Ward)

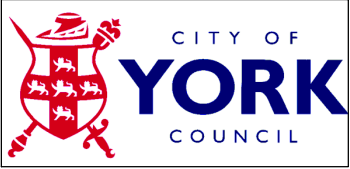
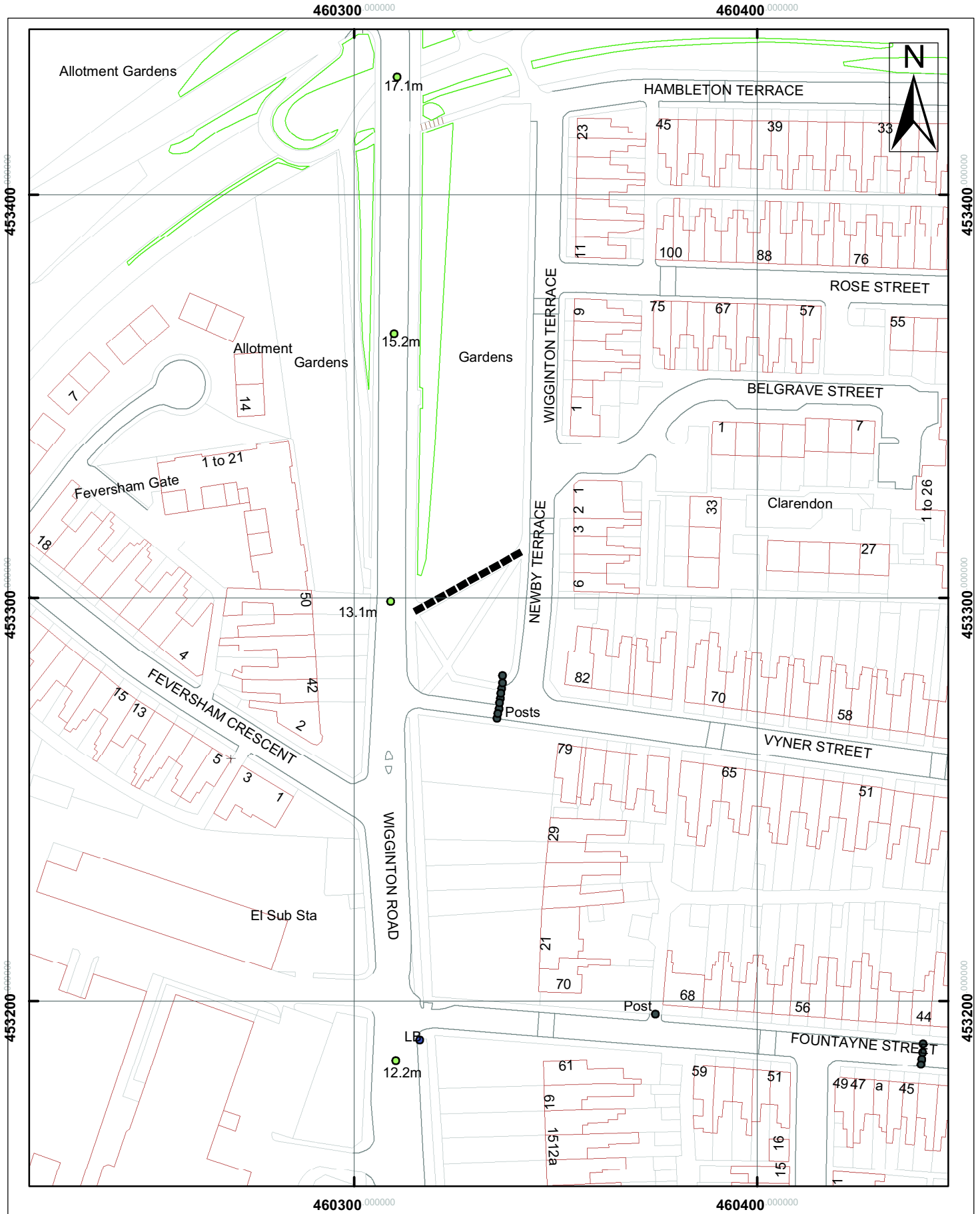
Scale 1:2,500 Drawn By: JHC Date: 12/04/10

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York Footpath No.152 (Clifton Ward)

Scale 1:1,250	Drawn By: JHC	Date:12/04/10
Public Rights of Way	Reference:	Drawing No.

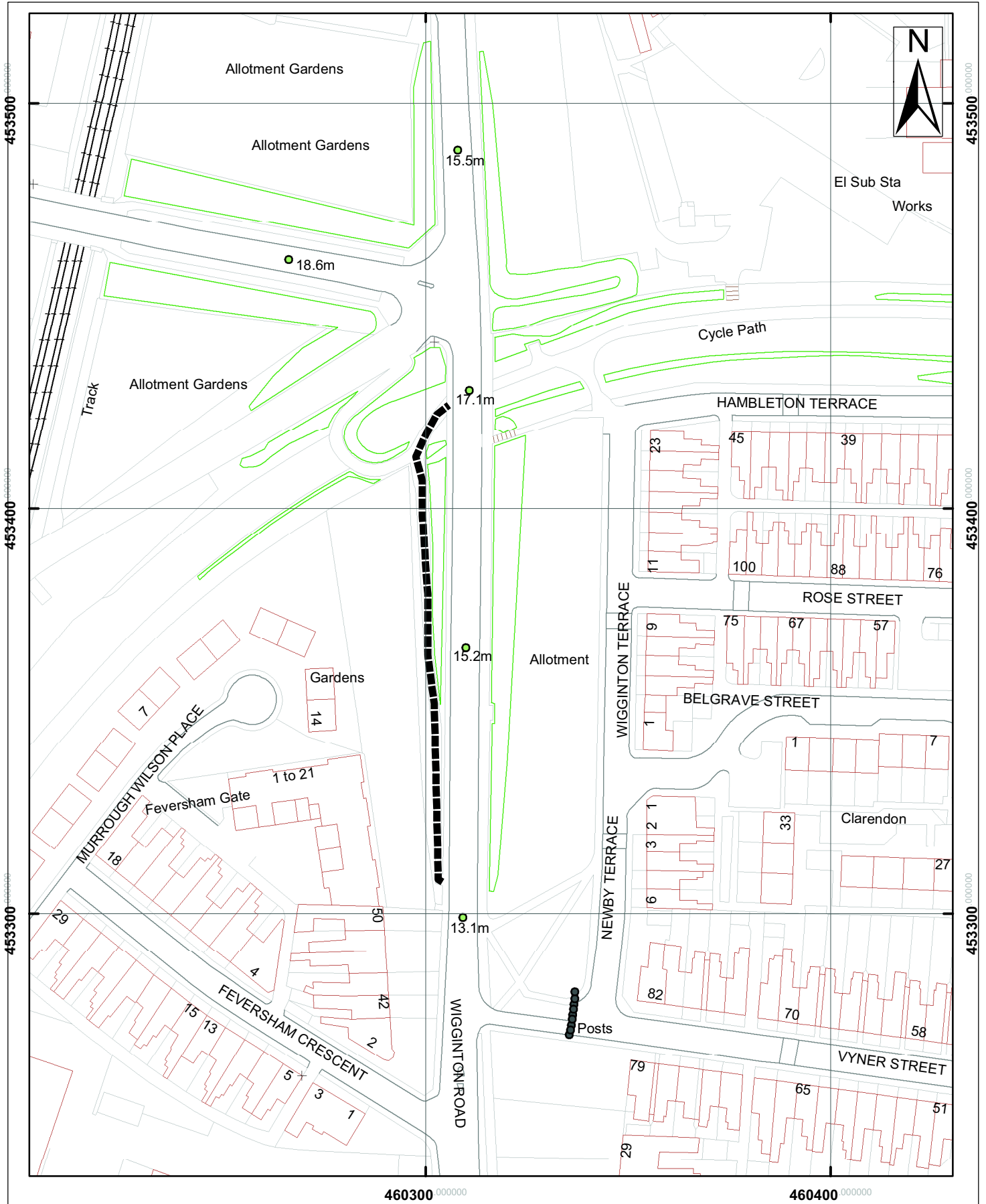
9 St. Leonards Place, York, YO1 2ET
Telephone: 01904 613161

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York Footpath No.153 (Clifton Ward)

Scale 1:1,250	Drawn By: JHC	Date:12/04/10
Public Rights of Way	Reference:	Drawing No.

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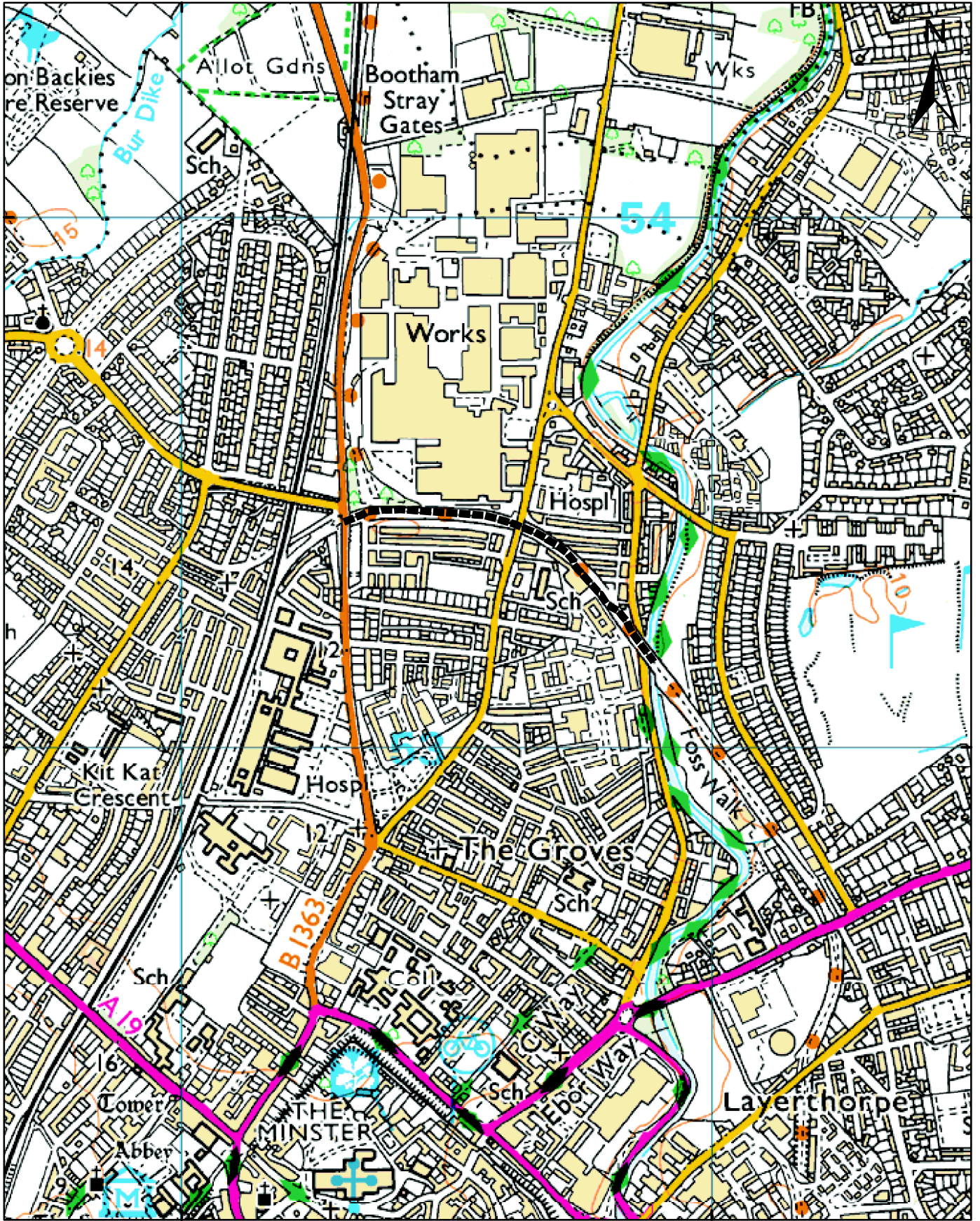
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**York Footpath No.154
(Clifton Ward)**

Scale 1:10,000	Drawn By: JHC	Date:12/04/10
Public Rights of Way	Reference:	Drawing No.

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Annex 2

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

Heworth Ward

Index

Location Plan

Schedules & Path Plans

Path Nos 155, 158-159, 163-165, 167-174, 178-182

Summary of Recommendations

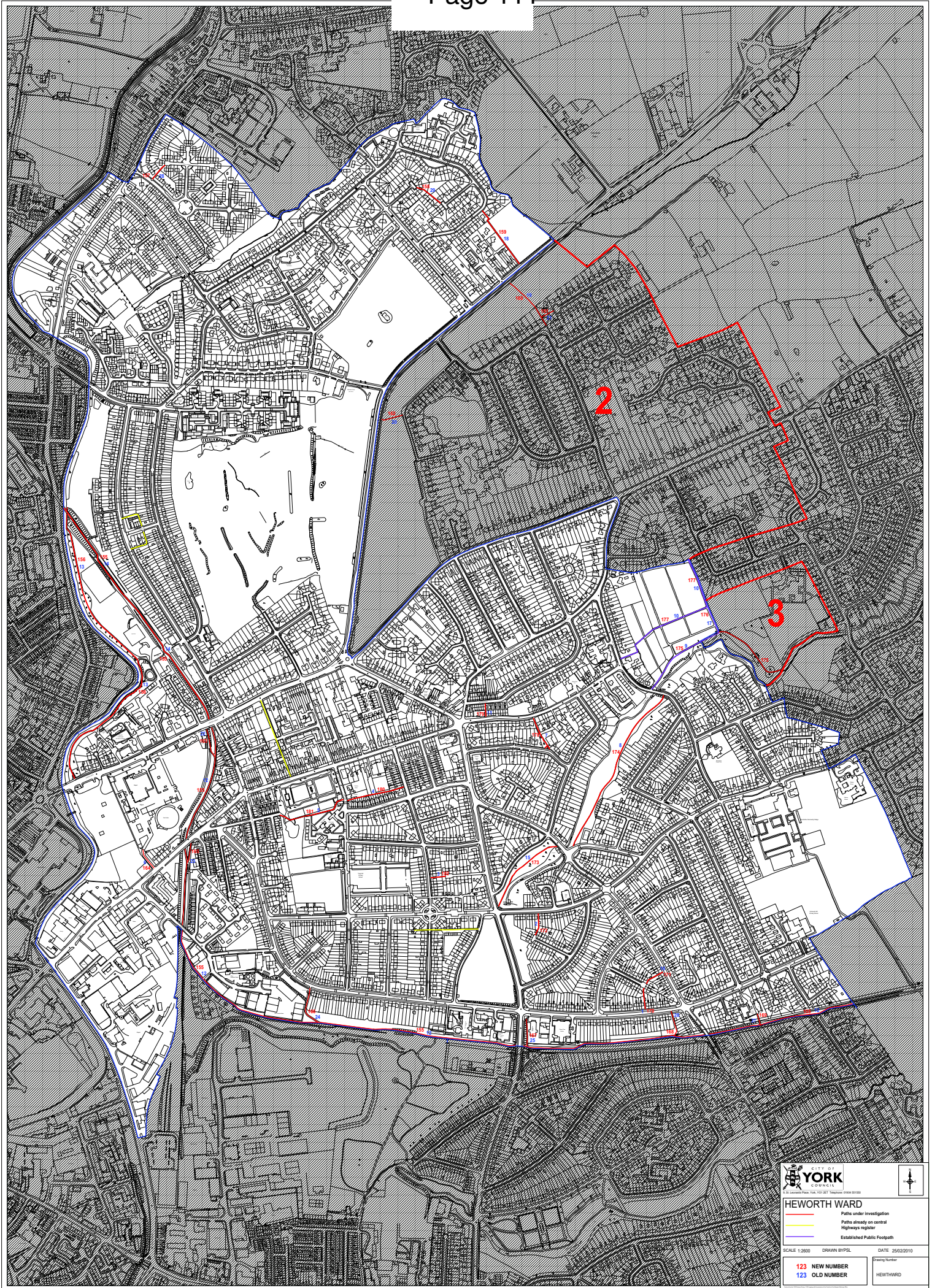
DMMO Recommended Path Nos

158, 159, 164, 170, 171, 172, 173, 174, 178, 181, 182

No Further Action At This Time Recommended Path Nos

155, 163, 165, 167, 168, 169, 179, 180,

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YORK
City of York Council
15, The Gateway, York YO1 1AB

HEWORTH WARD

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

HEWORTH WARD

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Ward: Heworth
Status: Public Footpath
Path No: 155 (Heworth)

Description of route

Footpath commencing at the ward boundary on the old railway bridge over Huntington Road and continuing south-east along the old railway line under Heworth Green bridge then heading south before curving east behind James Street travellers site and continuing to the Osbaldwick parish boundary just beyond the Ambleside Avenue.

Approximate length

2770 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6089 5316	SE 6272 5201	Tarmac

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6089 5316	SE 6272 5201	2.5-2.8m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Bridge	SE 6089 5316	Y155a

Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans	✓		1990	
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

Ward: Heworth
Status: Public Footpath
Path No: 158 (Heworth)

Description of route

Footpath starting next to 16 Thornfield Avenue and running north-west to Healey Grove between nos 11 & 12.

Approximate length

70 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6176 5387	SE 6171 5390	Paved

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6176 5387	SE 6171 5390	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	✓		1978	
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

Ward: Heworth
Status: Public Footpath
Path No: 159 (Heworth)

Description of route

Footpath starting next to Linwood Croft, Malton Road and running north-west to Sefton Avenue, between nos. 30 & 32.

Approximate length

153 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6194 5373	SE 6186 5385	Natural

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6194 5373	SE 6186 5385	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	✓		1978	
Inclosure				
Tithe				
1910 Finance Act				
Rights of Way Act 1932				
Railway/Canal Plans				
Other Evidence				Correspondence
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

Ward: Heworth
Status: Public Footpath
Path No: 160 (Heworth)

Description of route

Footpath starting at corner of Straylands Grove and Woodlands Grove and running north westerly between houses to cross Monk Stray to a gate on Malton Road opposite Laburnum Garth.

Approximate length

130 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6201 5358	SE 6198 5362	Tarmac
SE 6198 5362	SE 6192 5368	Natural

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6201 5358	SE 6198 5362	1.2m
SE 6198 5362	SE 6192 5368	1m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Cycle barrier	SE 6201 5358	Y160a
Cycle barrier (end of tarmac)	SE 6198 5362	Y160b
Gate (Malton Road)	SE 6192 5368	Y160d

Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans	✓		1966 & 1978	
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

Ward: Heworth
Status: Public Footpath
Path No: 161 (Heworth)

Description of route

Footpath starting at junction with York 160 and running to Elmpark View, between nos. 27 & 25.

Approximate length

35 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6200 5360	SE 6202 5362	Concrete

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6200 5360	SE 6202 5362	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	✓		1966	
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

Ward: Heworth
Status: Public Footpath
Path No: 162 (Heworth)

Description of route

Footpath starting opposite 18 Elmfield Terrace and crossing Monk Stray to Malton Road.

Approximate length

48 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6167 5337	SE 6162 5336	Natural

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6167 5337	SE 6162 5336	undefined

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Gate (Elmfield Terr)	SE 6167 5337	Y162b
Gate (Malton Road)	SE 6162 5336	Y162a

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

Ward: Heworth
Status: Public Footpath
Path No: 163 (Heworth)

Description of route

Footpath starting on Heworth Green, next to Heworth Court, and running down into the former railway cutting to meet York 155.

Approximate length

66 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6122 5264	SE 6124 5258	Tarmac

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6122 5264	SE 6124 5258	1 – 1.5m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Cycle barrier	SE 6122 5264	Y163a

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

Ward: Heworth
Status: Public Footpath
Path No: 164 (Heworth)

Description of route

Footpath commencing at Heworth Green opposite Dalguise Road continuing in a southerly direction before emerging onto Layerthorpe.

Approximate length

245 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6099 5254	SE 6109 5232	Tarmac

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6099 5254	SE 6109 5232	1.8m

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	✓		1852, 1891	
Inclosure				
Tithe				
1910 Finance Act				
Rights of Way Act 1932				
Railway/Canal Plans				
Other Evidence				Part Adopted & correspondence re history of route
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 Orders

Ward: Heworth
Status: Public Footpath
Path No: 165 (Heworth)

Description of route

Footpath starting next to 124 Layerthorpe and running down into former railway cutting to meet York 155.

Approximate length

45 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6118 5238	SE 6117 5234	Tarmac

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6118 5238	SE 6117 5234	1m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Cycle barrier	6118 5238	

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

Ward: Heworth
Status: Public Footpath
Path No: 166 (Heworth)

Description of route

Footpath starting next to 90 Fifth Avenue and running south to meet York 155.

Approximate length

97 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6146 5204	SE 6148 5196	Tarmac

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6146 5204	SE 6148 5196	2m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Cycle barrier & gate	SE 6146 5203	Y166b

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: Heworth
Status: Public Footpath
Path No: 167 (Heworth)

Description of route

Footpath starting next to St. Aelred's Church on the corner of Melrosegate and Fifth Avenue and running south to meet York 155 and 186.

Approximate length

61 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6196 5197	SE 6196 5191	Tarmac

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6196 5197	SE 6196 5191	1.5m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Cycle Barrier	SE 6196 5191	Y167a

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

Ward: Heworth
Status: Public Footpath
Path No: 168 (Heworth)

Description of route

Footpath starting next to 280 Fifth Avenue, near to junction with Tang Hall Lane, and running south to meet York 155.

Approximate length

53 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6230 5198	SE 6230 5193	Tarmac

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6230 5198	SE 6230 5193	2m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Gate	SE 6230 5198	Y168a

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

Ward: Heworth
Status: Public Footpath
Path No: 169 (Heworth)

Description of route

Footpath starting on Fifth Avenue opposite Whernside Avenue and running south past Health Clinic and Library to meet York 155.

Approximate length

94 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6246 5204	SE 6250 5196	Tarmac

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6246 5204	SE 6250 5196	1.5m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Cycle barrier	SE 6250 5197	Y169a

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

Ward: Heworth
Status: Public Footpath
Path No: 170 (Heworth)

Description of route

Footpath commencing between 253 & 255 Fifth Avenue and running north to emerge between 14 & 15 Sterne Avenue.

Approximate length

50 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6224 5199	SE 6223 5204	Tarmac

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6224 5199	SE 6223 5204	1.5m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Cycle barrier	SE 6224 5199	Y170a

Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans	✓		1960	
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

Ward: Heworth
Status: Public Footpath
Path No: 171 (Heworth)

Description of route

Footpath starting between 10 & 11 Sterne Avenue and running north-east to Tang Hall Lane (between nos 112 & 114).

Approximate length

50 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6224 5205	SE 6228 5208	Tarmac

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6224 5205	SE 6228 5208	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	✓		1960	
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

Ward: Heworth
Status: Public Footpath
Path No: 172 (Heworth)

Description of route

Footpath commencing between 106 & 108 Fourth Avenue and running south to between 20 & 23 Cosmo Avenue.

Approximate length

51 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6199 5221	SE 6198 5217	Paved

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6199 5221	SE 6198 5217	0.8m

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	✓		1978	
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

Ward: Heworth
Status: Public Footpath
Path No: 173 (Heworth)

Description of route

Footpath starting from north-east corner of Melrosegate and Fourth Avenue and running north-east through woodland to emerge on Tang Hall Lane near junction with Bad Bargain Lane.

Approximate length

208 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6190 5223	SE 6203 5237	Natural

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6190 5223	SE 6203 5237	0.5-1m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Kissing gate	SE 6190 5223	Y173a
Kissing gate	SE 6203 5237	Y173b

Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans	✓		1960 & 1978	
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

Ward: Heworth
Status: Public Footpath
Path No: 174 (Heworth)

Description of route

Footpath starts at Bad Bargain Lane near junction with Tang Hall Lane and runs through Heworth Holme north to two exits on Burnholme Lane.

Approximate length

415 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6207 5237	SE 6208 5240	Natural
SE 6208 5240	SE 6209 5242	Crushed stone
SE 6209 5242	SE 6212 5247	Natural
SE 6216 5247	SE 6219 5262	Woodchip
SE 6219 5262	SE 6228 5272	Natural

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6207 5237	SE 6228 5272	1 – 1.2m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Cycle barrier	SE 6207 5237	Y174a
Steps	SE 6228 5272	Y174c
Cycle barrier	SE 6228 5272	Y174d
Kissing gate	SE 6229 5271	

Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans	✓		1850 , 1960	
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

Public Rights Of Way – Wildlife & (.....)81
Preparation of Definitive Map Former County Borough of York - Heworth Ward

Schedule 19

Ward: Heworth
Status: Public Footpath
Path No: 175 (Heworth)

Description of route

Footpath starting on Burnholme Drive and running north easterly alongside Tang Hall Beck, past the allotments and south easterly, to the bridge over Tang Hall Beck at the boundary with Heworth Without parish.

Approximate length

398 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6225 5274	SE 6241 5287	Tarmac
SE 6236 5285	SE 6255 5278	Crushed stone

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6225 5274	SE 6241 5287	3m
SE 6241 5287	SE 6255 5278	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				Statement of express dedication by landowners
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

Ward: Heworth
Status: Public Footpath
Path No: 176 (Heworth) ALREADY ON DEF MAP

Description of route

Footpath running south from York Footpath 177 (Heworth) along the eastern edge of the allotments to York Footpath 175 (Heworth)

Approximate length

62 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6238 5293	SE 6241 5287	Natural

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6238 5293	SE 6241 5287	1m 1.5m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Gate	SE 6240 5280	

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				Statement of express dedication by landowners
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

Public Rights Of Way – Wildlife & ()81
Preparation of Definitive Map Former County Borough of York - Heworth Ward

Schedule 21

Ward: Heworth
Status: Public Footpath
Path No: 177 (Heworth) ALREADY ON DEF MAP

Description of route

Footpath starting between 99 & 99a Hempland Lane and running north-east to allotments. Then through the allotments before turning left and following boundary between allotments and gardens of Whitby Avenue, then turning right along a track to finish on Whitby Avenue.

Approximate length

406 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 521 528	SE 622 528	Crushed stone
SE 622 528	SE 623 529	Natural
SE 623 529	SE 623 530	Crushed stone

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 621 528	SE 622 528	1m
SE 622 528	SE 623 529	1.5
SE 623 529	SE 623 530	0.5-1m
SE 623 530	SE 623 530	2m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Gate	SE 623 530	

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				Already on Definitive Map
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

Ward: Heworth
Status: Public Footpath
Path No: 178 (Heworth)

Description of route

Footpath starting between 30 & 56 Heworth Village and running south easterly to finishing between 31 & 33 Heworth Hall Drive

Approximate length

83 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6198 5267	SE 6199 5263	Tarmac/gravel
SE 6199 5263	SE 6201 5260	Paved

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6198 5267	SE 6199 5263	2.5m
SE 6199 5263	SE 6201 5260	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	✓		1960	
Inclosure				
Tithe				
1910 Finance Act				
Rights of Way Act 1932				
Railway/Canal Plans				
Other Evidence				
User Evidence				21 User Evidence Forms
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

Ward: Heworth
Status: Public Footpath
Path No: 179 (Heworth)

Description of route

Footpath starting between Heworth Methodist Chapel and 13 Heworth and running north to 12 Harrison Street.

Approximate length

30 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6187 5267	SE 6186 5270	Cobbled

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6187 5267	SE 6186 5270	1.3m

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

Recommendation:

No further action at this time

Ward: Heworth
Status: Public Footpath
Path No: 180 (Heworth)

Description of route

Footpath commencing between 20 & 24 Second Avenue and running westwards to terminate next to Glenfield on Bull Lane.

Approximate length

135 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6167 5251	SE 6155 5248	Natural

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6167 5251	SE 6155 5248	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	✓		1852, 1891	1960
Inclosure				
Tithe				
1910 Finance Act				
Rights of Way Act 1932				
Railway/Canal Plans				Correspondence on files suggests possible objections – path should be removed from current process and its status investigated further before any decision is made
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: Heworth

Status: Public Footpath
Path No: 181 (Heworth)

Description of route

Footpath commencing on Bull Lane and running west round the back of Glen Gardens to Glen Road.

Approximate length

170 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6153 5248	SE 6139 5244	Tarmac

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6153 5248	SE 6139 5244	1.7m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Cycle barrier	SE 6146 5244	Y181b

Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans	✓		1852, 1891	1970
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

Ward: Heworth

Status: Public Footpath
Path No: 182 (Heworth)

Description of route

Footpath commencing at the end of Ninth Avenue running west between 27 & 29.
Seventh Avenue

Approximate length

35 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6177 5230	SE 6174 5230	Concrete

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6177 5230	SE 6174 5230	0.8m

Structures: (Stiles, Gates and Bridges etc)

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

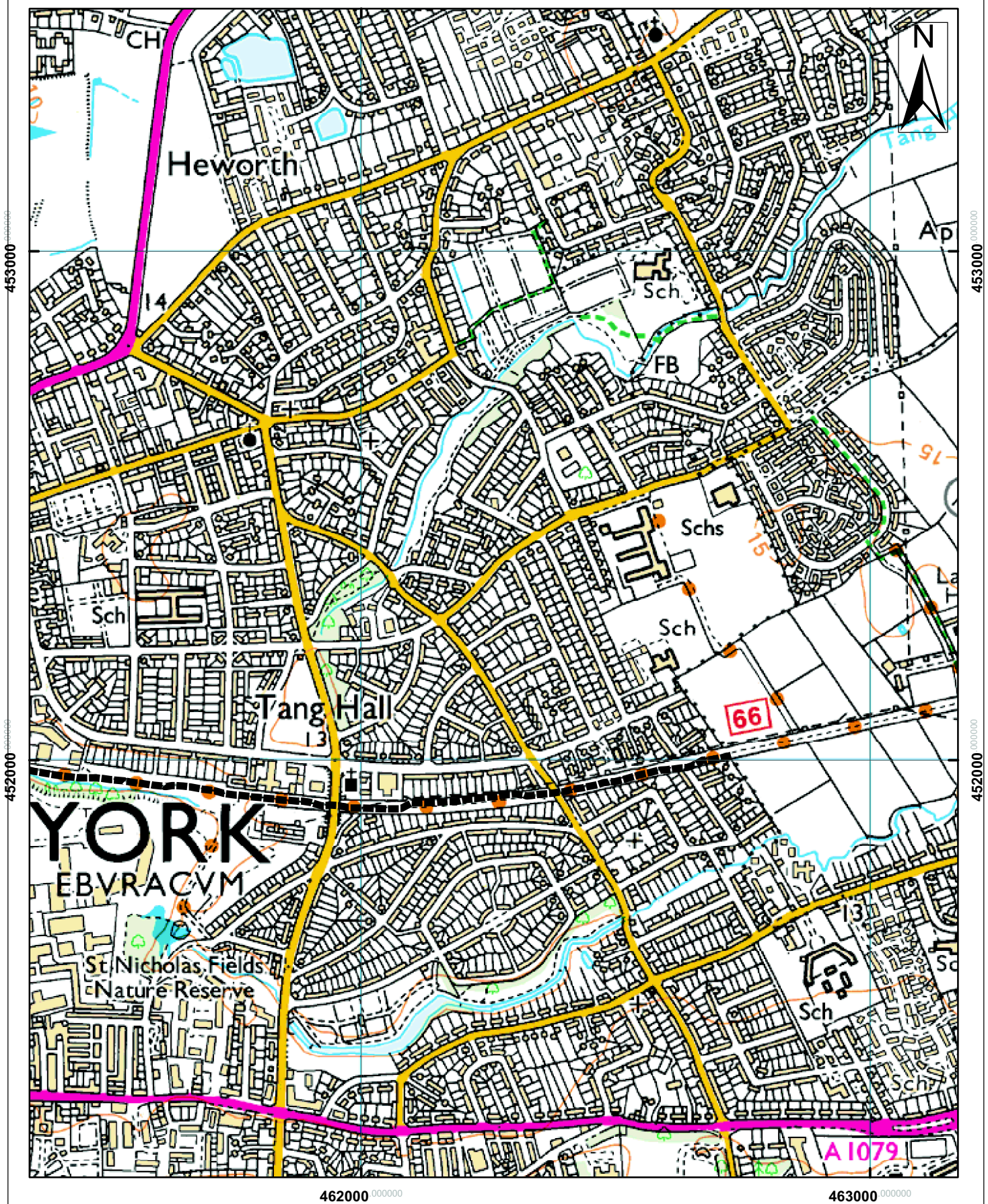
Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans	✓		1978	
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



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

York Footpath No.155 (Eastern Section) (Heworth Ward)

Scale 1:10,000	Drawn By: JHC	Date:12/04/10
Public Rights of Way	Reference:	Drawing No.

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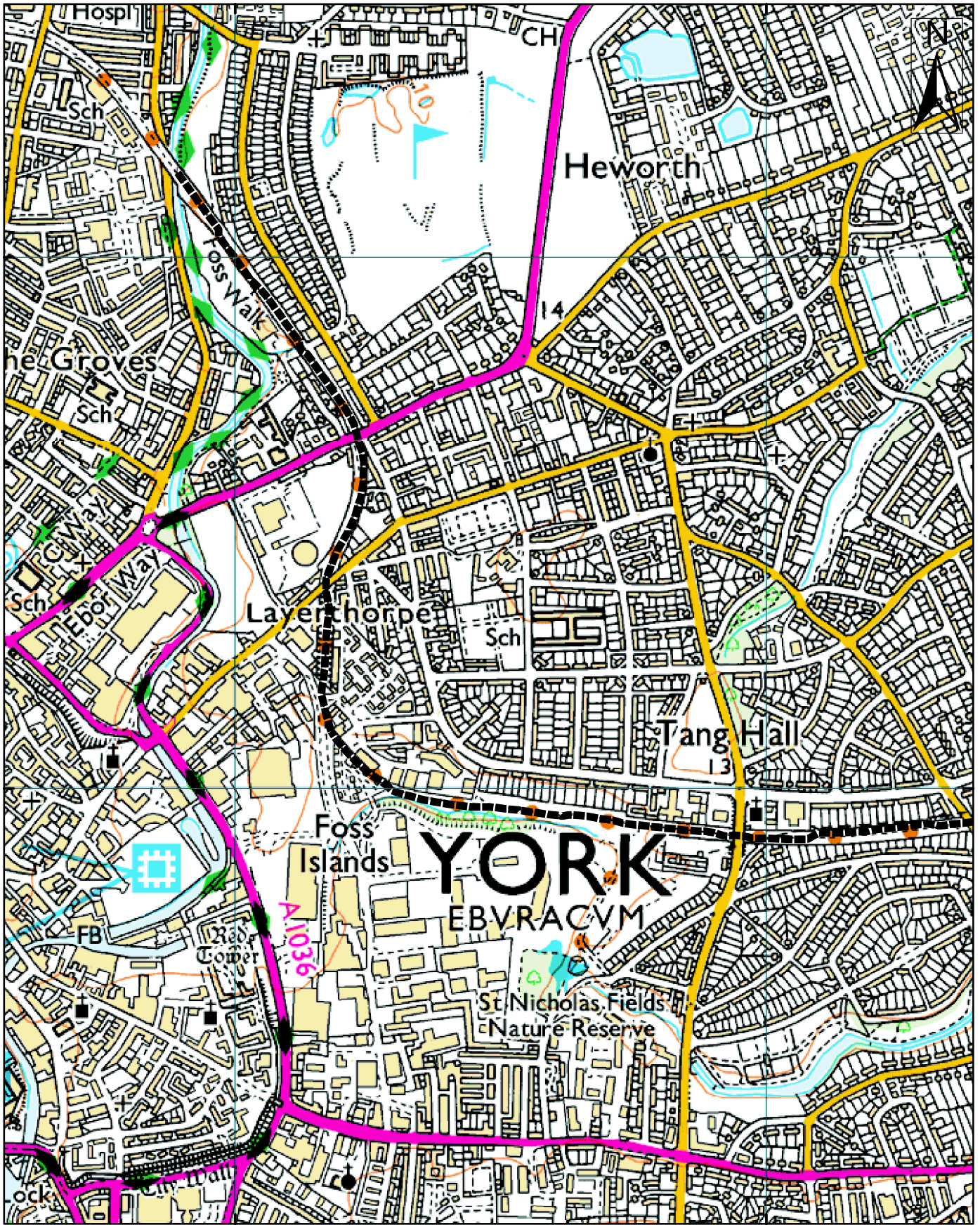
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York Footpath No.155 (Western Section)
(Heworth Ward)

Scale 1:10,000

Drawn By: JHC

Date:12/04/10

Public Rights of Way

Reference:

Drawing No.

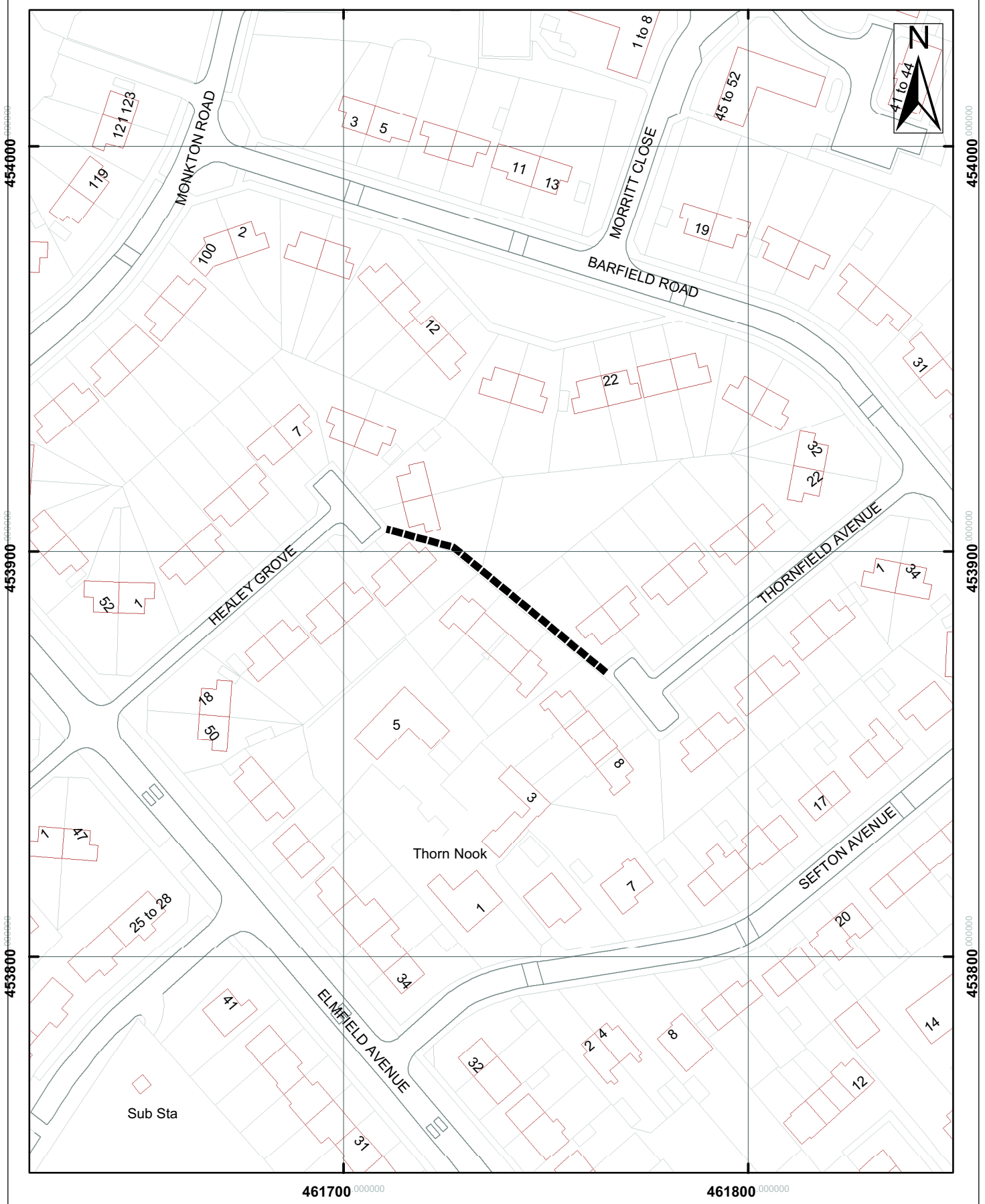
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**York Footpath No.158
(Heworth Ward)**

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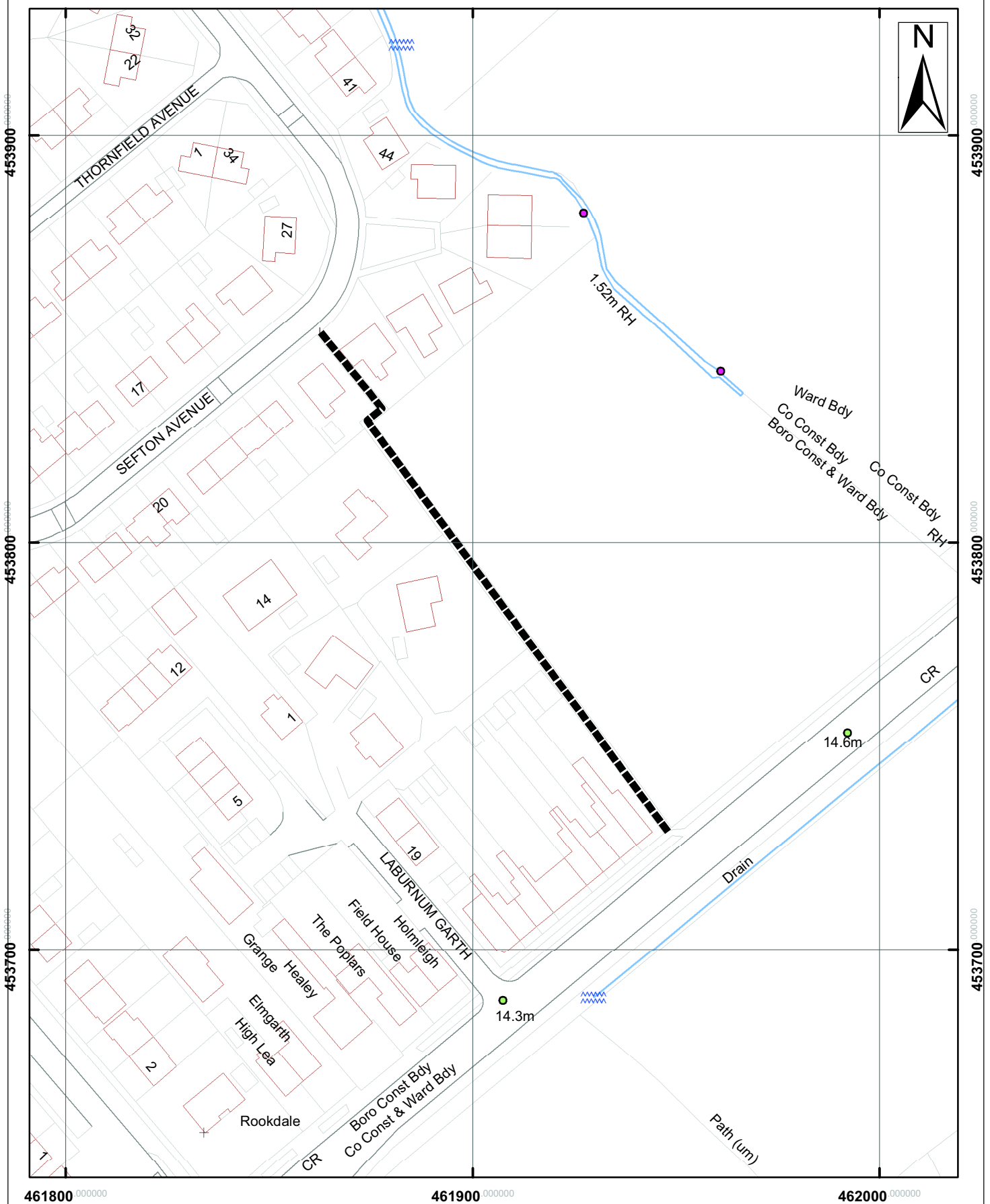
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York Footpath No.159 (Heworth Ward)

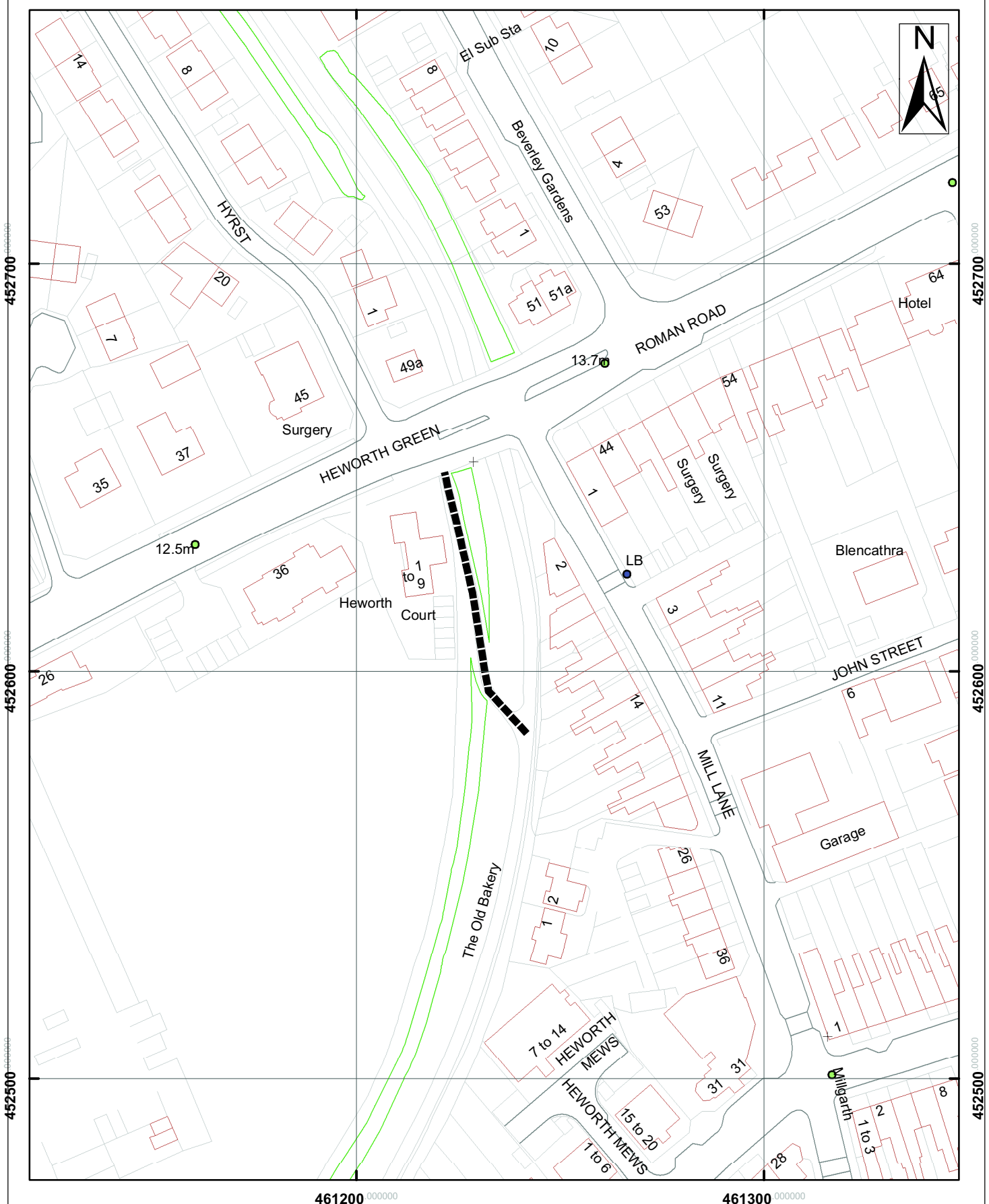
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**York Footpath No.163
(Heworth Ward)**

Scale 1:1,250

Drawn By:JHC

Date:13/04/10

Public Rights of Way

Reference:

Drawing No.

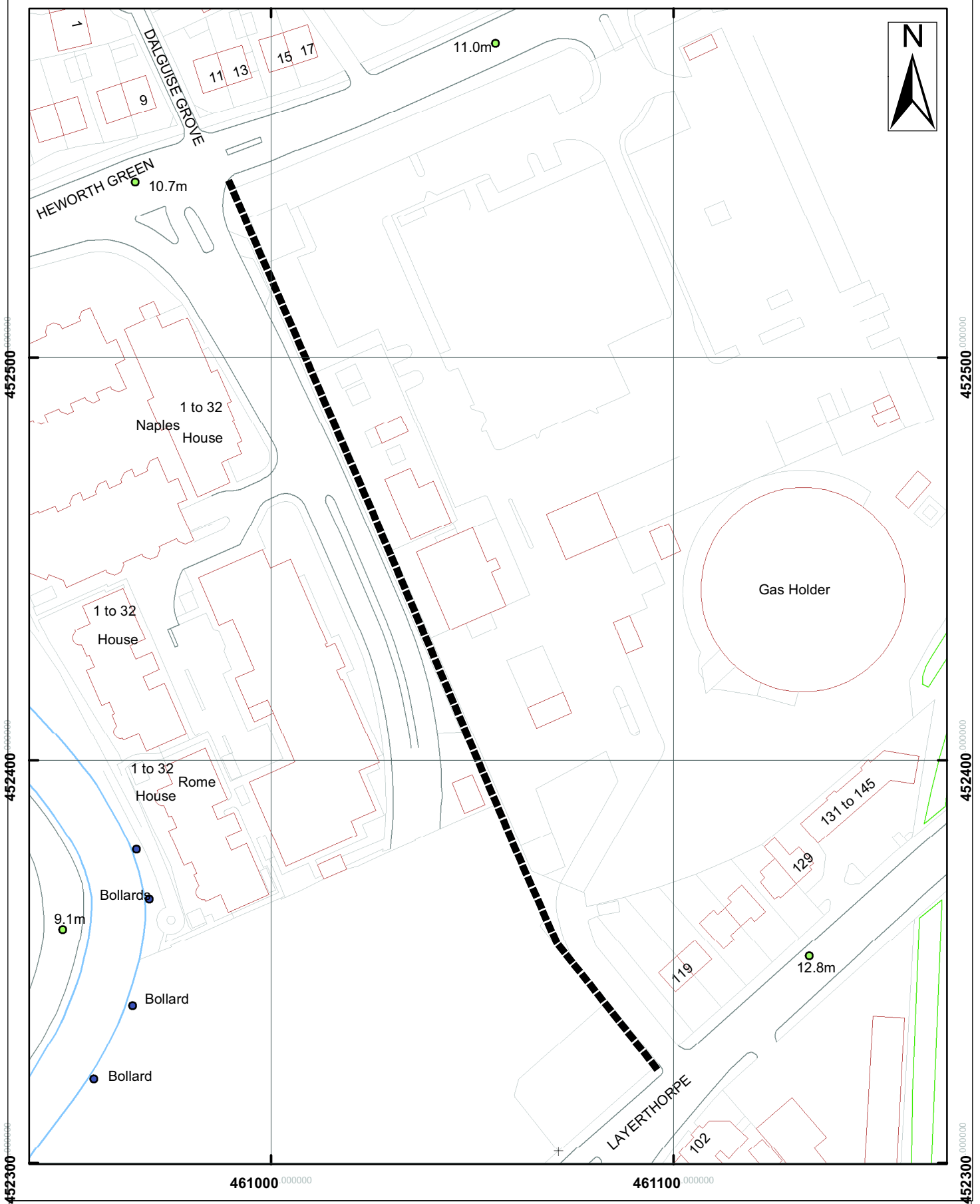
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York Footpath No.164 (Heworth Ward)

Scale 1:1,250

Drawn By:JHC

Date:13/04/10

Public Rights of Way

Reference:

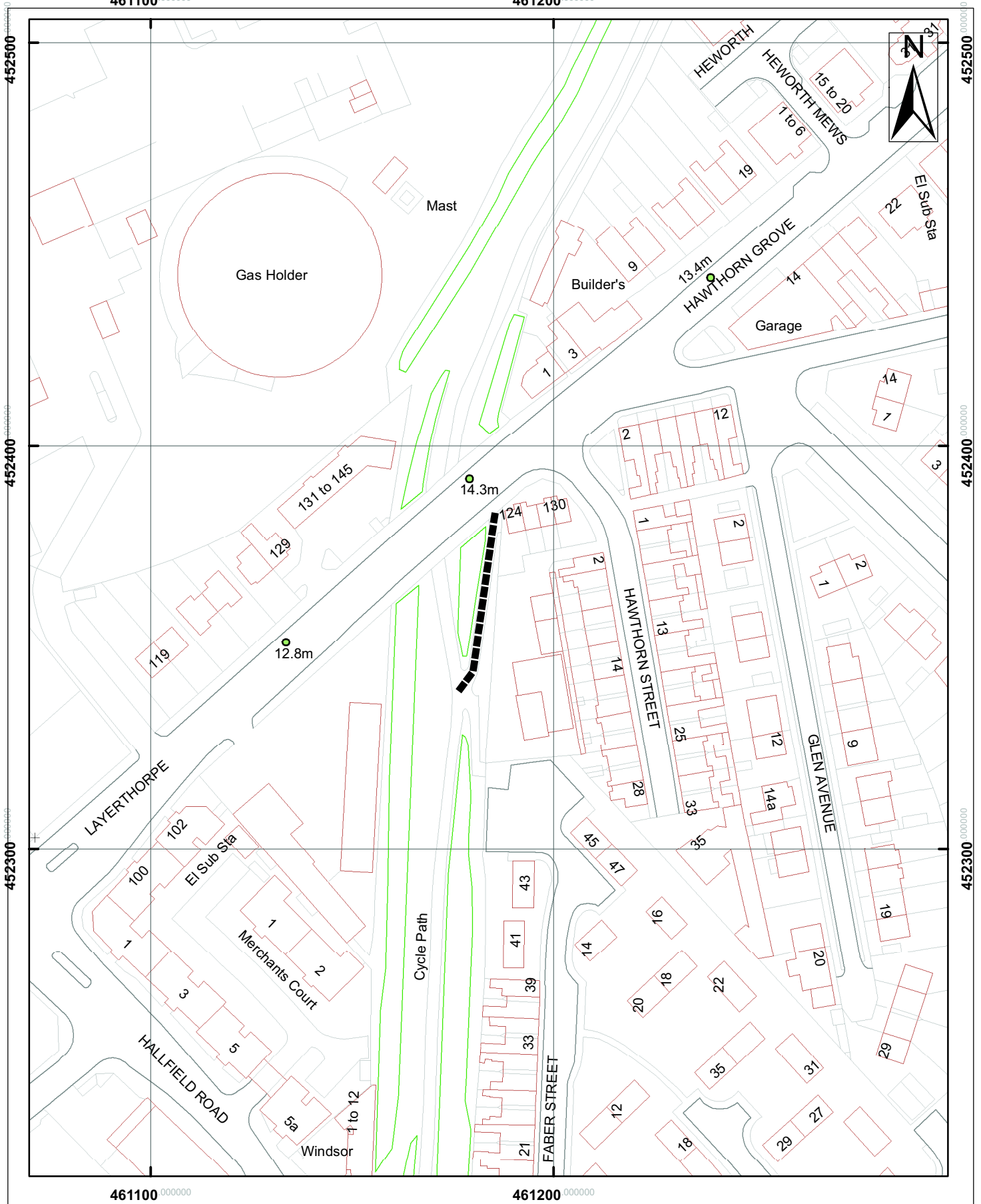
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**York Footpath No.165
(Heworth Ward)**

Scale 1:1,250

Drawn By:JHC

Date:13/04/10

Public Rights of Way

Reference:

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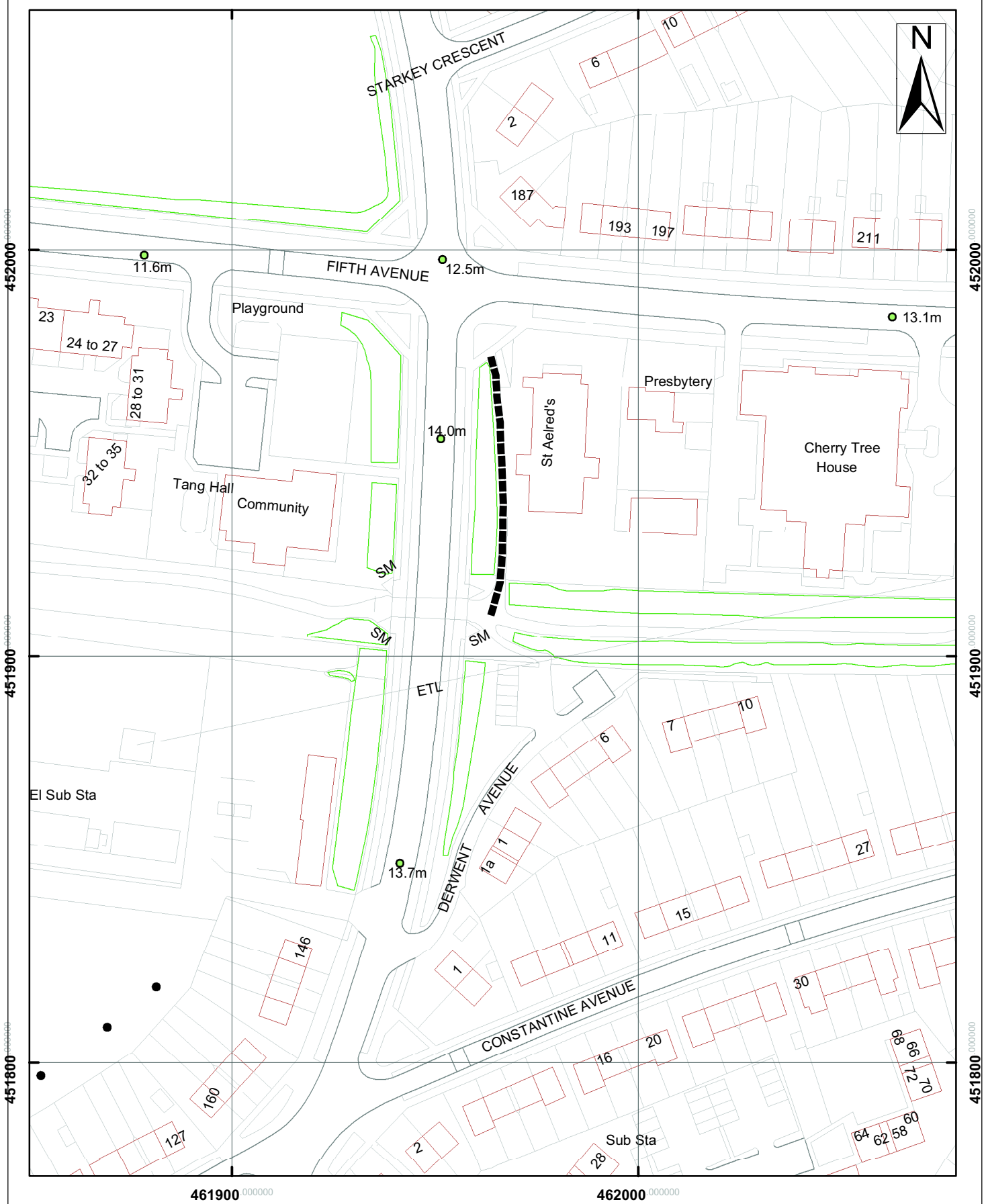
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**York Footpath No.167
(Heworth Ward)**

Scale 1:1,250

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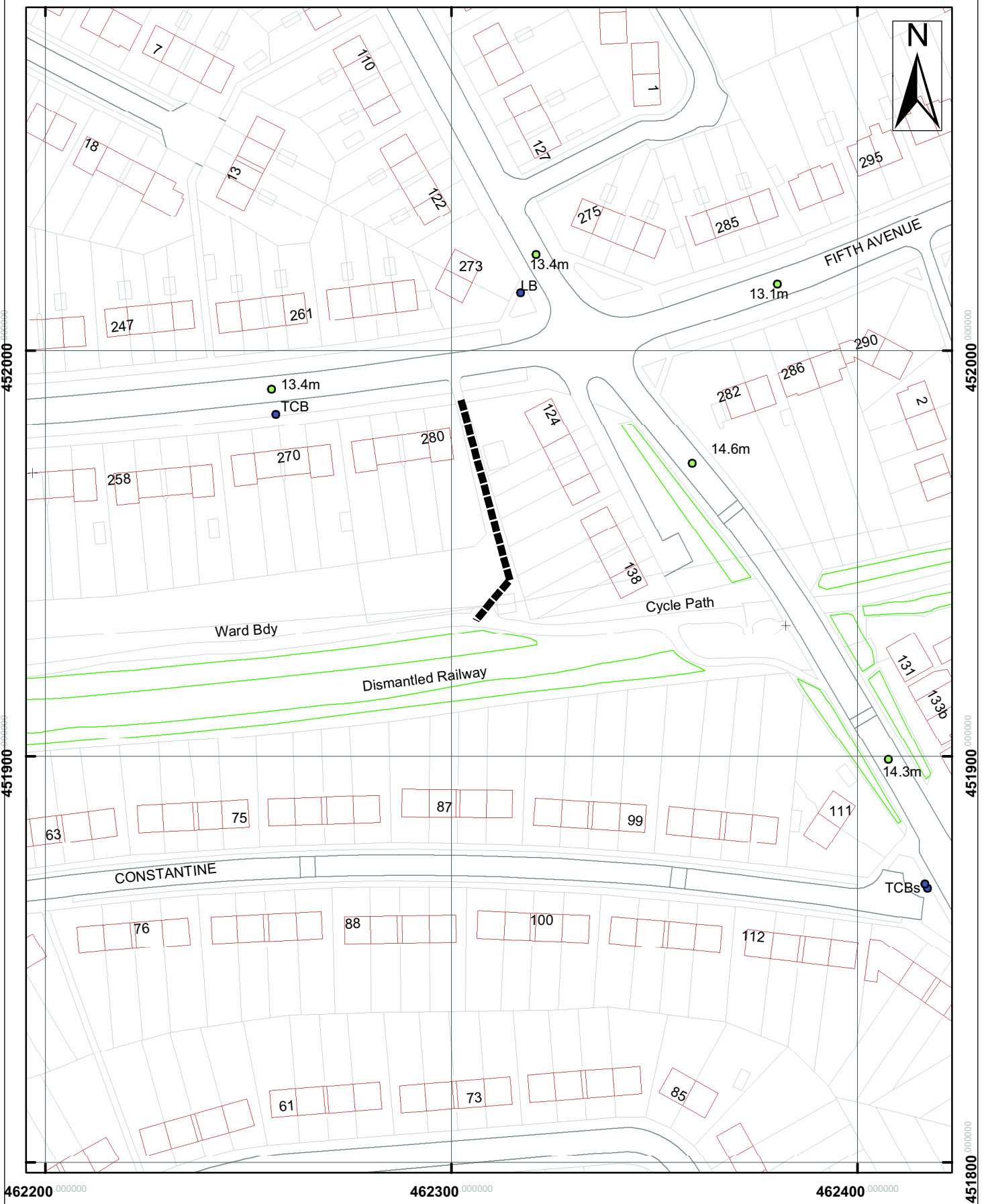
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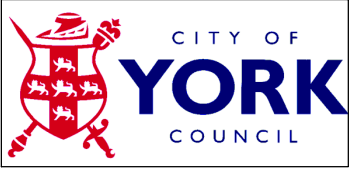
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**York Footpath No.168
(Heworth Ward)**

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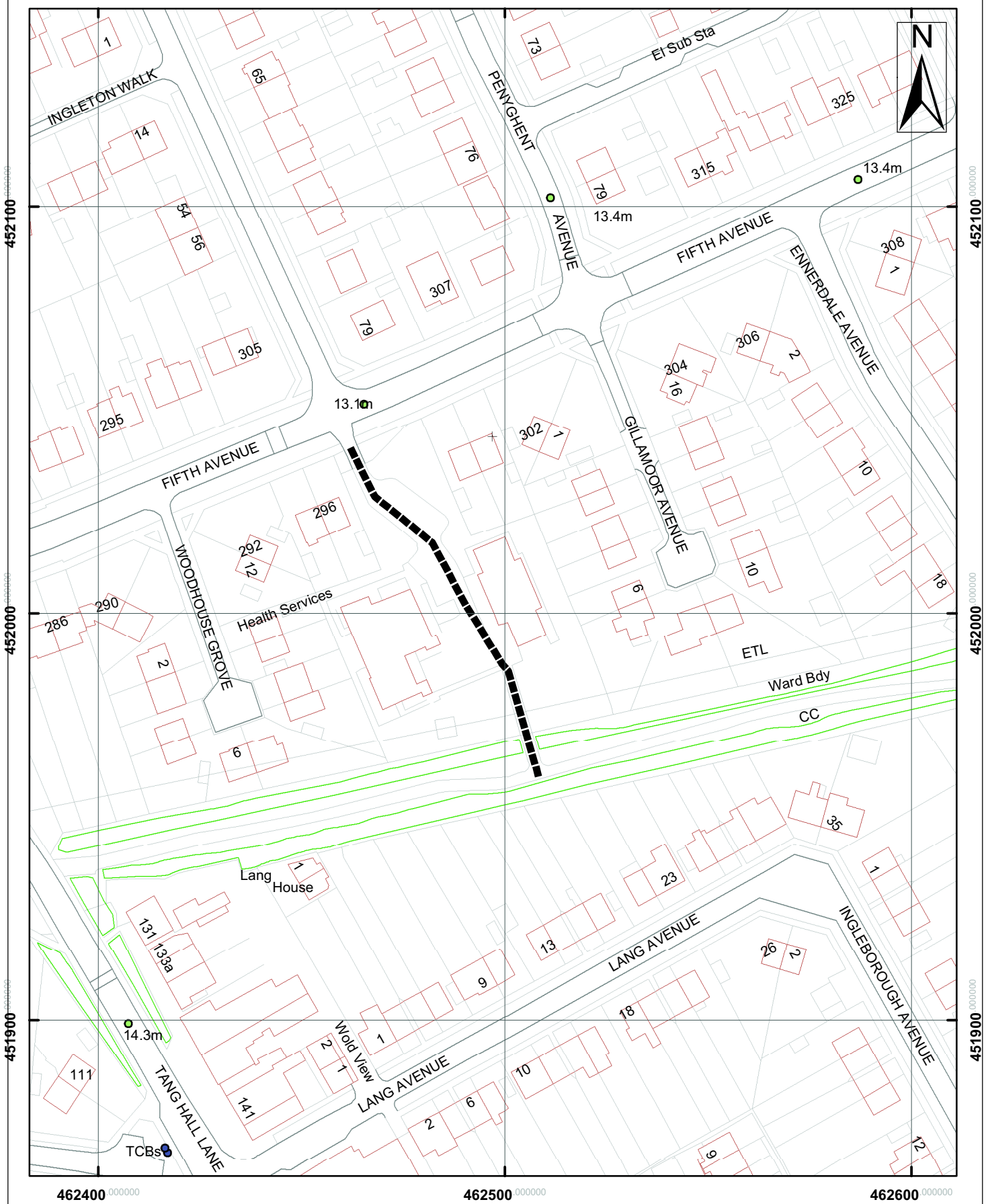
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York Footpath No.169 (Heworth Ward)

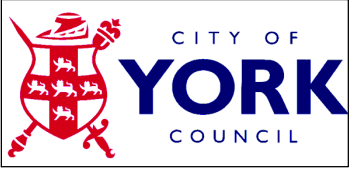
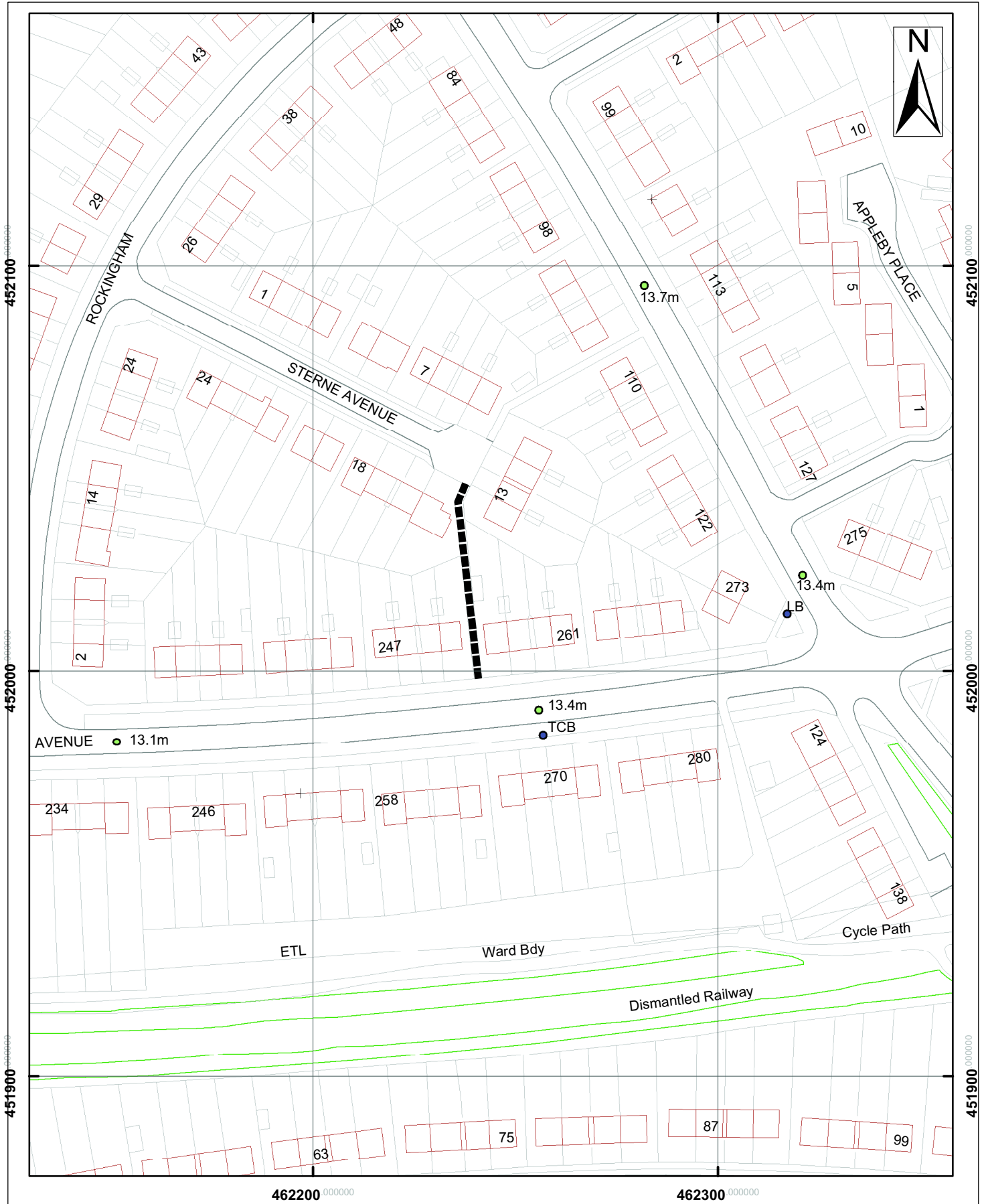
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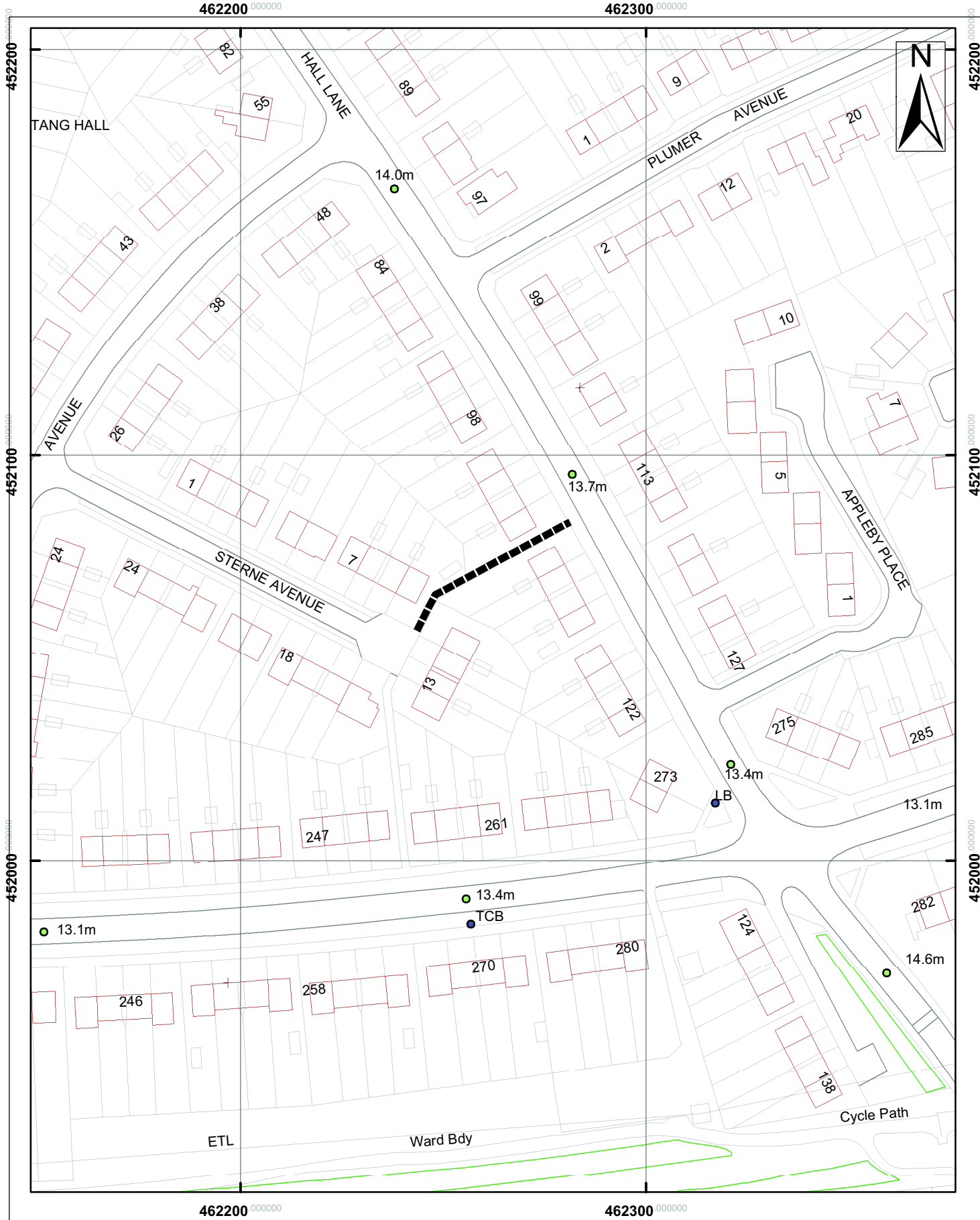
9 St. Leonards Place, York, YO1 2ET
Telephone: 01904 613161

York Footpath No.170 (Heworth Ward)

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**York Footpath No.171
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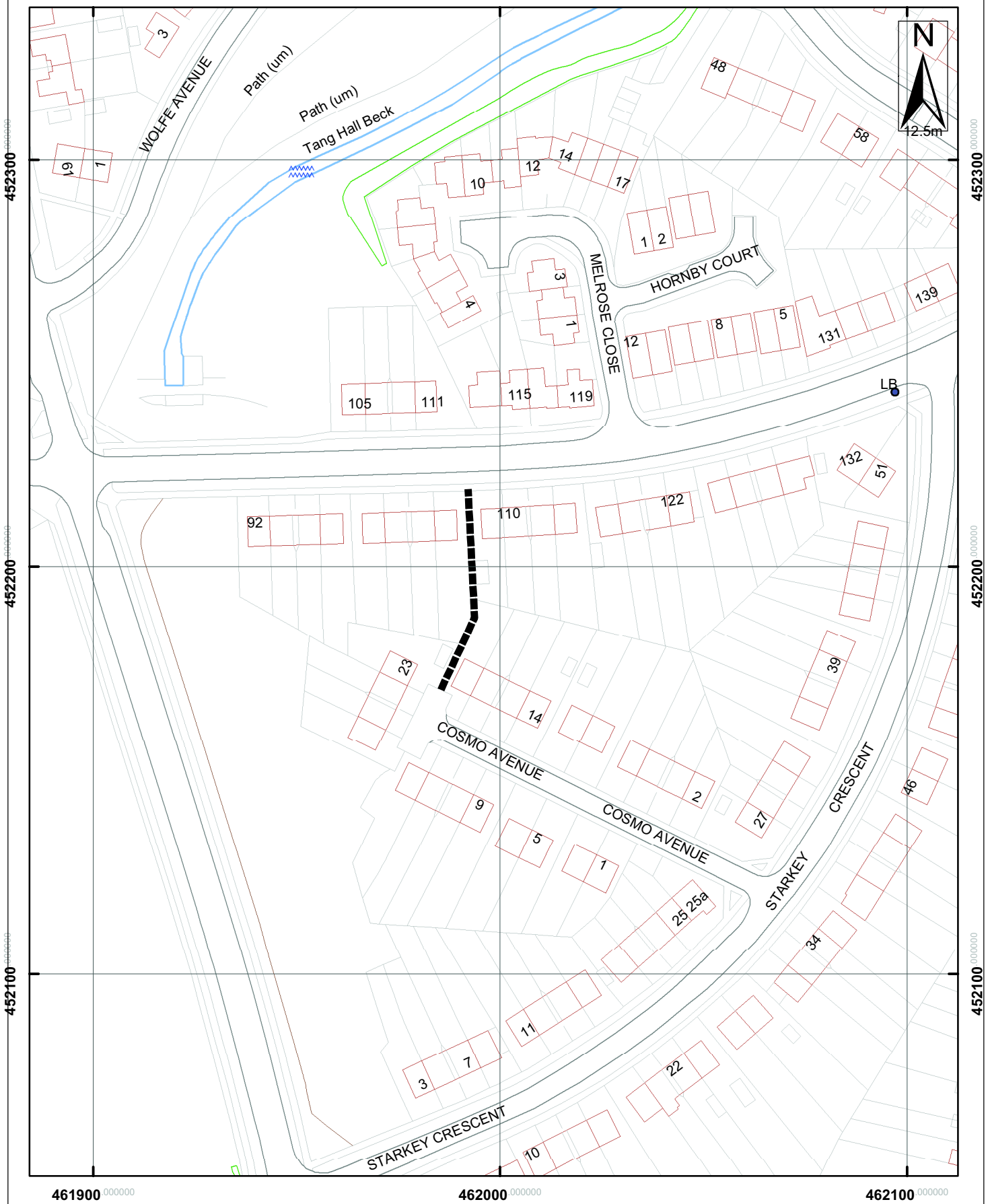
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**York Footpath No.172
(Heworth Ward)**

Scale 1:1,250

Drawn By:JHC

Date:13/04/10

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Reference:

Drawing No.

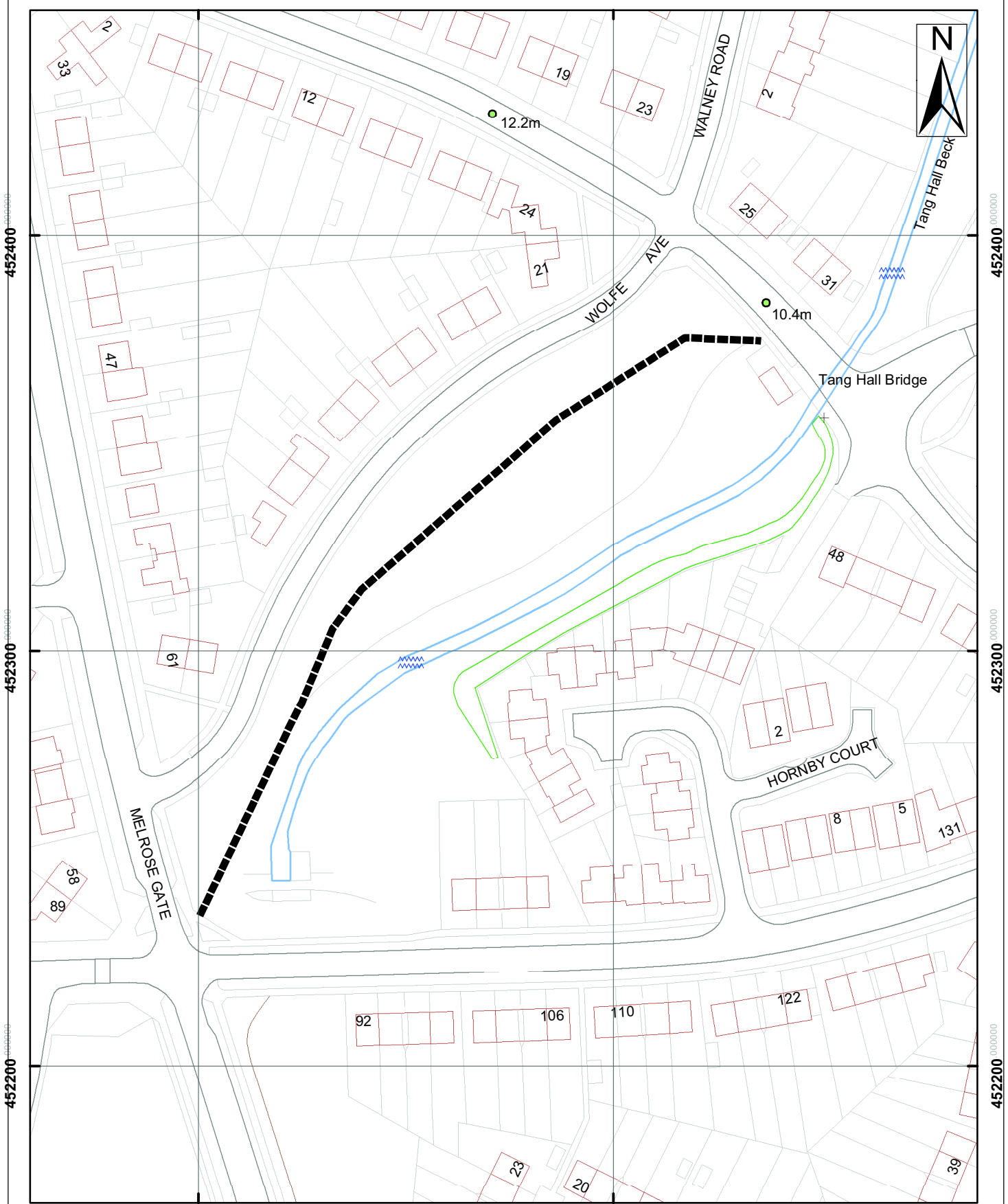
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**York Footpath No.173
(Heworth Ward)**

Scale 1:1,250

Drawn By:JHC

Date:13/04/10

Public Rights of Way

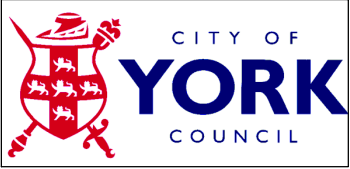
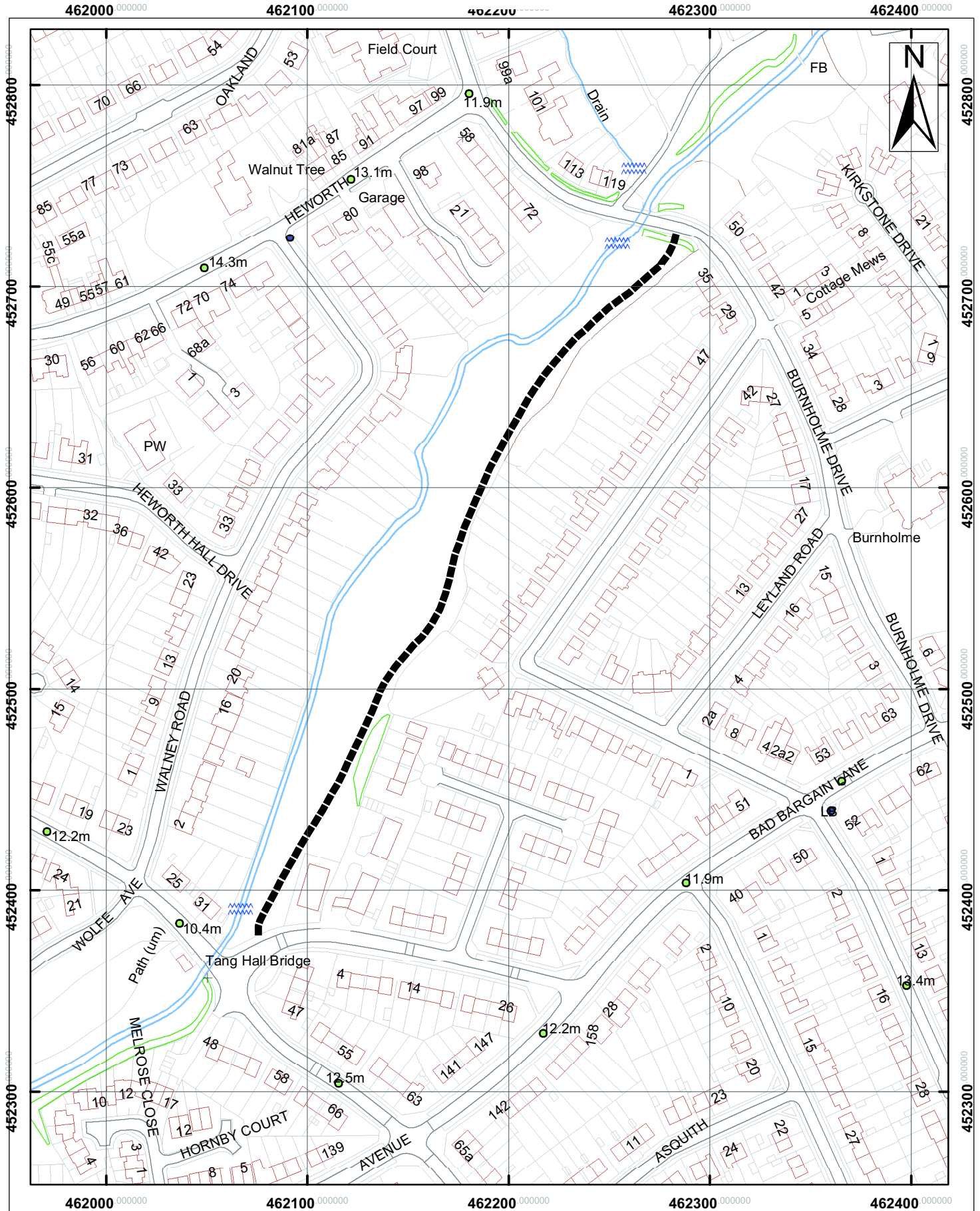
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**York Footpath No.174
(Heworth Ward)**

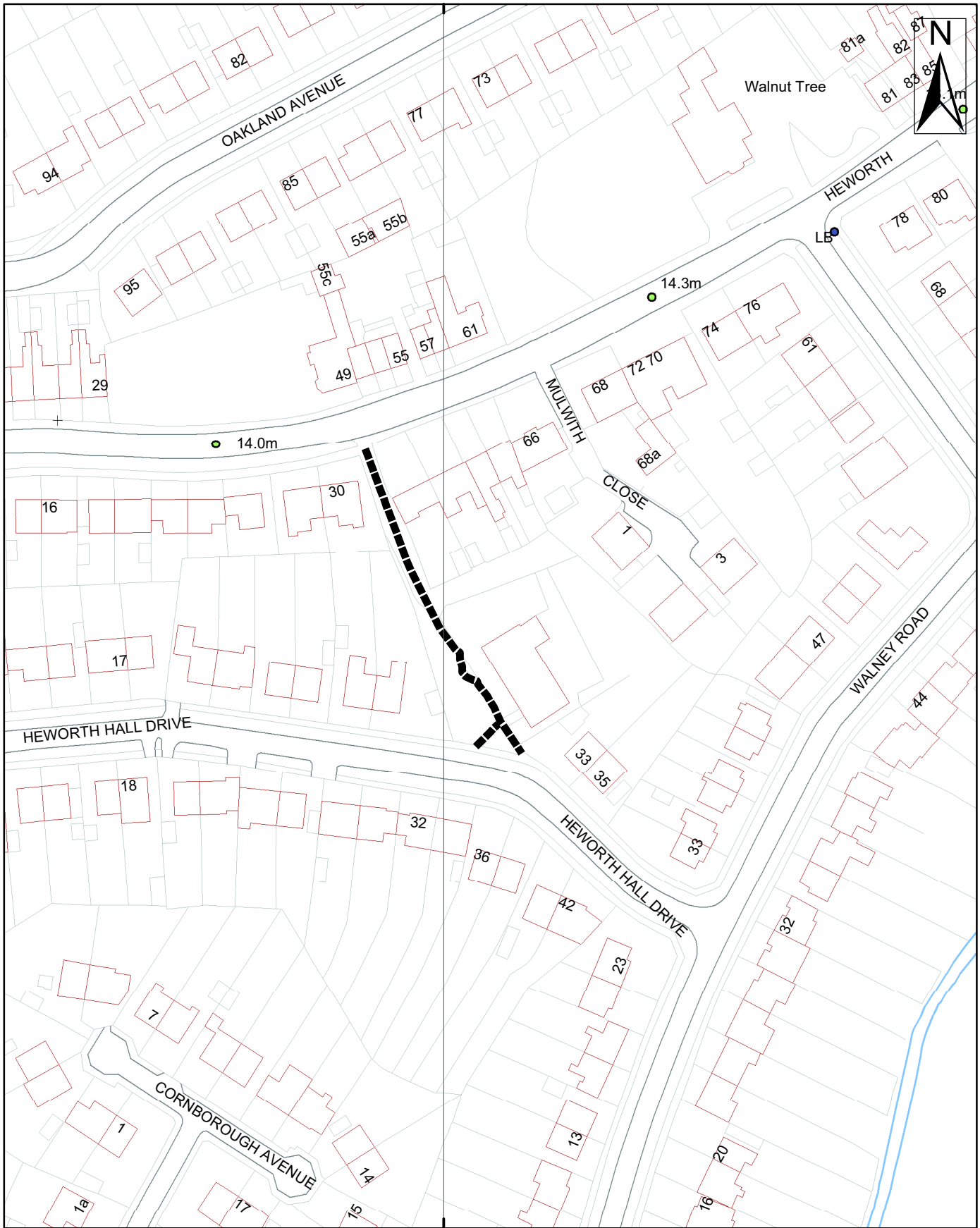
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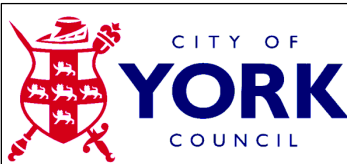
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York Footpath No.178 (Heworth Ward)

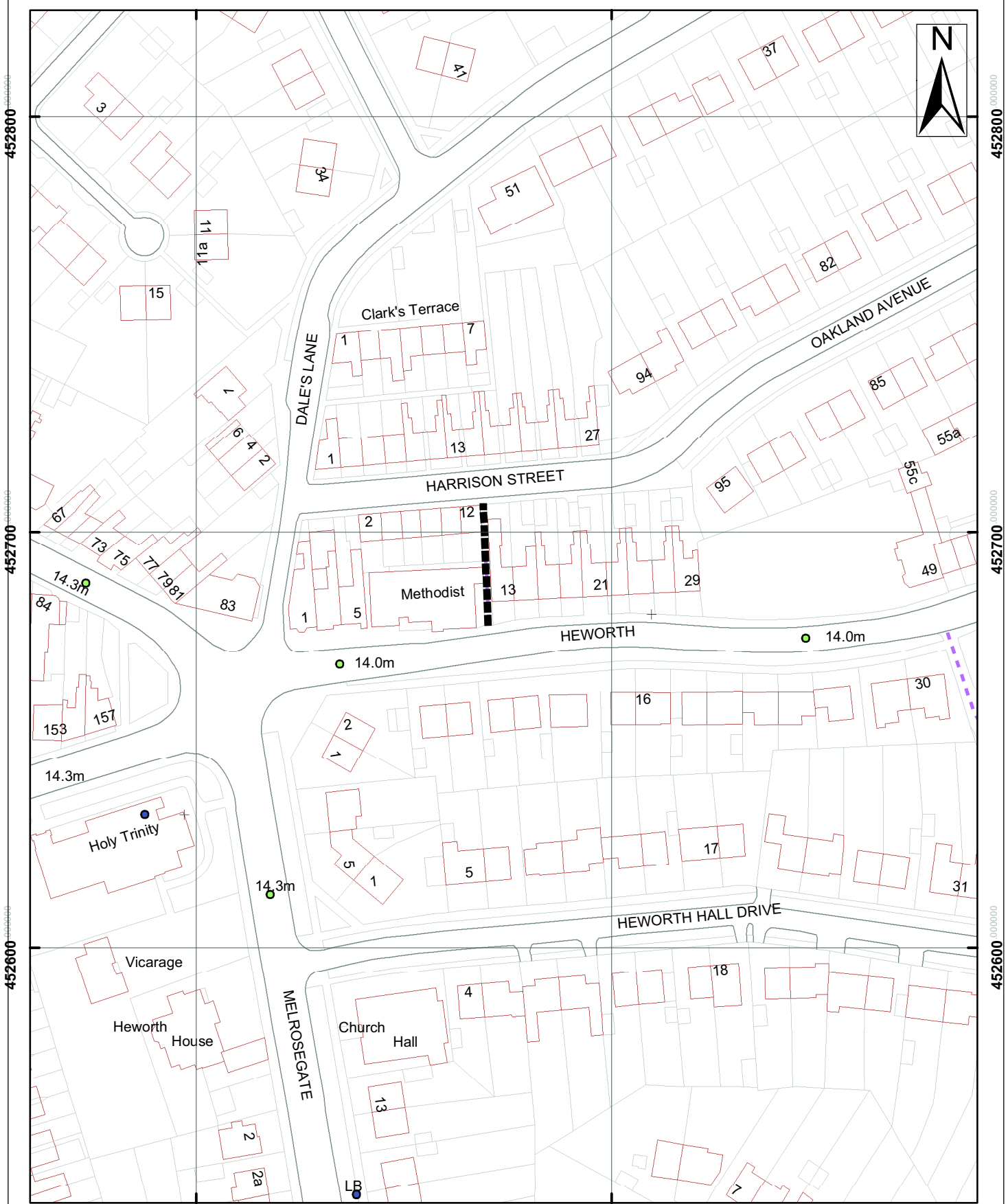
Scale 1:1,250	Drawn By:JHC	Date:13/04/10
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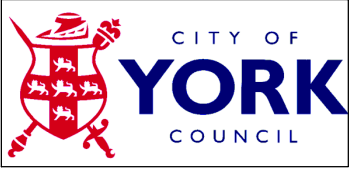
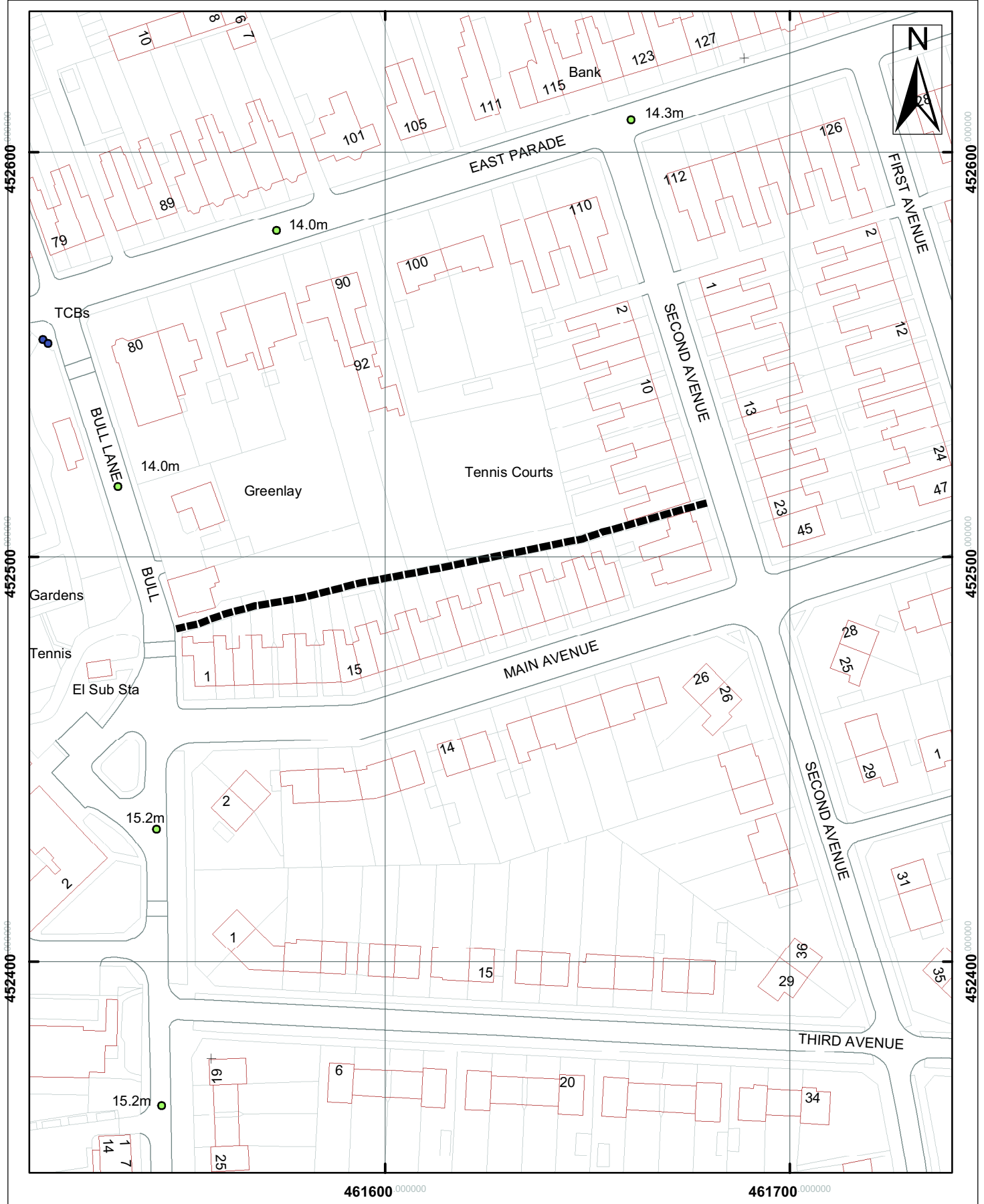
**York Footpath No.179
(Heworth Ward)**

Scale 1:1,250	Drawn By:JHC	Date:13/04/10
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**York Footpath No.180
(Heworth Ward)**

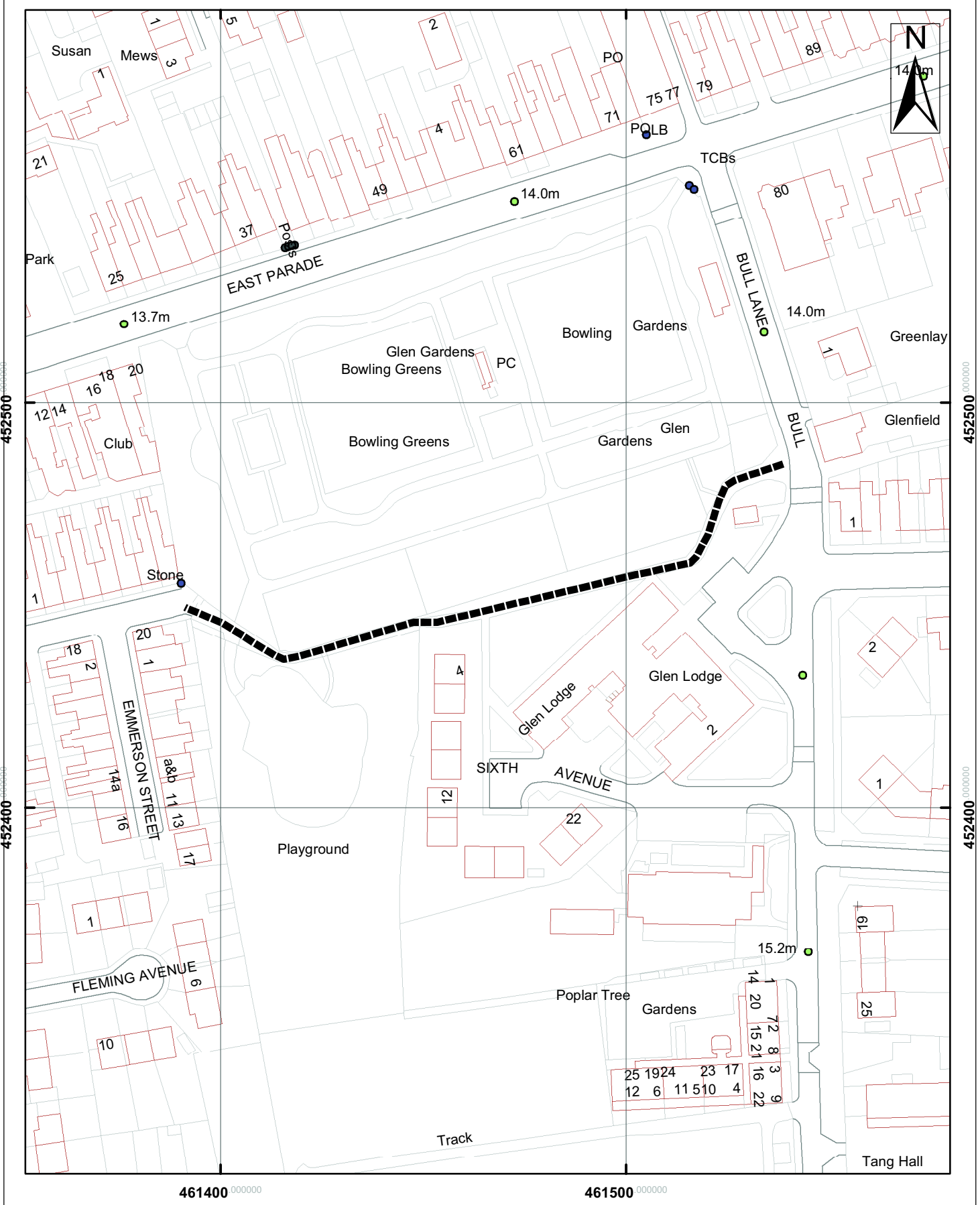
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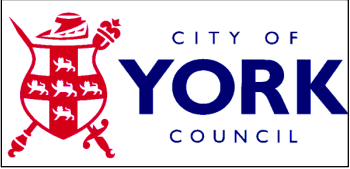
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**York Footpath No.181
(Heworth Ward)**

Scale 1:1,250	Drawn By:JHC	Date:13/04/10
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York Footpath No.182 (Heworth Ward)

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Annex 3

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

Holgate Ward

Index

Location Plan

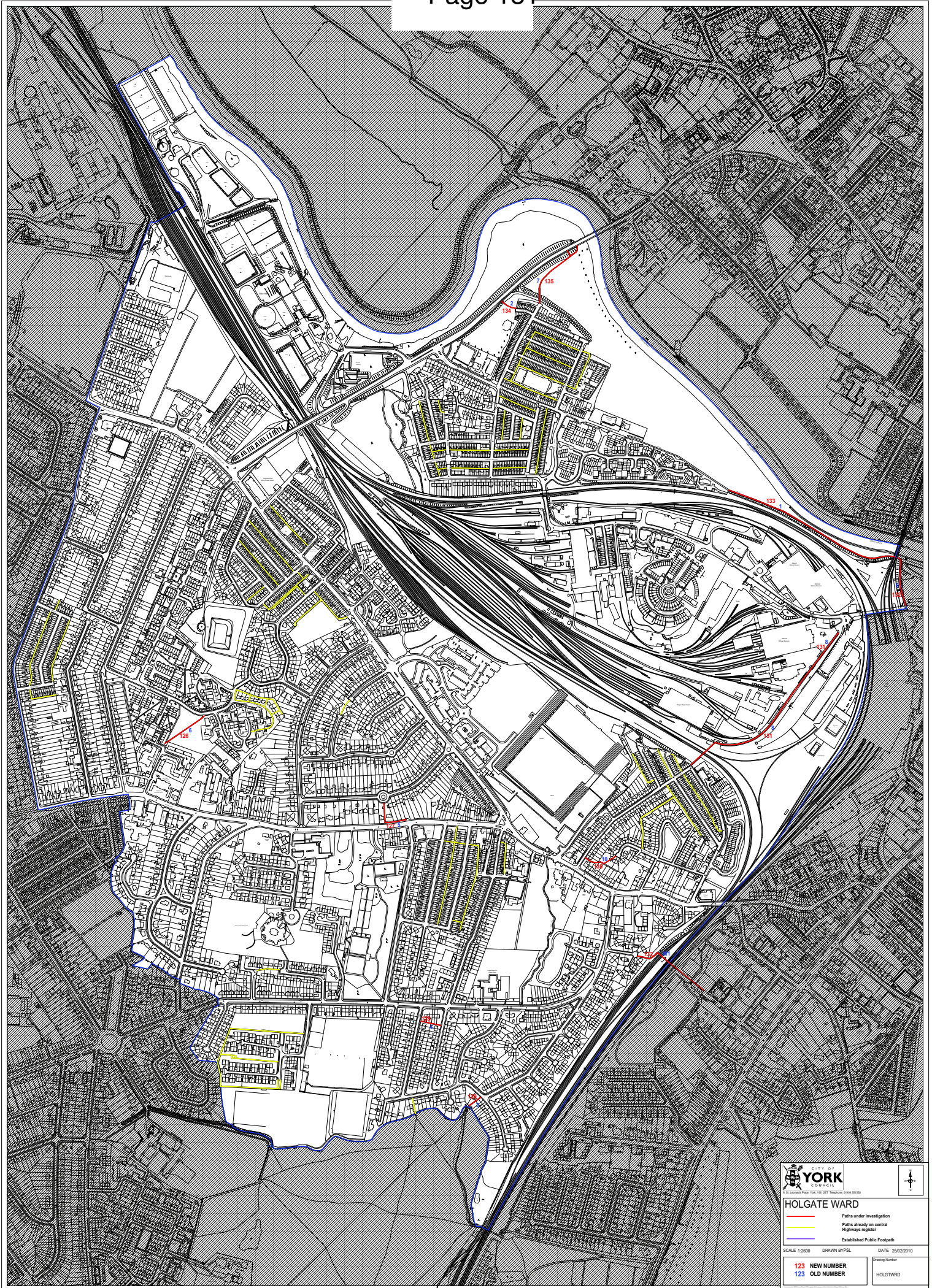
Schedules & Path Plans
Path Nos 126-135

Summary of Recommendations

DMMO Recommended Path Nos
126, 127, 128, 129, 130, 131, 132, 134, 135,

No Further Action At This Time Recommended Path Nos
133

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YORK
City of York Council
100 Market Street, York YO1 1DA

HOLGATE WARD

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

Scale: 1:2500 Drawn by: BPSL Date: 25/02/2010

Sheet Number:
123 NEW NUMBER
123 OLD NUMBER

HOLGTWRD

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Public Rights Of Way – Wildlife & (.....)81
Preparation of Definitive Map Former County Borough of York - Holgate Ward

Schedule 1

Ward: Holgate
Status: Public Footpath
Path No: 126 (Holgate)
Description of Route:

Footpath commencing on Sowerby Road, to the rear of 2 Burnsall Drive, and running south-west to the junction of Pately Place and Baildon Close.

Approximate length

120 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 5800 5166	SE 5791 5160	Tarmac

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 5800 5166	SE 5791 5160	1.7m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Removable bollard	SE 5800 5166	Y126a

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:

Make Definitive Map Modification Order

Ward: Holgate
Status: Public Footpath
Path No: 127 (Holgate)

Description of route

Footpath running from Windmill Roundabout, Windmill Rise (nos 39 & 43) onto Acomb Road between 68 & 70 and continuing parallel to Acomb Road down a slope to join the pavement.

Approximate length

95 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 5842 5140	SE 5847 5142	Tarmac

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 5842 5140	SE 5842 5141	1.5m
SE 5842 5141	SE 5847 5142	3m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Cycle barrier	SE 5847 5142	Y127b

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				Enforcement history and 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

Ward: Holgate
Status: Public Footpath
Path No: 128 (Holgate)

Description of route

Footpath running from Collingwood Avenue between 2 & 4 Collingwood Avenue and 3 & 5 Campbell Avenue to Campbell Avenue

Approximate length

50 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 5850 5095	SE 5853 5095	Concrete
SE 5853 5095	SE 5855 5094	Paving

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 5850 5095	SE 5855 5094	0.9m

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	✓		1967	
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

Ward: Holgate
Status: Public Footpath
Path No: 129 (Holgate)

Description of route

Footpath running onto Hob Moor between 2 Holly Bank Road and 39 Hob Moor Drive

Approximate length

35 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 5864 5077	SE 5861 5075	Tarmac

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 5864 5077	SE 5861 5075	0.9m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Kissing gate	SE 5861 5075	Y129a

Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans	✓		1960	
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

Ward: Holgate
Status: Public Footpath
Path No: 130 (Holgate)

Description of route

Footpath running east from Wilton Rise along the southern boundary of 73 Wilton Rise then turning north east and running between 8 and 9 Enfield Crescent to terminate on Enfield Crescent.

Approximate length

80 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 5889 5133	SE 5891 5132	Concrete
SE 5891 5132	SE 5895 5133	Natural

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 5889 5133	SE 5895 5133	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	✓		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

Ward: Holgate
Status: Public Footpath
Path No: 131 (Holgate)

Description of route

Footpath running from Leeman Road car park at rear of the railway station and following the boundary wall south-west then over the footbridge to the corner of Railway Terrace and Wilton Rise.

Approximate length

485 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 5947 5185	SE 5913 5155	Tarmac

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 5947 5185	SE 5913 5155	2.5m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Footbridge	SE 5916 5157	Y131c

Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans	✓		1852, 1891	1961 & 1987
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 a Definitive Map Modification Order

Public Rights Of Way – Wildlife & (.....)81
Preparation of Definitive Map Former County Borough of York - Holgate Ward

Schedule 7

Ward: Holgate
Status: Public Footpath
Path No: 132 (Holgate)

Description of route

Footpath running from ward boundary near Scarborough Bridge south to Leeman Road (by Marble Arch bridge) down the side of the Royal Mail sorting office.

Approximate length

145 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 5962 5194	SE 5963 5192	Tarmac

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 5962 5194	SE 5963 5192	1.5m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
bollard	SE 5963 5192	Y132a

Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans	✓		1891	1960 & 1988
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

Ward: Holgate
Status: Public Footpath
Path No: 133 (Holgate)

Description of route

Footpath running from Scarborough Bridge west along cycle path to Cinder Lane

Approximate length

684 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 5960 5203	SE 5902 5230	Tarmac

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 5960 5203	SE 5902 5230	3m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Cycle barrier	SE 5902 5230	

Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans	✓		1852, 1891	1982
Inclosure				
Tithe				
1910 Finance Act				
Rights of Way Act 1932				
Railway/Canal Plans				
Other Evidence				Some user evidence and correspondence
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

Public Rights Of Way – Wildlife & (.....)81
Preparation of Definitive Map Former County Borough of York - Holgate Ward

Schedule 9

Ward: Holgate
Status: Public Footpath
Path No: 134 (Holgate)

Description of route

Footpath running from the western end of Forth Street and running west to Water End.

Approximate length

40 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 5872 5261	SE 5869 5262	Tarmac

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 5872 5261	SE 5869 5262	1.5m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Cycle barrier	SE 5872 5262	Y134a
Steps	SE 5869 5262	Y134b

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 Definitive Map Modification Order

Ward: Holgate
Status: Public Footpath
Path No: 135 (Holgate)

Description of route

Footpath running from the northern end of Lincoln Street across to Clifton Bridge.

Approximate length

172 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 5878 5262	SE 5884 5274	Tarmac

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 5878 5262	SE 5884 5274	1.5 – 2.5m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Gate	SE 5878 5262	Y135b
Steps	SE 5884 5274	Y135a

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				

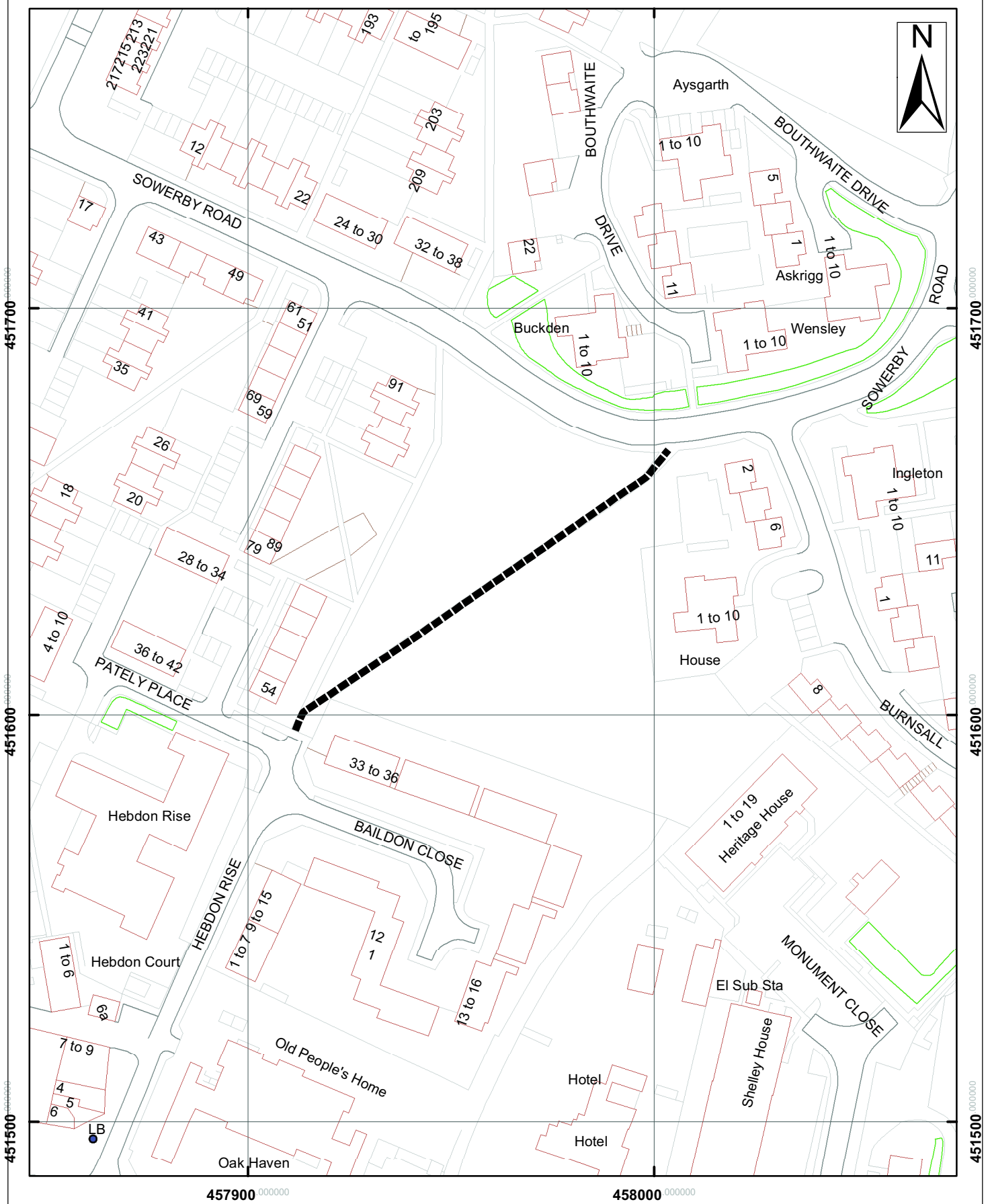
Utility Companies Affected				
British Gas	✓			
BT	✓			
Cable & Wireless		✓		
Northern Electric		✓		
NTL Network Services	✓			
Torch Telecom		✓		
Yorkshire Water		✓		
York Waterworks		✓		

Recommendation:

Make Definitive Map Modification Order

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York Footpath No.126 (Holgate Ward)

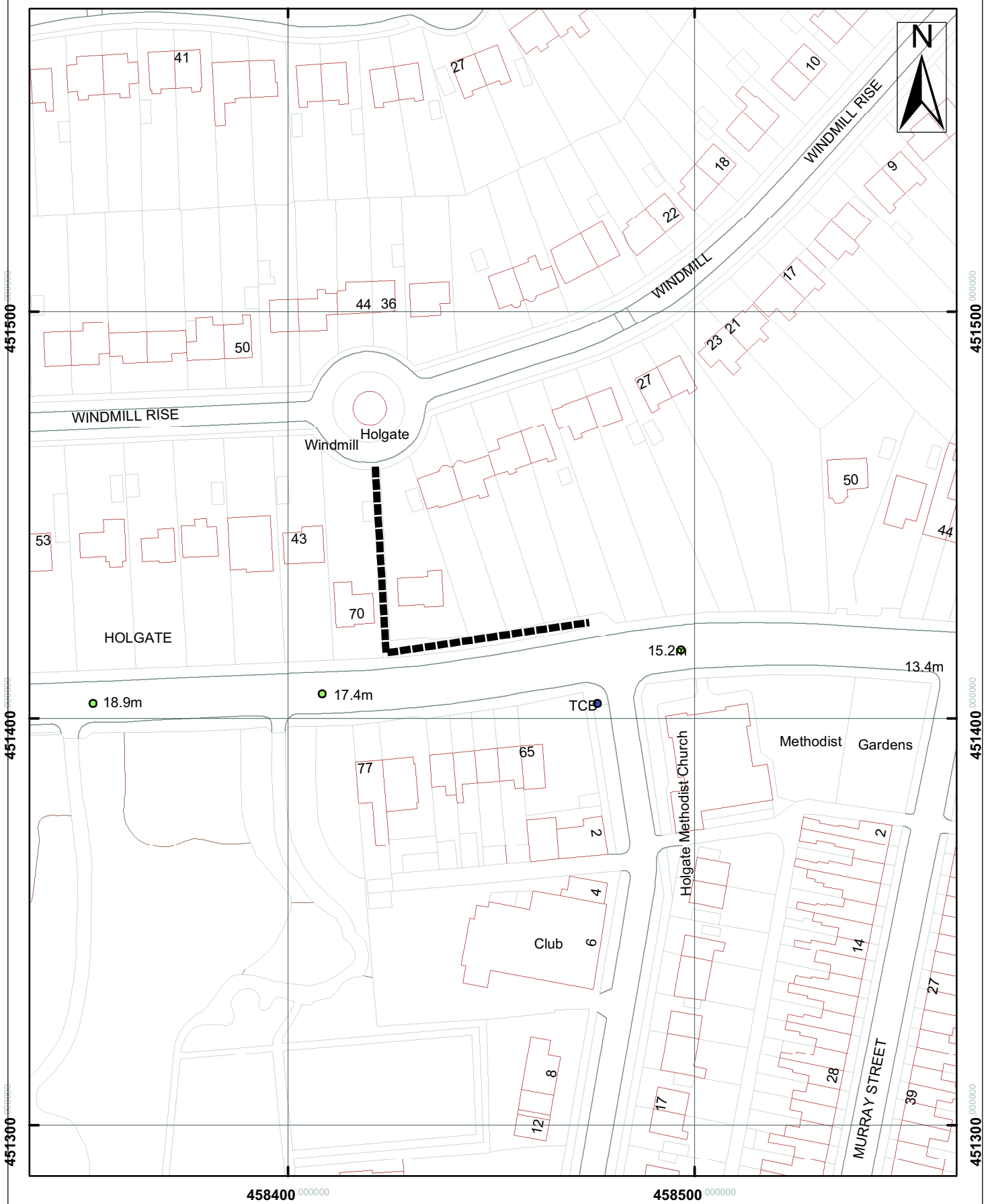
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**York Footpath No.127
(Holgate Ward)**

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Reference:

Drawing No.

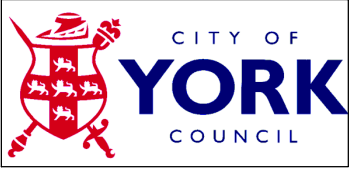
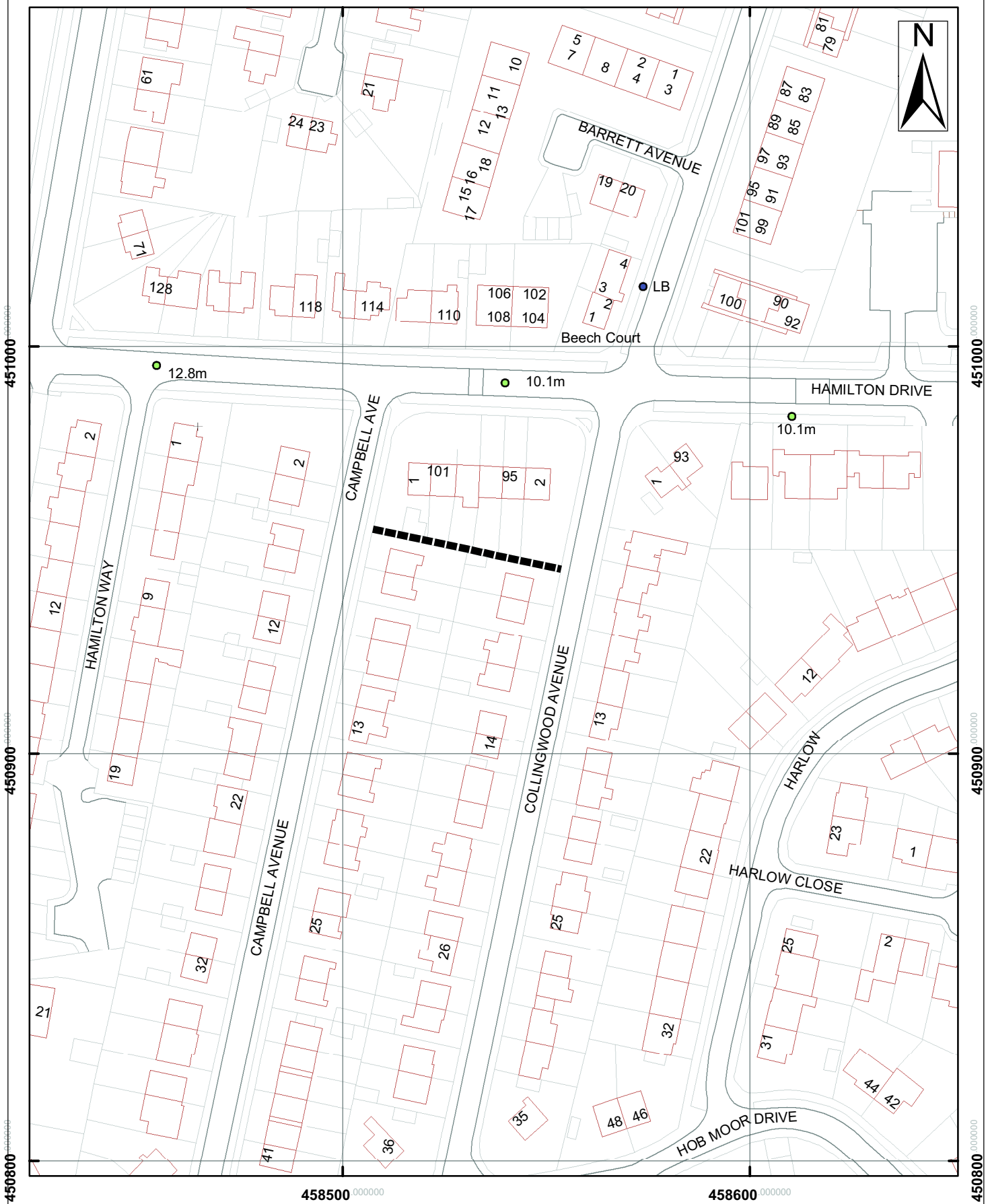
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**York Footpath No.128
(Holgate Ward)**

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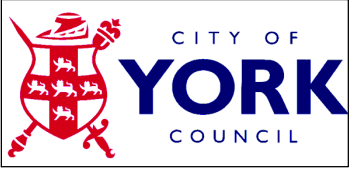
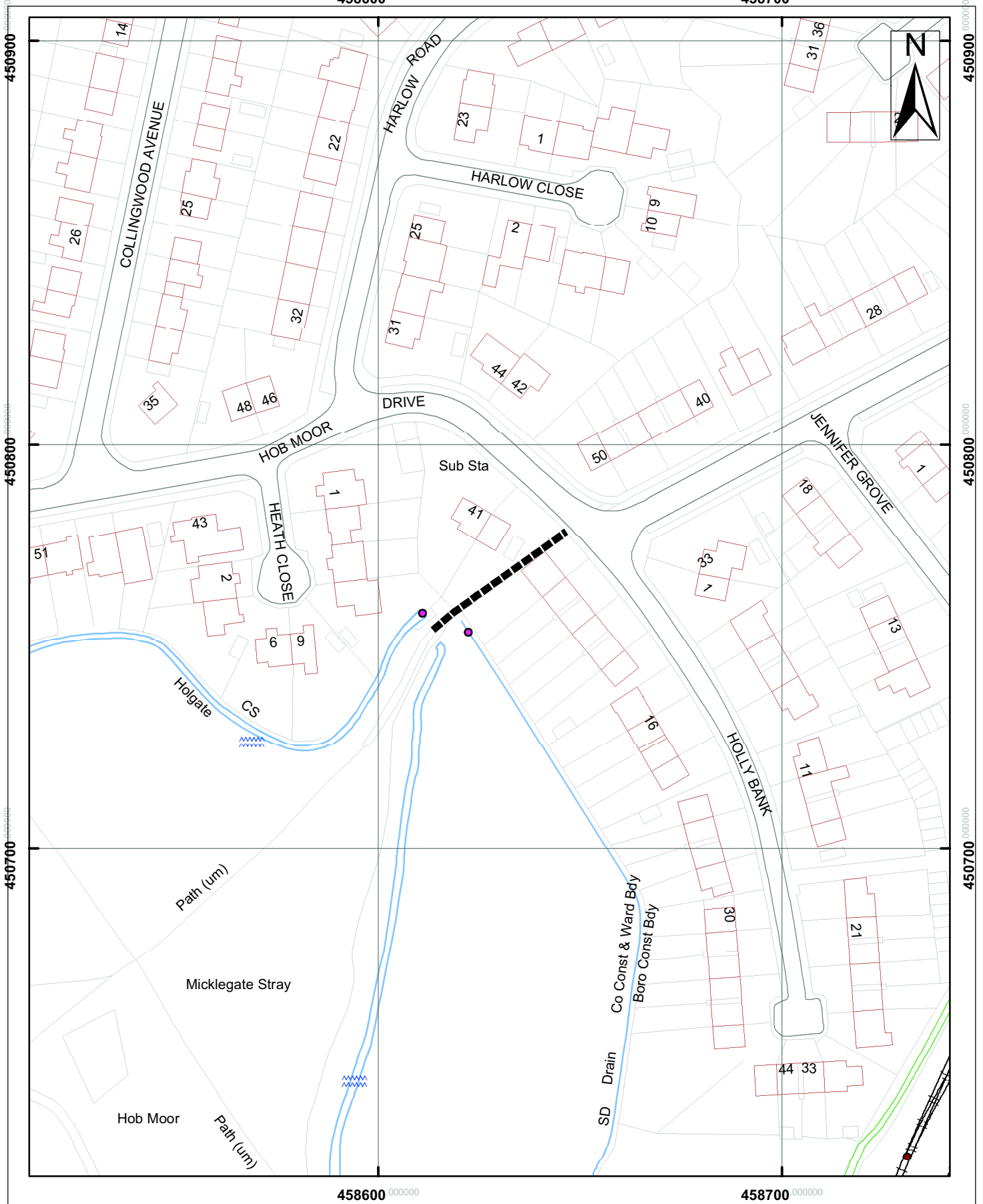
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**York Footpath No.129
(Holgate Ward)**

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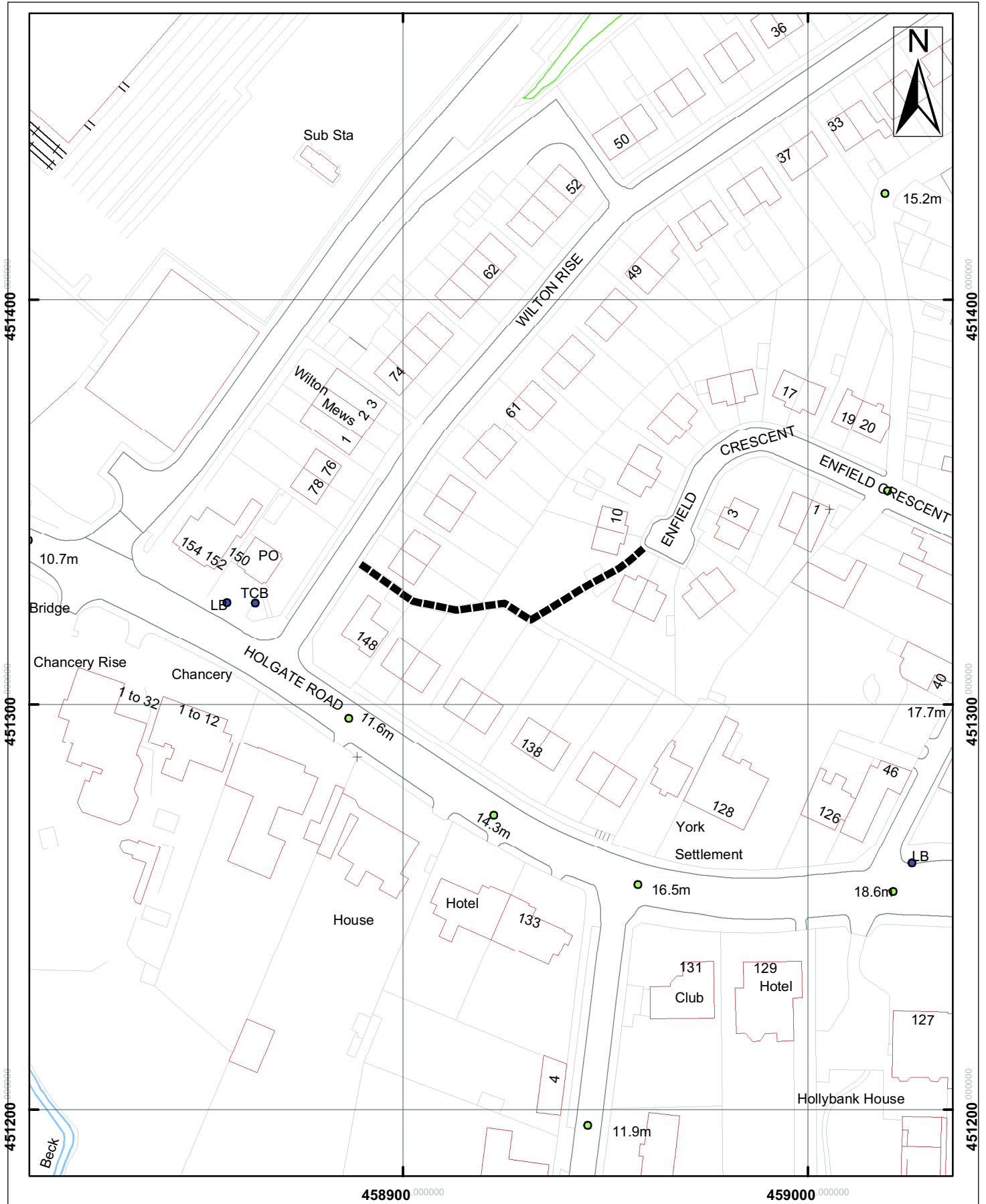
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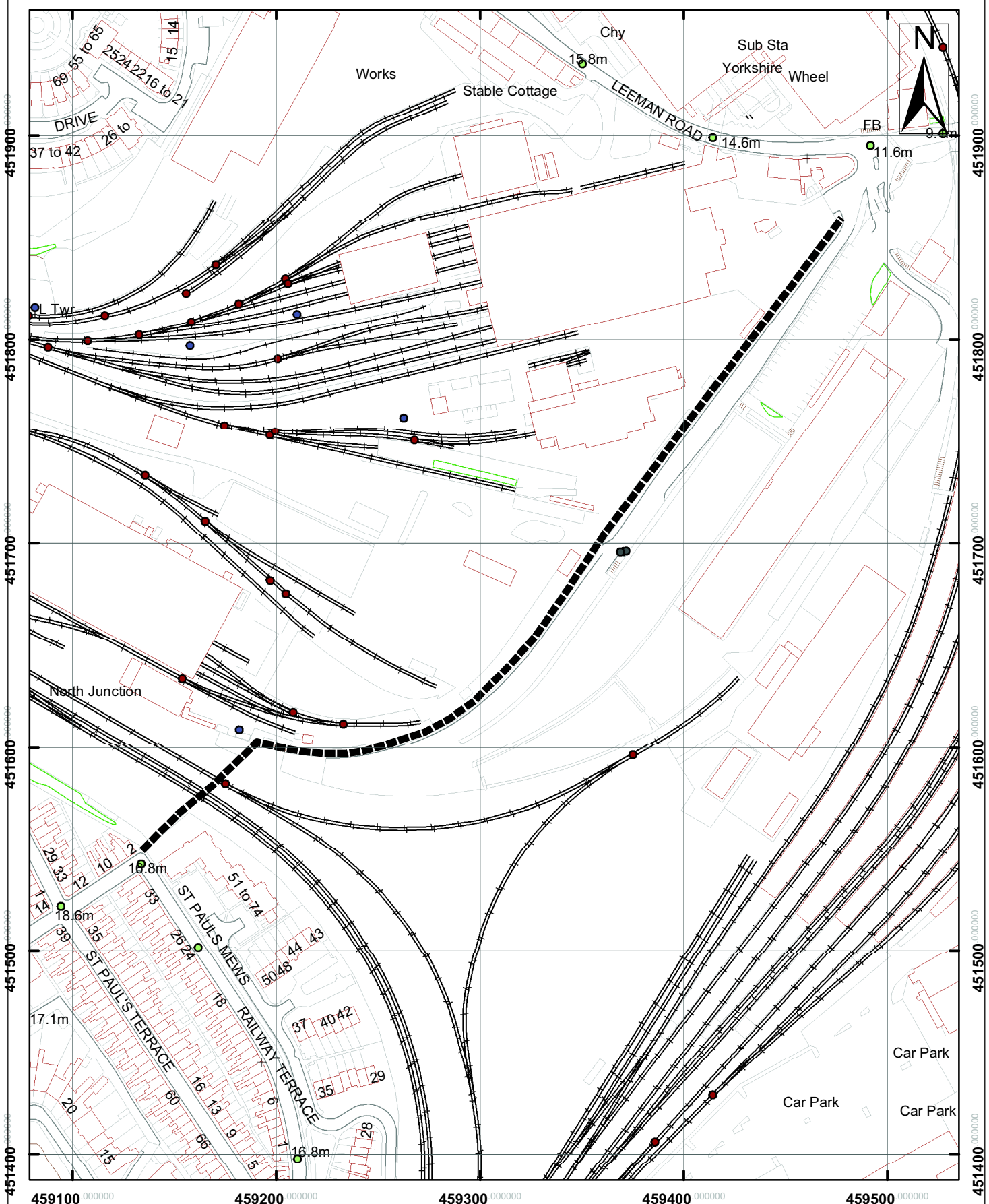
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**York Footpath No.131
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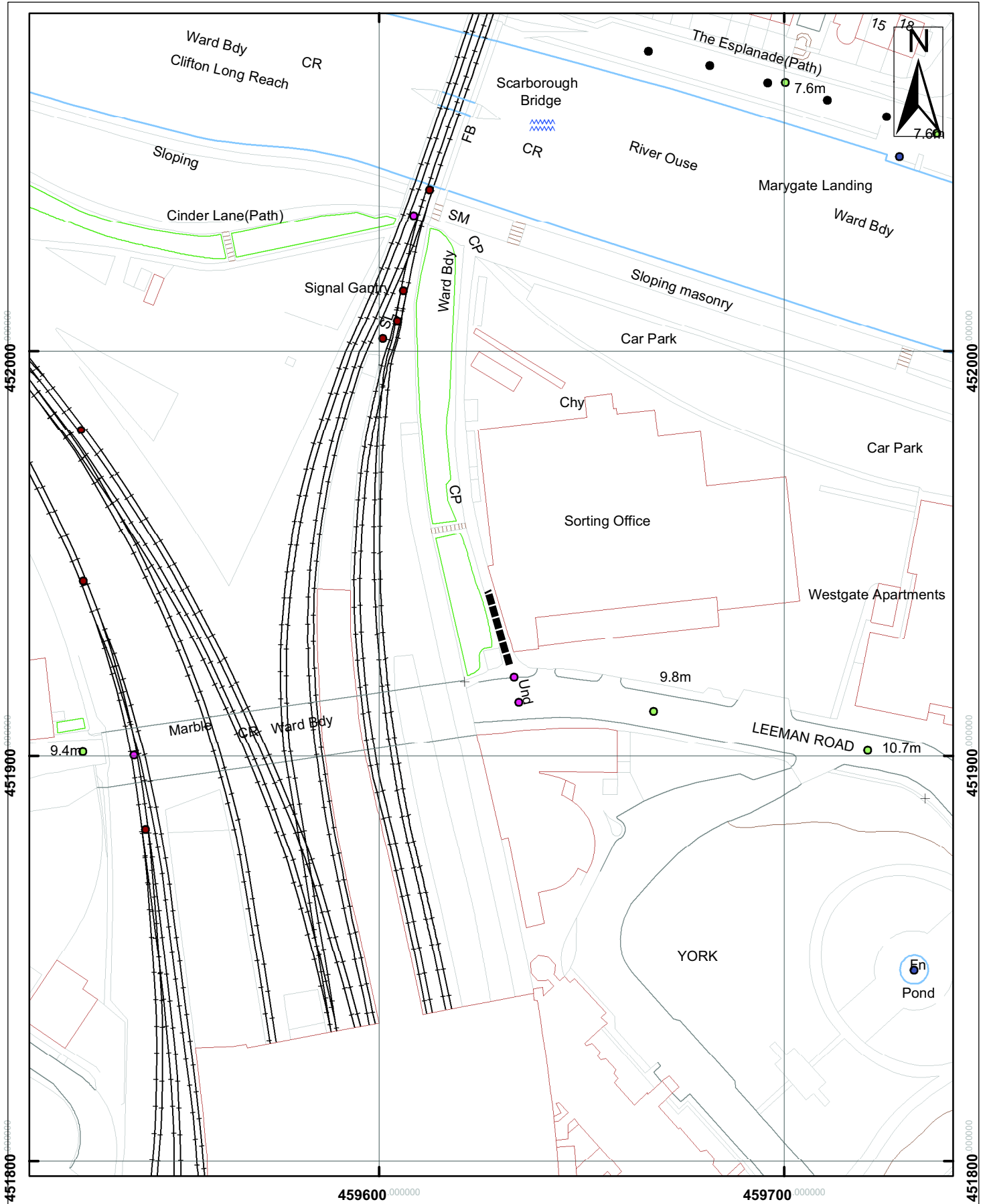
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Reference:

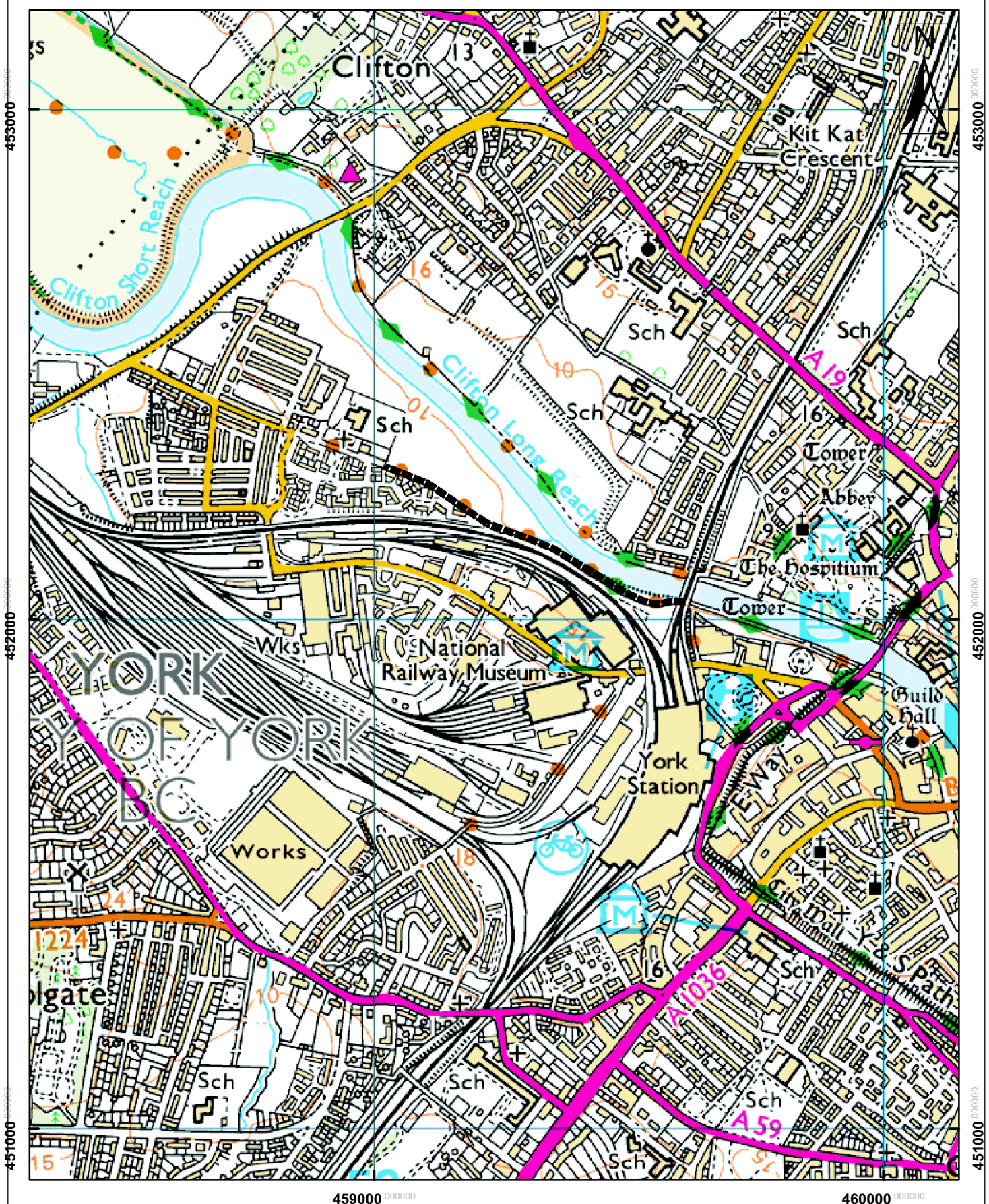
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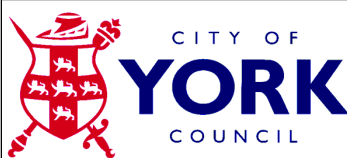
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York Footpath No.133
(Holgate Ward)

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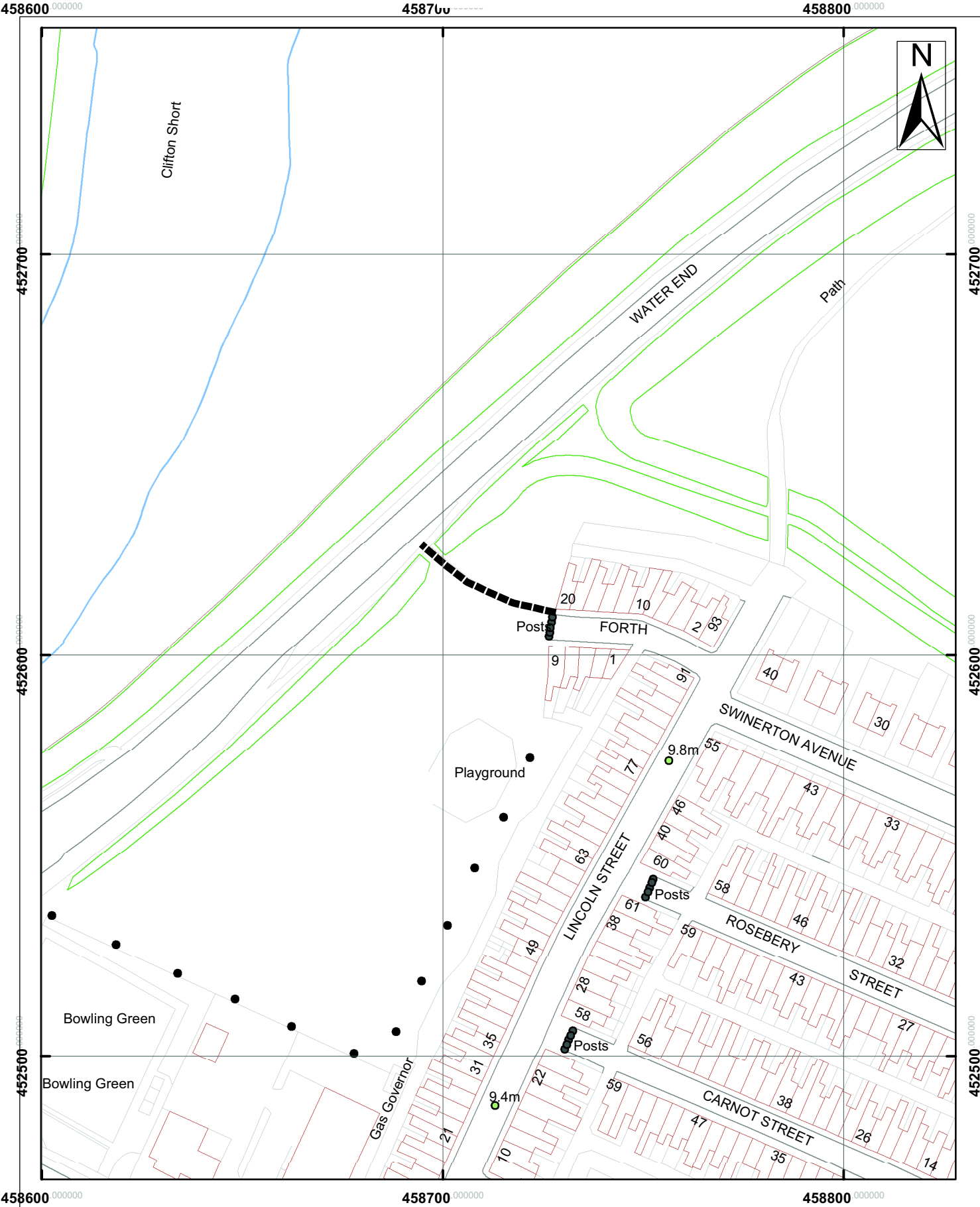
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**York Footpath No.134
(Holgate Ward)**

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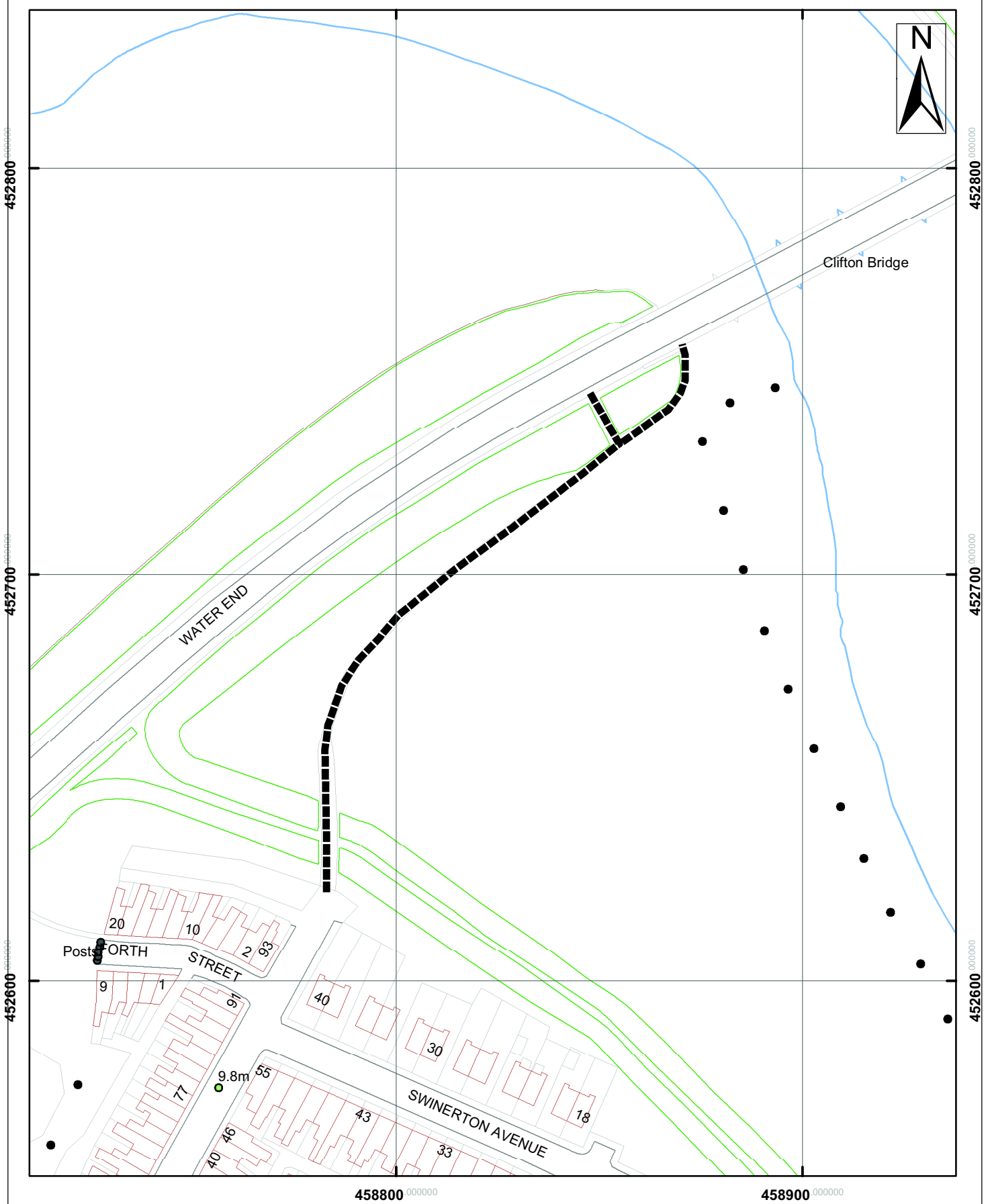
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**York Footpath No.135
(Holgate Ward)**

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Annex 4

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

Hull Road Ward

Index

Location Plan

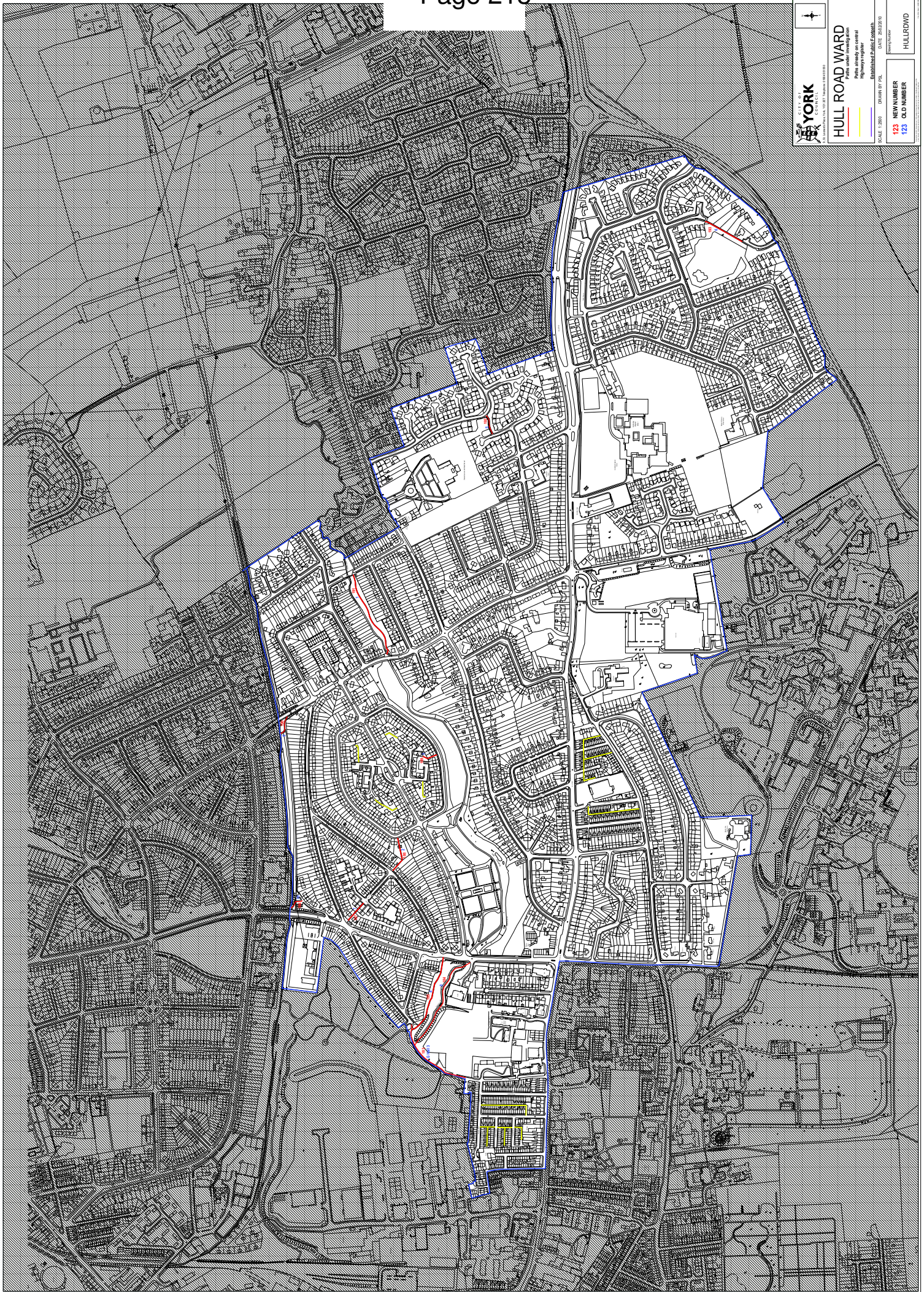
Schedules & Path Plans
Path Nos 183-193

Summary of Recommendations

DMMO Recommended Path Nos
183, 185, 187, 188, 189, 191, 192, 193

No Further Action At This Time Recommended Path Nos
184, 186, 190,

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YORK
East Yorkshire Council
HULL ROAD WARD
Hull ward boundary for
the 2011 Parliamentary
Electoral Register

SCALE: 1:5000 DRAWN BY: PSL DATE: 28/03/11
ESTABLISHED PUBLIC PROGRAM

NEW NUMBER
OLD NUMBER

HULL ROAD WARD

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Public Rights Of Way – Wildlife & (.....)81
Preparation of Definitive Map Former County Borough of York – Hull Road Ward

Schedule 1

Ward: Hull Road
Status: Public Footpath
Path No: 183 (Hull Road)

Description of route

Footpath commencing at end of Bull Lane and running in a north easterly direction past St Nicholas Fields nature reserve to Rawdon Avenue.

Approximate length

165 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6158 5156	SE 6170 5163	Tarmac

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6158 5156	SE 6170 5163	2.5m

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	✓		1852	1961
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

Ward: Hull Road
Status: Public Footpath
Path No: 184 (Hull Road)

Description of route

Footpath commencing at junction with York 183 south of St. Nicholas Fields car park and running alongside Osbaldwick Beck to emerge at the corner of Beckside Gardens and Melrosegate.

Approximate length

240 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6164 5163	SE 6183 5150	Crushed stone

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6164 5163	SE 6183 5150	1.2m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Bridge	SE 6174 5157	Y184b
Steps	SE 6183 5150	Y184c

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 owned land
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

Public Rights Of Way – Wildlife & (.....)81
Preparation of Definitive Map Former County Borough of York – Hull Road Ward

Schedule 3

Ward: Hull Road
Status: Public Footpath
Path No: 185 (Hull Road)

Description of route

Footpath commencing on Melrosegate and running west along north side of Osbaldwick Beck to St. Nicholas Fields car park at end of Rawdon Avenue.

Approximate length

186 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6184 5156	SE 6168 5163	Crushed stone

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6184 5156	SE 6168 5163	1.2m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Cycle barrier	SE 6184 5156	Y185b

Evidence Summary etc

Documentary Evidence etc	Yes	No	Date (if applicable)	Other Information
OS Plans	✓		1852	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

Ward: Hull Road
Status: Public Footpath
Path No: 186 (Hull Road)

Description of route

Footpath starting on Derwent Avenue, opposite 4 Derwent Avenue, and running north, then north west to link with footpath York 155 & 167.

Approximate length

31 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6197 5189	SE 6196 5190	Tarmac

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6197 5189	SE 6196 5190	1.5m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Cycle barrier	SE 6197 5189	Y186a

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

Public Rights Of Way – Wildlife & (.....)81
Preparation of Definitive Map Former County Borough of York – Hull Road Ward

Schedule 5

Ward: Hull Road
Status: Public Footpath
Path No: 187 (Hull Road)

Description of route

Footpath commencing between 187 Melrosegate and 2 Constantine Avenue and running between houses to Hewley Avenue.

Approximate length

50 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6193 5178	SE 6197 5174	Tarmac

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6193 5178	SE 6195 5176	1.3m
SE 6195 5176	SE 6197 5174	2.7m (last 19m at Hewley Ave end)

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Cycle barrier	SE 6193 5178	Y187a
Cycle barrier	SE 6195 5176	Y187a

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

Ward: Hull Road
Status: Public Footpath
Path No: 188 (Hull Road)

Description of route

Footpath commencing between 66 & 64 Burlington Avenue and emerging between 7 & 9 Ety Avenue.

Approximate length

80 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6204 5167	SE 6211 5166	Tarmac

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6204 5167	SE 6211 5166	1.5m

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	✓		1961	
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

Public Rights Of Way – Wildlife & (.....)81
Preparation of Definitive Map Former County Borough of York – Hull Road Ward

Schedule 7

Ward: Hull Road
Status: Public Footpath
Path No: 189 (Hull Road)

Description of route

Footpath commencing near 21 Allen Close and running in a generally southerly direction 31 & 33 Flaxman Avenue to terminate on Flaxman Avenue.

Approximate length

35 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6230 5161	SE 6230 5158	Tarmac

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6230 5161	SE 6230 5158	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	✓		1978	
Inclosure				
Tithe				
1910 Finance Act				
Rights of Way Act 1932				
Railway/Canal Plans				
Other Evidence				Correspondence re past attempts at closure
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

Ward: Hull Road
Status: Public Footpath
Path No: 190 (Hull Road)

Description of route

Footpath starting opposite 131 Tang Hall Lane and running west to join York 155.

Approximate length

42 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6239 5191	SE 6235 5193	Tarmac

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6239 5191	SE 6235 5193	1.5m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Cycle barrier	SE 6239 5191	Y190b

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: Hull Road
Status: Public Footpath
Path No: 191 (Hull Road)

Description of route

Footpath commencing on Tang Hall Lane opposite entrance to Hull Road Park and running north east over a bridge and then alongside Osbaldwick Beck to emerge on Moore Avenue.

Approximate length

200 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6253 5169	SE 6271 5176	Rough Tarmac

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6253 5169	SE 6271 5176	1.8m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Gate	SE 6253 5169	Y191a
Bridge	SE 6253 5169	Y191b
Gates	SE 6271 5176	Y191d

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

Ward: Hull Road
Status: Public Footpath
Path No: 192 (Hull Road)

Description of route

Footpath commencing outside 34 Broughton Way and running west terminate outside 40 Wolviston Avenue.

Approximate length

46 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6306 5147	SE 6302 5145	Brick Paving

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6306 5147	SE 6302 5145	3m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Concrete bollards x3	SE 6305 5146	Y192a
Concrete bollards x3	SE 6303 5145	Y192b

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

Public Rights Of Way – Wildlife & (.....)81
 Preparation of Definitive Map Former County Borough of York – Hull Road Ward

Schedule 11

Ward: Hull Road
Status: Public Footpath
Path No: 193 (Hull Road)

Description of route

Footpath commencing next to 8 Badgerwood Walk and running south-west to the turning area at top end of the southern section of Badgerwood Walk.

Approximate length

95 Metres

Nature of Surface:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Surface Type</u>
SE 6350 5097	SE 6345 5089	Tarmac

Approximate Width:

<u>Start Grid Reference</u>	<u>End Grid Reference</u>	<u>Width</u>
SE 6350 5097	SE 6345 5089	1.5m

Structures: (Stiles, Gates and Bridges etc)

<u>Structure</u>	<u>Grid Reference</u>	<u>Structure Reference</u>
Concrete bollard at either end	SE 6350 5097, SE 6345 5089	Y193a, Y193b

Evidence Summary etc

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

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

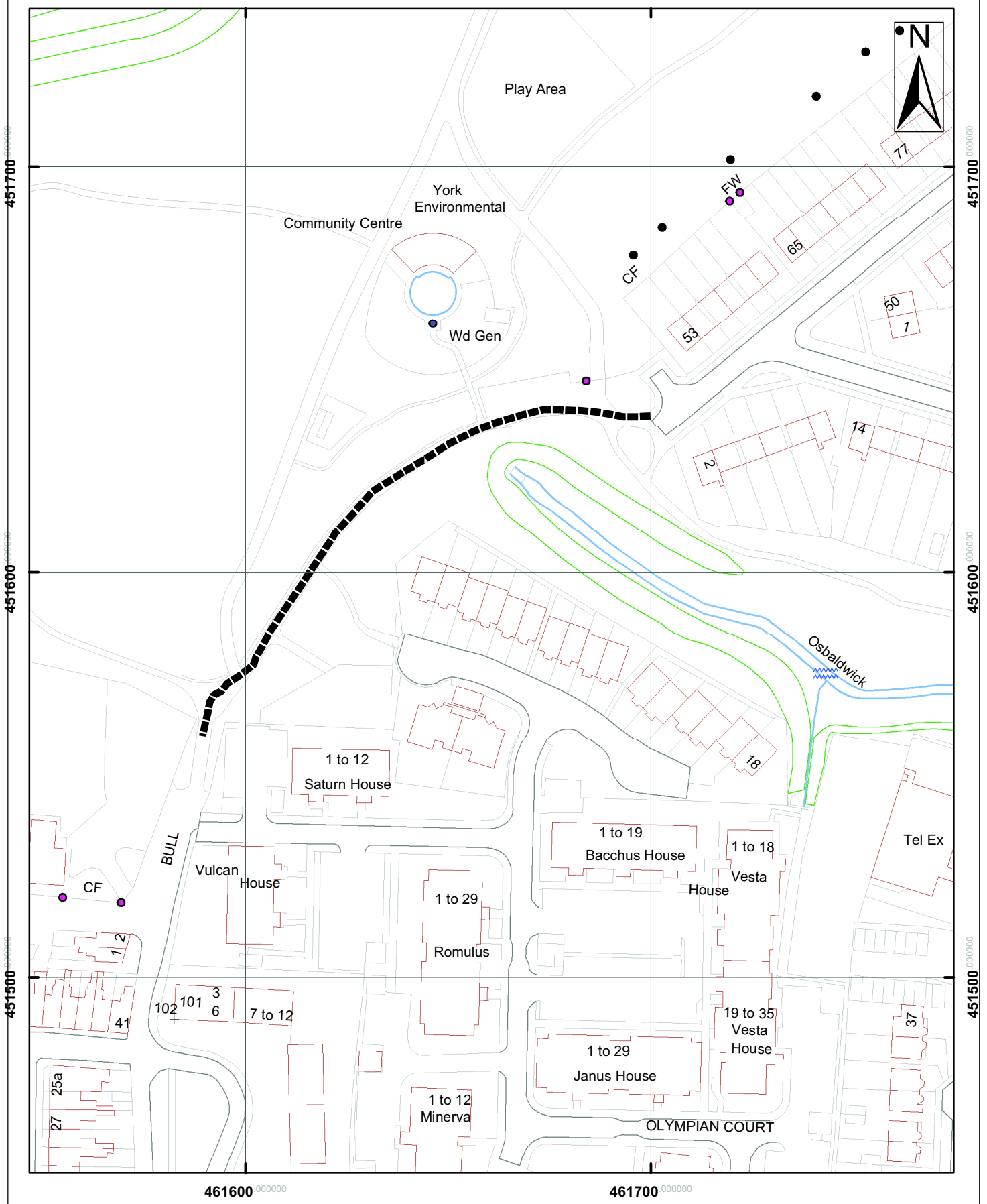
Recommendation:

Make Definitive Map Modification Order

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**York Footpath No.183
(Hull Road Ward)**

Scale 1:1,250	Drawn By:JHC	Date:13/04/10
Public Rights of Way	Reference:	Drawing No.

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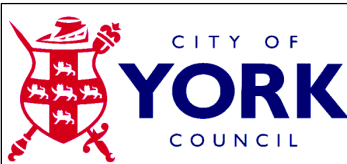
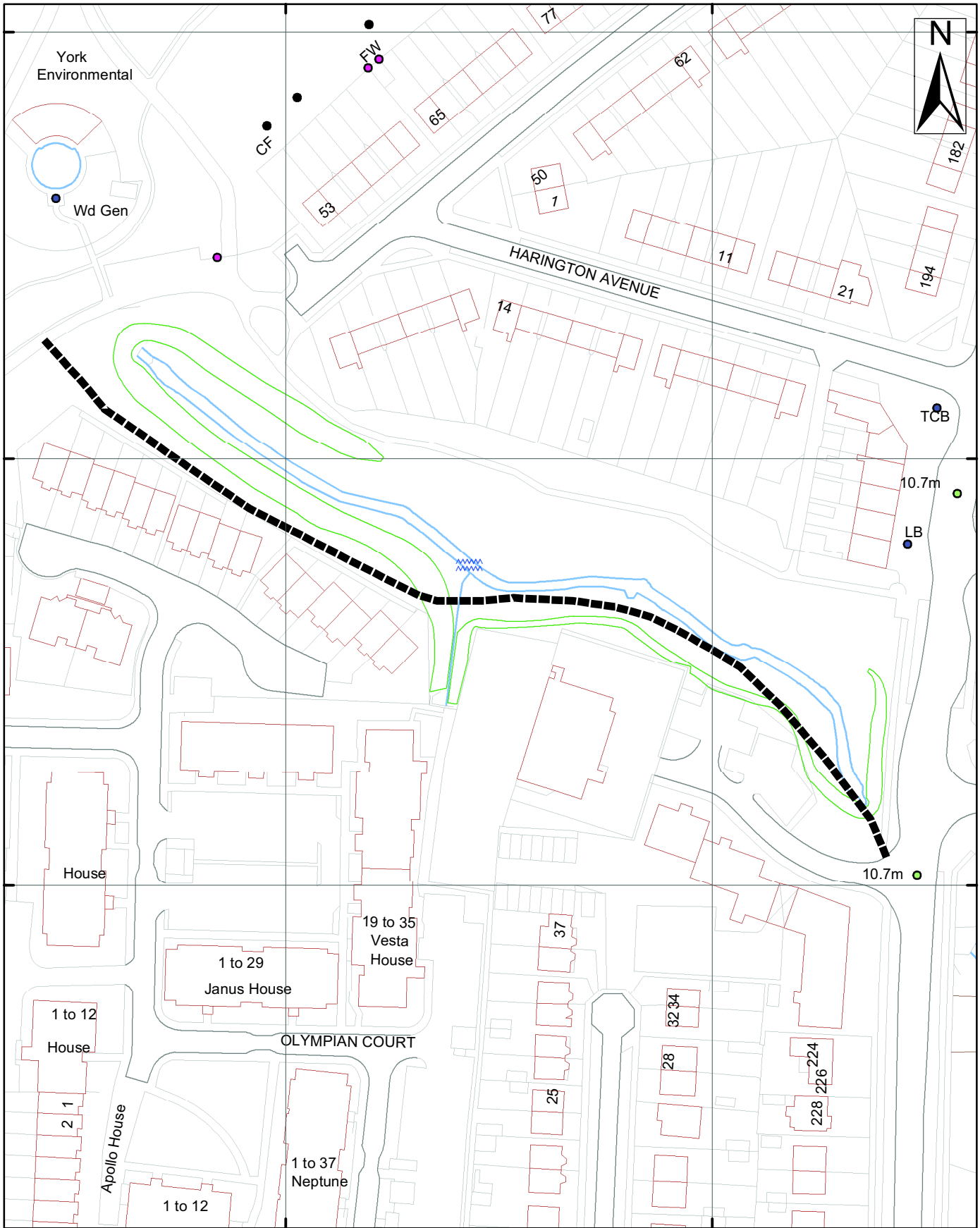
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**York Footpath No.184
(Hull Road Ward)**

Scale 1:1,250

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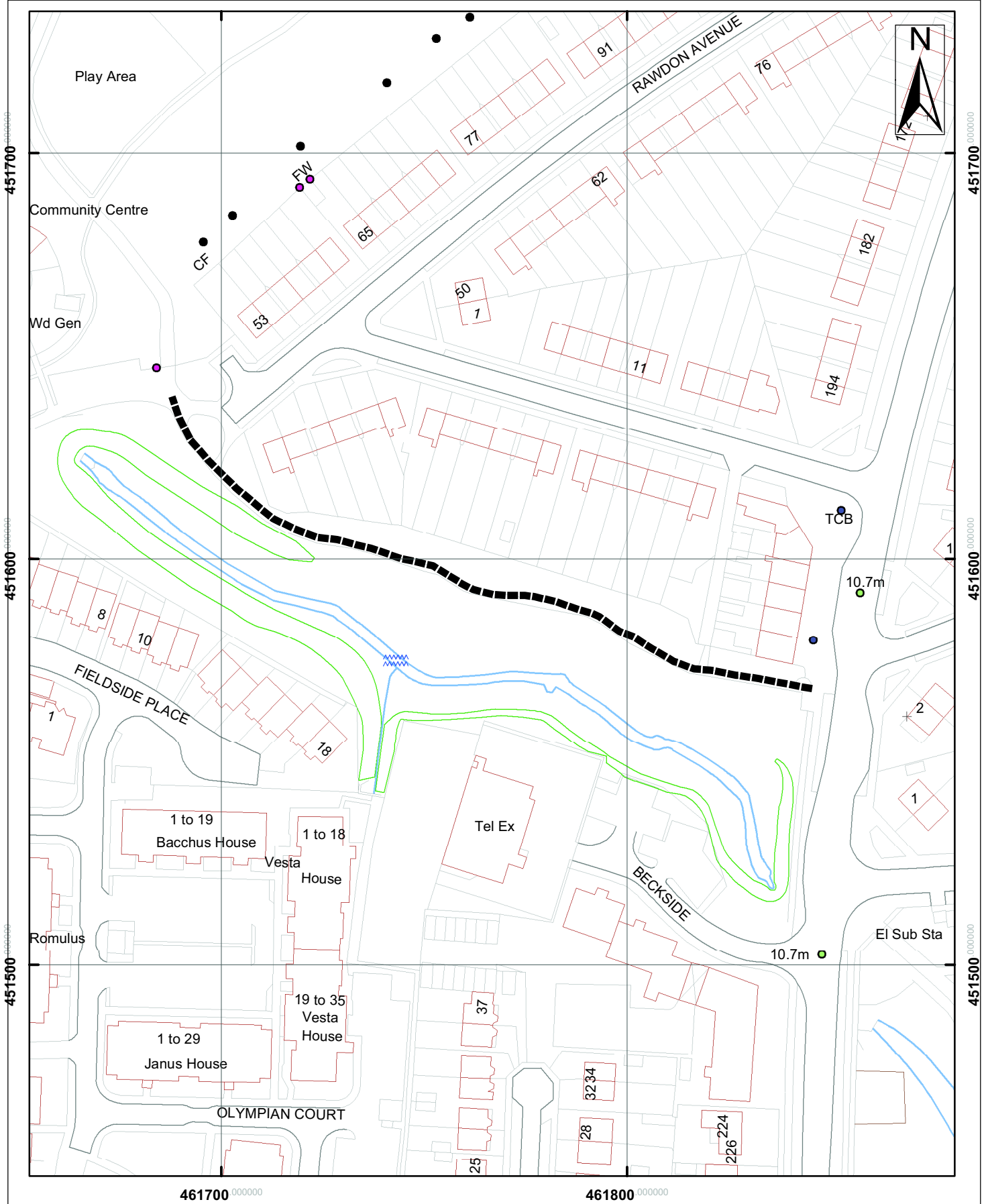
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York Footpath No.185 (Hull Road Ward)

Scale 1:1,250

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Date: 13/04/10

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Reference:

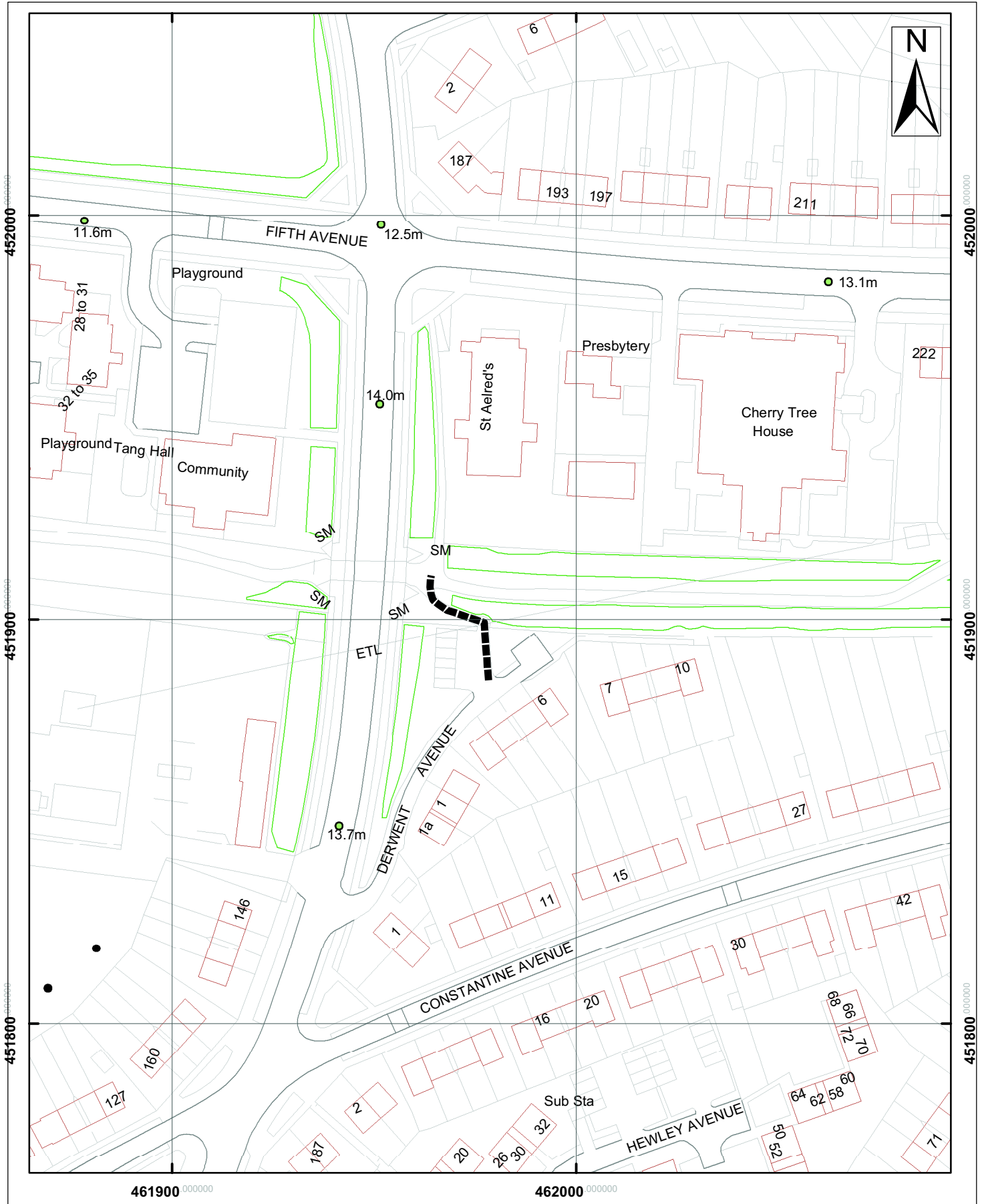
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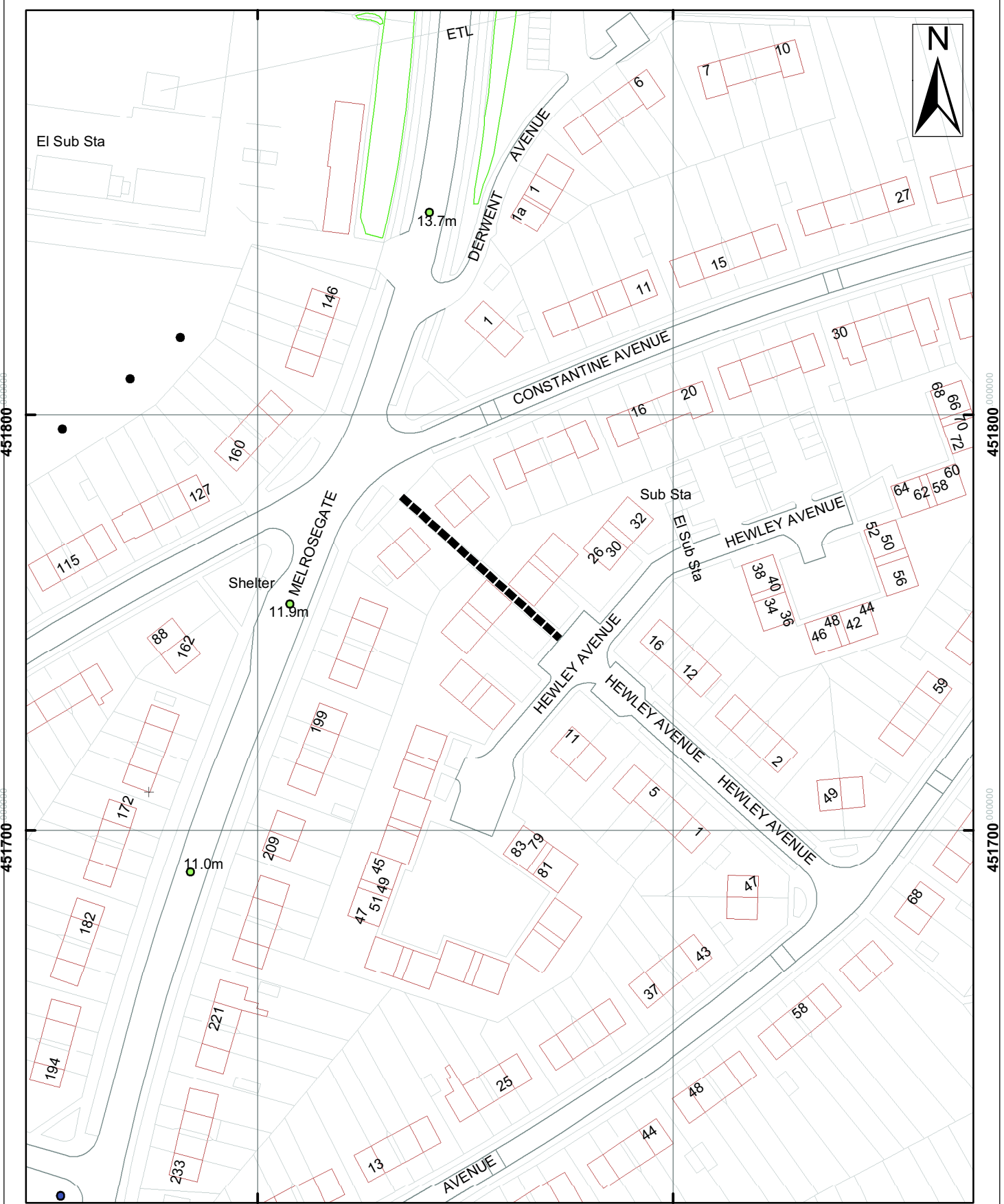
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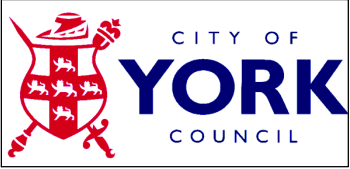
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(Hull Road Ward)**

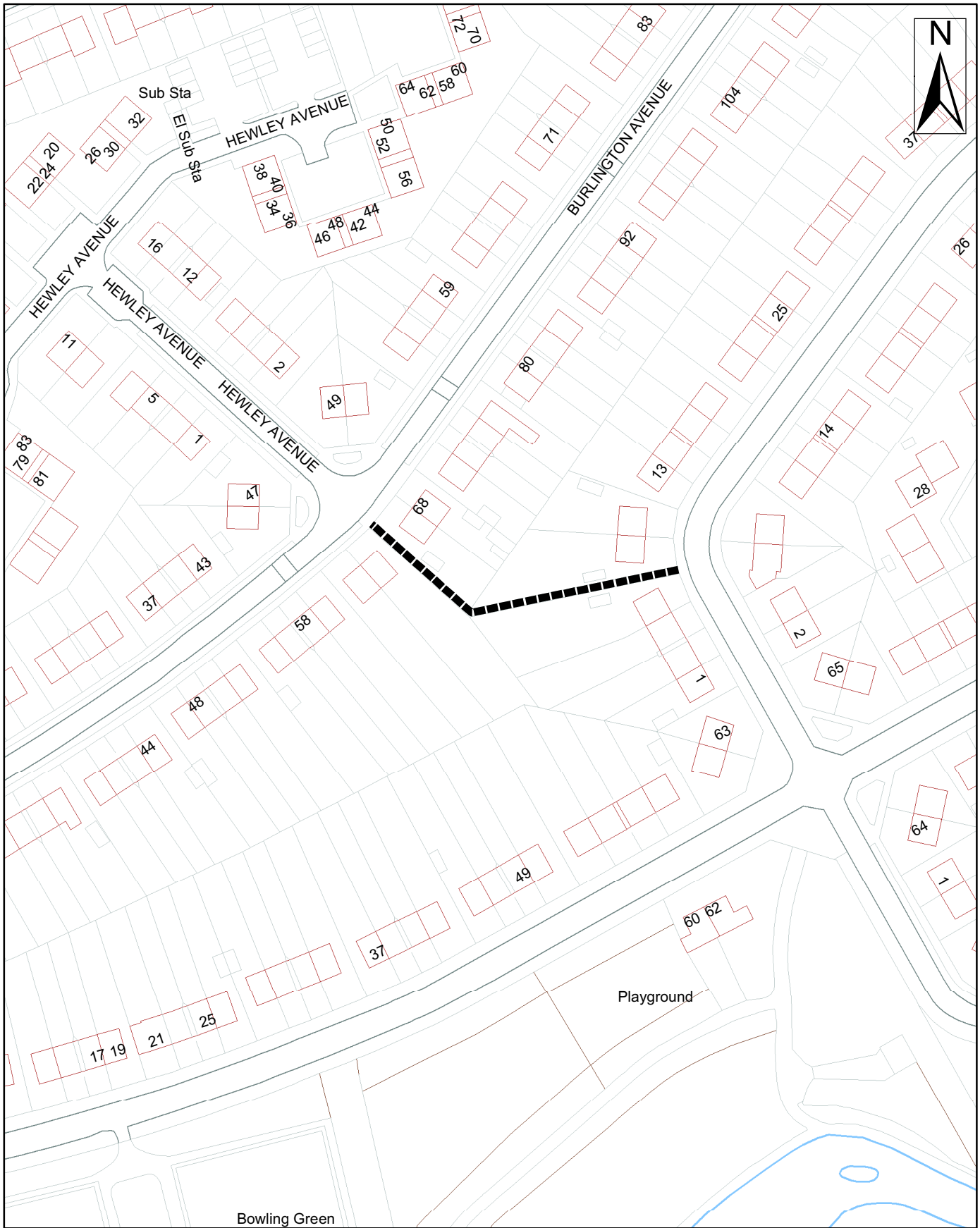
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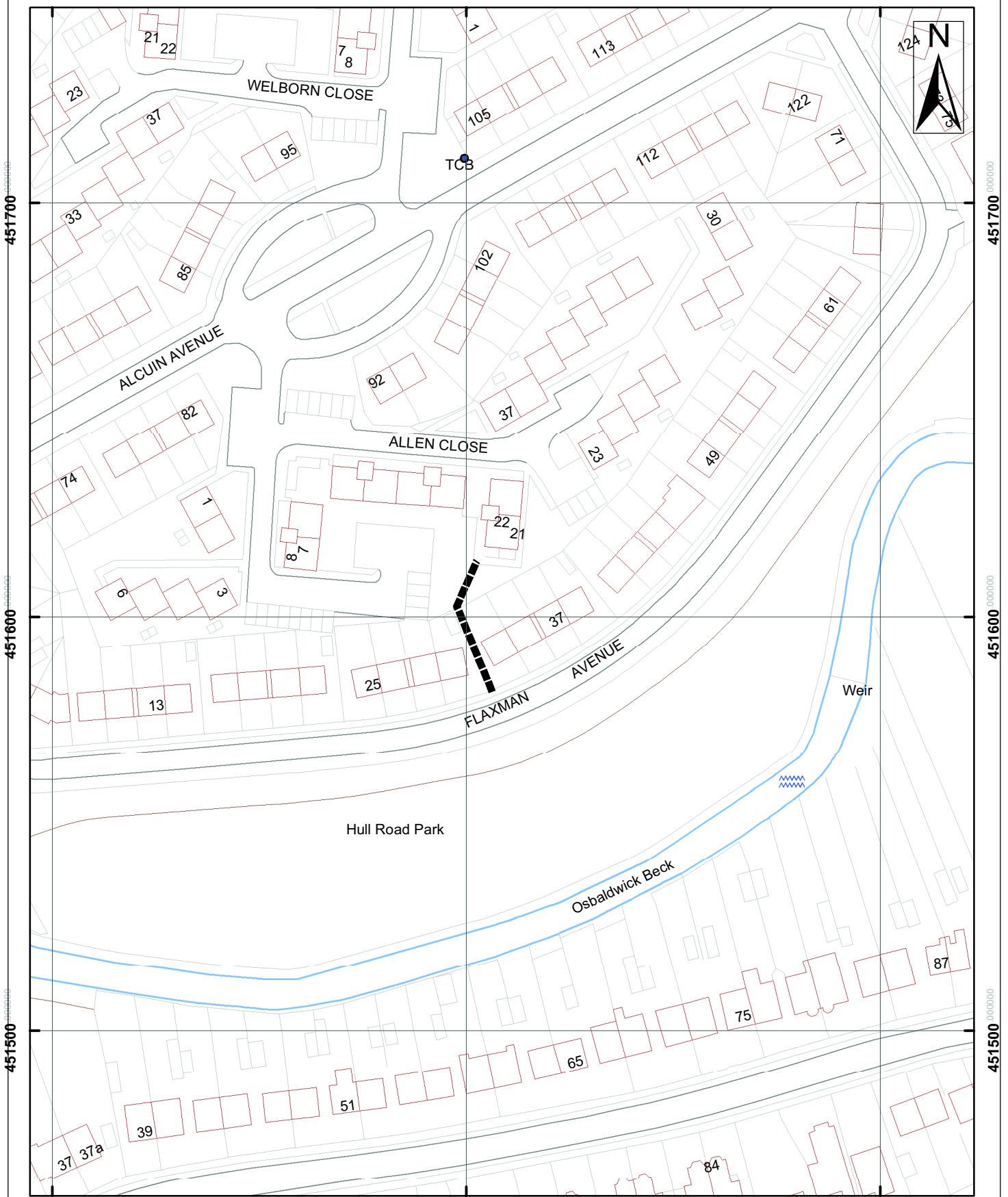
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(Hull Road Ward)**

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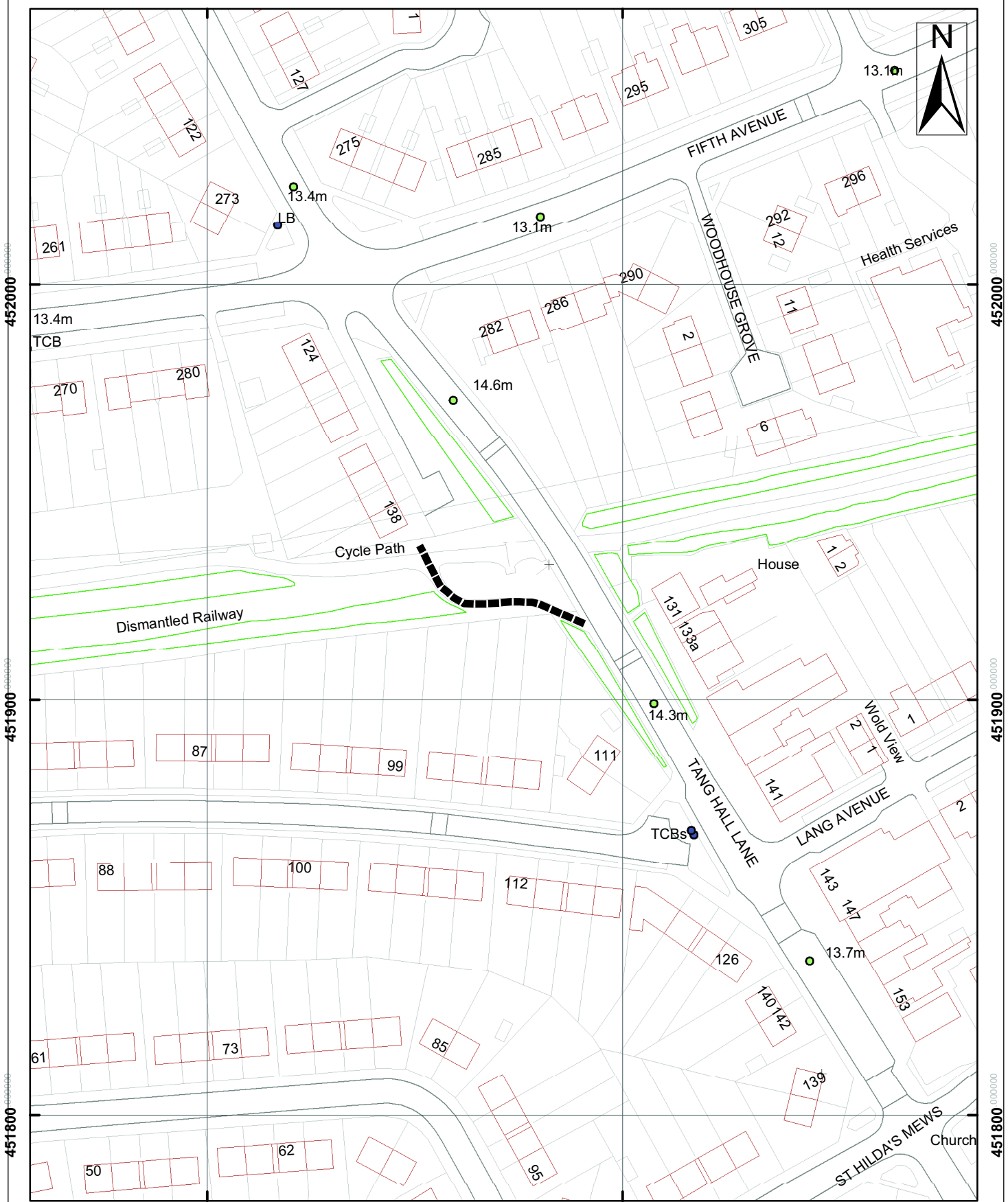
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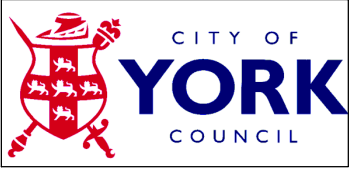
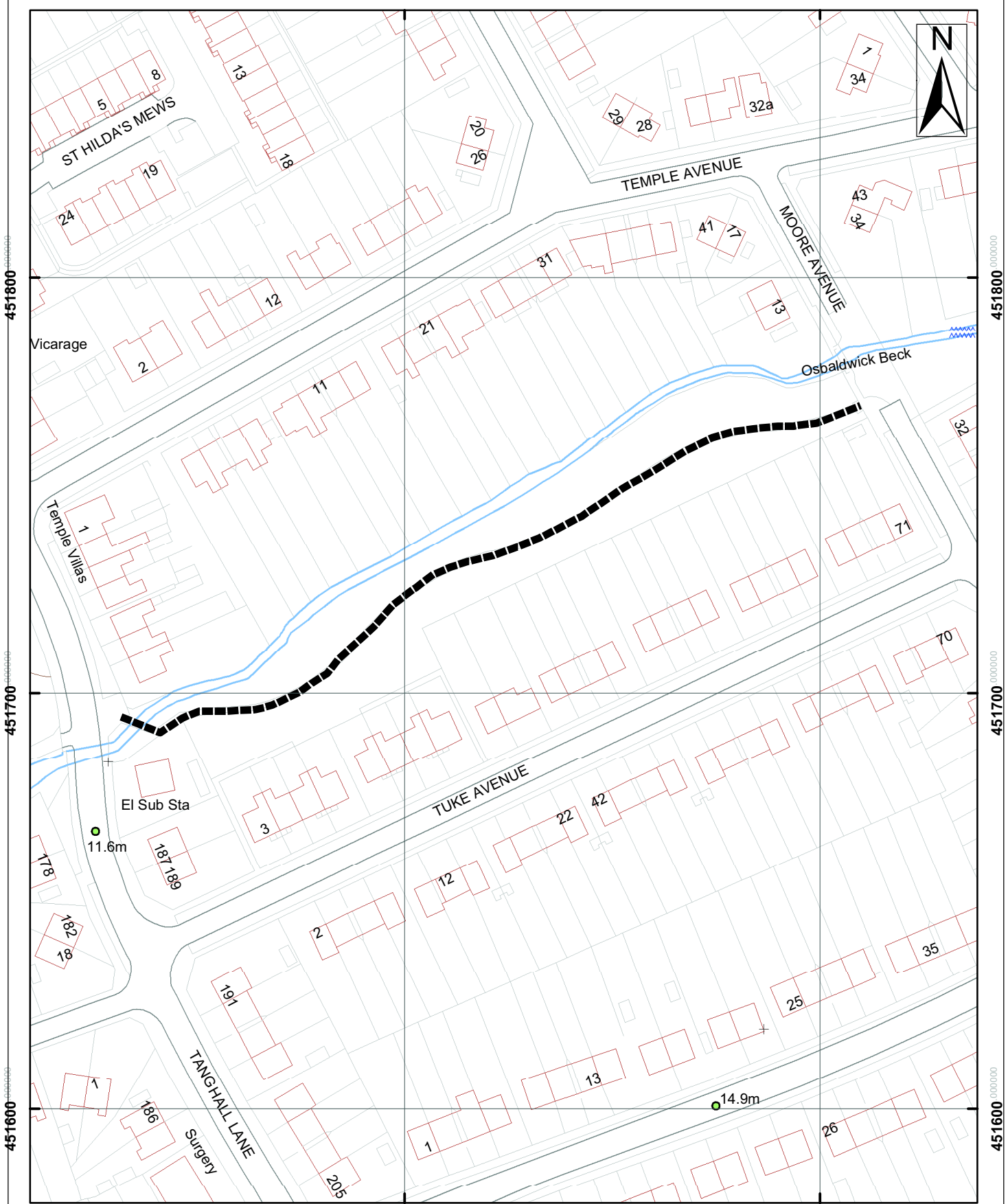
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(Hull Road Ward)**

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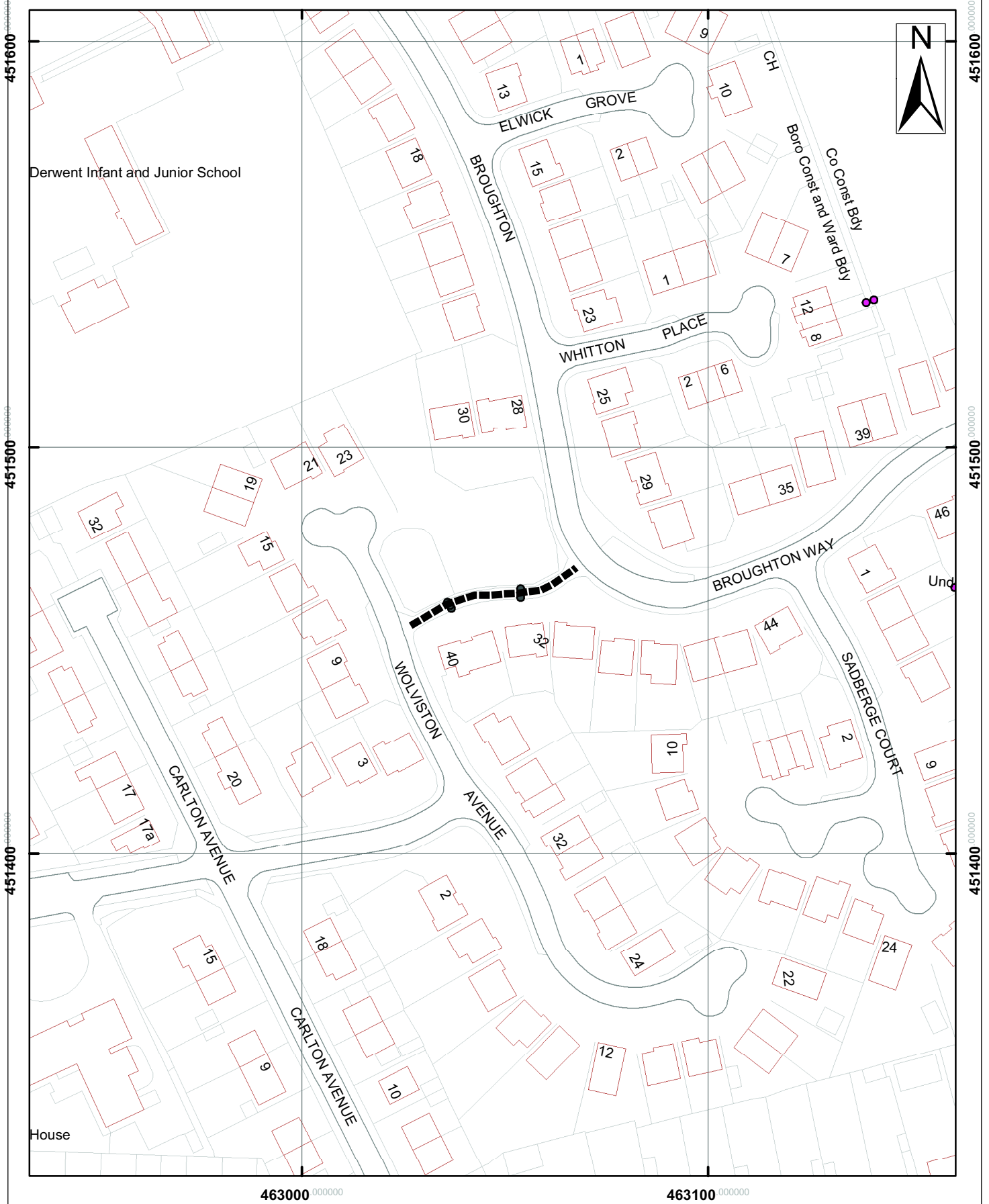
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(Hull Road Ward)**

Scale 1:1,250

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Date:13/04/10

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Reference:

Drawing No.

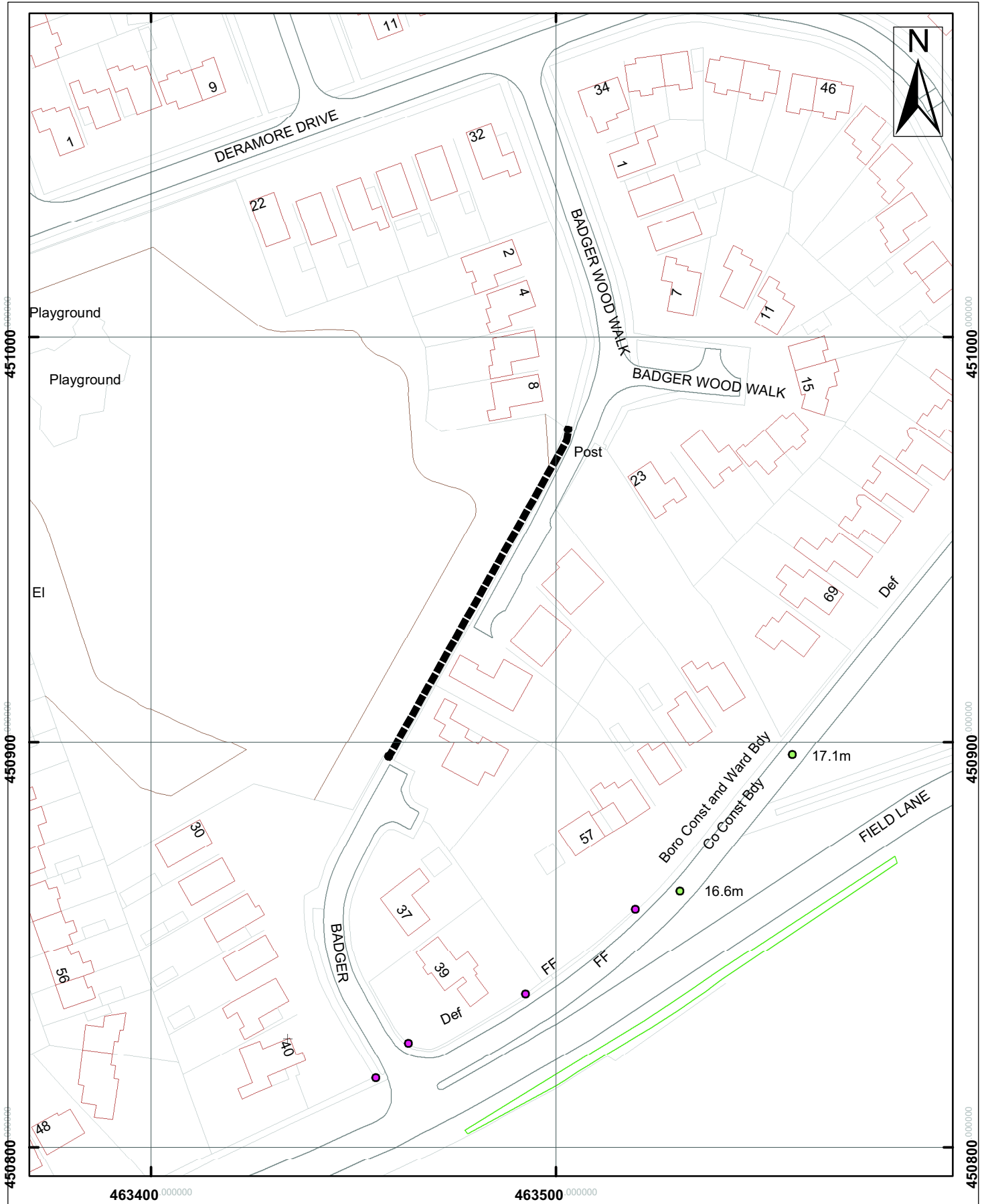
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Annex 5

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

Decision Making Guidance

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Public Rights of Way

Guidance on Decision Making for Definitive Map Modification Orders (DMMOs): to add a route to the Definitive Map under s53(3)(c)(i).

A DMMO is the legal procedure (Wildlife and Countryside Act 1981, s53(3)) used to make a change to the Definitive Map and Statement (DM) which is the legally conclusive record of all known public rights of way in an authority's area. A DMMO is used to:

Add rights of way to the DM that are not presently recorded: s53(3)(b) and s53(3)(c)(i).

Delete rights of way already recorded, which have been added in error: s53(3)(c)(iii).

Upgrade/downgrade rights of way already recorded but their recorded status is incorrect, eg recorded as footpath but should be recorded as a bridleway: s53(3)(c)(ii).

Change details of a right of way already recorded eg reflect the authority's authorisation of a stile or gate for stock control purposes: s53(3)(c)(iii).

The DMMO process requires the council to investigate the application, to consult and in light of its investigations and consultations, apply the relevant tests and decide whether to make the order. Whether this process provides new opportunities for users or creates difficulties for landowners (or ourselves) is irrelevant and must not be taken into account.

This differs from Public Path Orders (PPO's) (diversions, creations, extinguishments), where the council can exercise a certain amount of discretion to make changes to the rights of way network, to perhaps improve it for users or, reduce problems for landowners.

The Wildlife & Countryside Act 1981 relates to amending the DM on the basis of evidence (user and/or documentary) alone. The evidence alone therefore, will determine the course of the application and, factors such as safety, desirability, current land use, personalities involved, Authority policy and security cannot be taken into consideration within the decision process.

The DMMO procedure is laid out in legislation and if not followed correctly and with proper justification can cause the council to be challenged in High Court, or possibly further. When determining a DMMO the Council is acting in a "quasi judicial capacity" and must reach a decision based on all the evidence presented in the report. The evidence is considered against the test of "subsists or is reasonably alleged to subsist over land (53)(3)(c)(i)". If a decision is made which is clearly outside of the legislative framework the council can be open to Judicial Review.

In writing the report Officers will have considered the evidence against the relevant legislative tests and have made a recommendation based on their appraisal. The Exec Member must consider the evidence and be informed by, and follow the relevant legislation in reaching their own conclusion. It is likely that there will be evidence both in support and rebuttal, the Exec Member is not required to resolve conflicts in the evidence. This has been clarified by case law (see R. v. S.o.S. for Wales, ex p. Emery). The Exec Member should consider the evidence and if a right of way can, from the evidence, reasonably be alleged to exist the authority must make the order. If a DMMO is made anyone has the opportunity to object to it. If this occurs the matter would then be determined by the Secretary of State.

If it is determined not to make a DMMO then the applicant (if there is one) has a right of appeal to the Secretary of State. If the SoS determines that 'a reasonable person, having considered all the relevant evidence, could reasonably allege a right of way to subsist' the council will be instructed to make the Order.

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Decision Session
– Executive Member for City Strategy

11th May 2010

Report of the Director of City Strategy

**Blossom Street Multi Modal Scheme – Consultation Results;
Analysis of Network Implications; and Option Selection**

Report Summary

1. The purpose of this report is to:
 - Inform the Executive Member of the results of the citywide public consultation undertaken on the proposed improvements to the Blossom Street area;
 - Advise of the road network implications of any alterations made to Blossom Street and its junction with Queen Street, Micklegate, and Nunnery Lane, following further detailed analysis;
 - Present potential options and a preferred option for altering the layout of Blossom Street to improve the safety for all users.

Recommendations

2. That the Executive Member for City Strategy is recommended to:
 - i. Note the results of the public consultation;
 - ii. Note the results of micro-simulation computer modelling undertaken to ascertain the road network impact of making various alterations to Blossom Street;
 - iii. Consider potential options for improving the safety of the Blossom Street area;
 - iv. Approve the implementation of the preferred option detailed in Annex 'E', in order that further consultation can be undertaken locally to develop detailed design, resulting in works being tendered and construction commencing in the autumn of 2010.

Reason: The proposals will provide facilities to enhance the accessibility and safety for all users of this road, with significant improvements for the more vulnerable users: pedestrians and cyclists. In addition, the streetscape and approach along Blossom Street towards the historic Micklegate Bar will be significantly improved, particularly by removing unnecessary street furniture.

The proposed measures would also make a significant contribution towards the aims of the Council as a Cycling City.

Background

Previous report

3. On 1 September 2009, a report entitled 'Blossom Street Multi Modal Study: Option Selection' was presented to a meeting of the Decision Session – Executive Member for City Strategy. This report assessed the existing operation of Blossom Street and its junctions, issues faced by all road users and also summarised the results of preliminary computer modelling undertaken on some provisional options. Details of the issues affecting the area, background information and relevant data were included in this report and its Annexes.
4. At the meeting, the Executive Member authorised further development of the scheme so that its potential impact on the wider road network could be evaluated. In addition, it was also instructed that a citywide consultation be undertaken to capture wider public opinion on making any alterations to this junction.

Context of any proposed alterations

5. The key issues and difficulties identified at Blossom Street, and which Officers would seek to improve in any proposed alterations include the following:-
 - High accident rate: 25 casualties in the last three years, 11 of which were cyclists and 8 of which were pedestrians.
 - Large number of pedestrians cross Blossom Street at an undesignated crossing outside the Bar Convent, crossing five lanes of traffic. Other inadvisable pedestrian crossing movements are also made during the 'red man' phase on Queen Street.
 - No provision of cycle facilities on Blossom Street, which is a serious gap in the otherwise unbroken cycle facilities for the full length of the A1036 between York College and the Inner Ring Road.
 - Blossom Street has large inbound and outbound cycle flows during the peak hours. Also, cyclists travelling out of the city on Micklegate cannot pass vehicles queuing under the City Wall arches.
 - A large number of bus services use Blossom Street, including the articulated ftr and Park & Ride. Furthermore, articulated vehicles experience difficulties turning left from Blossom Street into Queen Street, sometimes encroaching onto the footway and/or overhanging the refuge on Queen Street.
 - In attempting to avoid this, articulated vehicles sometimes straddle both the left and middle lanes prior to making the manoeuvre. Where there is a green light for left-turning traffic, these vehicles effectively block any left filtering traffic until the other lanes turn green.

- There is a considerable amount of road signage inbound on Blossom Street which can present a confusing array of information to drivers. This, combined with the collection of street furniture in the vicinity of bus stops can impede the free movement of pedestrians.
 - The highway network is at capacity and experiences congestion at peak hours.
6. One of the core elements of City of York's Local Transport Plan 2006-2011 (LTP2), which the council is committed to when making transport-related decisions and in implementing transport measures, such as any alteration to the layout of Blossom Street, is the 'Hierarchy of Transport Users' which prioritises pedestrians, cyclists, and public transport users before car users.
 7. Furthermore, LTP2 refers to the council's duties under the Traffic Management Act 2004, to effectively manage the highway network in order to avoid, reduce or minimise congestion or disruption on the highway network for all road users.
 8. In addition, at the end of 2008, a citywide Cycling City questionnaire identified Blossom Street as both the highest ranking location respondents thought was a danger to cyclists and the highest ranking location for the provision of on-road cycle lanes.

Public Consultation

9. A consultation questionnaire entitled "*Blossom Street Improvements: We want your views*" was distributed to all households within York (approximately 88,000 homes) with February's edition of Your Local Link. Within the document, three options illustrating potential alterations which could be made to Blossom Street within the available carriageway space, were presented, with a further 'do nothing' option available.
10. A Media Briefing was held on 21 January 2010 with subsequent press releases published in the local media, and repeated over several successive weeks, briefing readers on the consultation and reminding them to return their surveys. Additionally, on the 25 and 26 February 2010, a public exhibition was held in Nunnery Lane car park to give residents a further opportunity to comment.
11. In total, 5,252 questionnaires were returned by the deadline of 26 March 2010, either through the post, or completed online.

Results

12. Of those who expressed a particular preference as to which option they favoured: 38% chose Option 1 ('*do minimum*'); 16% chose Option 2 ('*do something*'); 19% chose Option 3 ('*do maximum*'); with the remaining 27% expressing their wish that no changes be made to the junction (Option 4 - '*do nothing*').

13. The vast majority of respondents supported proposals for a new pedestrian and cycle route from Holgate Road to York Station, via Lowther Terrace and the station car park, with 87% in favour and only 13% opposed.
14. A large majority, 71%, would support giving cyclists several seconds 'advanced green light' as part of the traffic light sequence outbound from Queen Street. 29% were opposed to the proposal.
15. There was less support for the idea of banning vehicles from exiting the city centre through Micklegate Bar on to the junction at peak times, with 40% in favour and 60% opposed to making this ban.
16. With the opportunity to tick more than one box for mode of transport, the majority - 61% of respondents - regarded themselves as car drivers; 37% walked; 36% used the bus; 28% were cyclists; 12% were passengers in cars; and 2% classed themselves as 'other'. 12% of respondents said that they did not use Blossom Street regularly.
17. Respondents were given the opportunity to provide open comments on the proposals, to which 2,856 individuals commented. The main comment referred to individuals being happy with the junction at present and believing no changes should be made (22%).
18. 14% of comments asked for the council not to make the same 'mistakes' as it did with the Clifton Green scheme. A further 13% of comments highlighted the problems with articulated buses on Blossom Street. This included the issues of bendy-buses using two lanes to turn left and also suggesting removal of them altogether.
19. 12% of comments were concerning the anticipated congestion that the removal of an inbound lane would cause. And 11% of comments referred to cyclists not respecting the laws of the road, including not using cycle lanes and not wearing high-visibility clothing.

Conclusions

20. Of those who expressed a particular preference as to which option they favoured, it is apparent that the majority of respondents were in favour of 'doing something' to improve the junction, with 73% choosing either Options 1, 2, or 3, and only 27% expressing their opposition to any alterations by choosing Option 4.
21. Of those respondents who voted for improvements to be made to the junction, 52% - the majority - were in favour of Option 1. The remaining were split quite evenly between Options 2 and 3 (22% and 26% respectively).
22. It is also apparent that the majority of respondents are not in favour of reducing the number of traffic lanes, as illustrated by the lower number of respondents who were in favour of Options 2 and 3, in addition to the large number of comments received regarding this matter. However, it should be noted that despite receiving lower support than other Options,

there is still a great deal of public support for improved facilities for cyclists, and this should not be ignored.

23. Based on the results of the consultation, the vast majority of respondents were in favour of providing cyclist and pedestrian access to the station, via Lowther Terrace; in addition to providing an 'advanced green light' for cyclists outbound from Queen Street. The majority were not in favour of any access restrictions on Micklegate.

Micro Simulation Modelling

24. Halcrow were commissioned to produce micro-simulation models of the Blossom Street area in order to assess a series of improvement options for Blossom Street. The purpose of the modelling exercise was to understand the impact of any alterations made to Blossom Street on general traffic and the wider road network.
25. Models were produced for each of the three potential Options which had been featured within the public consultation. In addition, some other permutations to each of the Options were modelled to evaluate the specific impact of adding or removing particular infrastructure. Table 1 below presents details of the Options and plans are shown within Annex 'A'.

Option	A	B	C	D	E	F
Option within Consultation Document	Comparison Case 'Status Quo'	Option 1	Option 2	Option 3	Option 3	Option 3
Convert The Mount bus gate to merge	✓	Included in all as shown to be beneficial				
Markings under Micklegate Bar to keep the arch clear of traffic	✗	✓	✓	✓	✓	✓
Introduce straight ped crossing at top of Blossom St (outside Convent) & set back stop line on Blossom St.	✗	✓	✓	✓	✓	✗
Straighten ped crossings at Reel Cinema and Holgate Rd	✗	✗	✓	✗	✗	✗
Remove one inbound traffic lane at Blossom St junction & introduce a cycle lane	✗	✗	✗	✓	✓	✗
Remove one inbound traffic lane on Blossom St to south of cinema & introduce a cycle lane	✗	✗	✗	✗	✓	✓
Remove one inbound traffic lane at Blossom St junction & introduce two cycle lanes	✗	✗	✗	✗	✗	✓
Remove one outbound traffic lane on Blossom St & introduce a cycle lane by separately phasing the two outbound Queen St lanes	✗	✗	✗	✗	✗	✓
Introduce staggered ped crossing at top of Blossom St (outside Convent) & set back stop line on Blossom St	✗	✗	✗	✗	✗	✓

Table 1 – The Options modelled (what infrastructure was included / omitted)

26. The models produced are representative of traffic conditions in 2011, the planned scheme opening year. These took into account future planned works such as Access York Phase 1, including the new Park & Ride service operating on the A59 corridor, as well as any proposed nearby developments such as the increase in traffic generated by the Terry's site development.
27. Even with a 'do nothing' base model, overall peak hour traffic at the Blossom Street / Queen Street / Micklegate / Nunnery Lane junction was shown predicted to increase by between 4 to 5% between 2009 and 2011, leading to increases in journey times, particularly on the A59 and A1036 arms.
28. Bus journey times were minimally affected due to bus priority measures currently existing (or proposed for the A59) on these routes. In fact, with any of the potential options, bus journey times did not vary to a great extent, and therefore patronage of the Park & Ride would not be affected.

Re-routing of traffic

29. With any significant alterations to a key junction such as Blossom Street, motorists will always try to re-route if they consider another route as a quicker or more accessible option for their journey. Therefore any measures which increase delays will also increase the number of vehicles re-routing via other roads. It should be noted that this would occur in a 'do nothing' scenario anyway, should the expected 4 to 5% increase (as discussed in paragraph 27) occur by 2011.
30. To put this into perspective with this scheme, modelling shows that (as expected) most re-routed journeys would involve motorists using Knavesmire Road, Scarcroft Road and Bishopthorpe Road, leading to increased peak hour traffic on these particular routes. Option A (the 'status quo') predictably incurs negligible re-routing; Options B and C however incur 7 to 8% re-routing; Options D and E incur 11 to 13% re-routing; and Option F incurs below 5% re-routing.
31. Looking at what this could potentially mean (using Scarcroft Road in the AM peak hour as the example), an extra 40 vehicles would be using this road for Options B and C. For Options D and E, this increases to an extra 61 vehicles. And Option F results in an extra 38 vehicles using this road.

Queue lengths & journey times

32. Initially, modelling was undertaken to assess the operation of the bus-gate on The Mount, and whether removing the signals and converting it into a merge (Option A – the 'status quo') would help it to operate more efficiently. Results show that this could prove to be beneficial for car users, with a reduction in inbound car journey times on Tadcaster Road of around 2 minutes in the AM peak, without any apparent negative effect on buses. Therefore this conversion was assumed in all further Options.

33. Using the levels of re-routing that each Option may incur in estimating these figures, car and bus journey times on the approaches to the Blossom Street junction are presented for each of the scheme Options in Table 2 and Table 3 below. Furthermore, indicative inbound queue length drawings for both peaks have been produced by taking a snapshot of the modelled network conditions 15 minutes before the end of the modelled peak period (08:45 and 17:45), and are illustrated as Annex 'B'.

Section	Car						Bus					
	A	B	C	D	E	F	A	B	C	D	E	F
A59 (Water End - The Mount)	16	14	17	7	15	20	13	12	13	8	13	15
Tadcaster Road (St Helens Rd - Holgate Rd)	10	9	9	8	10	9	7	6	6	6	7	6
Blossom Street	1	1	1	1	1	1	2	2	2	2	1	1
Queen Street	2	2	2	6	5	3	3	3	3	6	7	3
Nunnery Lane	2	2	2	2	5	3	2	2	2	2	6	2
Total	31	28	31	24	36	36	27	25	26	24	34	28

Table 2 – AM peak journey time results for each Option (minutes) for each arm of the Blossom Street / Queen Street / Micklegate / Nunnery Lane junction

Section	Car						Bus					
	A	B	C	D	E	F	A	B	C	D	E	F
A59 (Water End - The Mount)	7	6	6	7	8	8	7	7	7	8	8	8
Tadcaster Road (St Helens Rd - Holgate Rd)	5	5	5	8	7	5	5	5	5	6	5	5
Blossom Street	1	1	1	1	1	1	2	2	2	2	2	1
Queen Street	2	2	2	6	6	2	3	3	3	6	6	3
Nunnery Lane	5	5	5	2	2	6	6	5	6	2	2	7
Total	20	19	19	24	24	22	23	22	23	24	23	24

Table 3 – PM peak journey time results for each Option (minutes) for each arm of the Blossom Street / Queen Street / Micklegate / Nunnery Lane junction

Option A

33. Option A is merely a comparison case to the base model and acts as the 'status quo'. The only change here is the conversion of the bus-gate from signalised to a merge. As discussed, this does show some apparent benefit to car users of this corridor and therefore acts as the 'do minimum' case against which each of the other Options are compared.

Options B & C

34. Option B (which was *Option 1* in the public consultation) includes a new signalised one-stage pedestrian crossing between the Bar Convent and the Windmill PH, much to the benefit of pedestrians. In addition, the inbound Blossom Street stop-line is set further back so that larger vehicles can make an easier left turn into Queen Street. Furthermore, an extended cycle feeder-lane is introduced under Micklegate Bar outbound so that outbound cyclists can travel to the front of stationary

traffic to access the ASL, unhindered by vehicles queuing and blocking the archway.

35. Option C is the same, other than that the two other 'staggered' (two-stage) pedestrian crossings, at Holgate Road and outside the cinema, are straightened into one-stage so that pedestrians can cross in one movement.
36. In these two Options, the signal timings at the Blossom Street / Queen Street junction are modified with longer inter-greens due to the set back stop-lines and improved pedestrian crossings. The impact is a reduction in capacity at this junction which leads to re-routing of vehicles.
37. This, coupled with the better linking of the cinema pedestrian crossing with the Holgate Road and Queen Street signals leads to an apparent overall reduction in journey times on the A59 and A1036 approaches in both peaks in Option B. The queue length diagrams confirm this, with slight reductions in queue lengths observed between these Options and Option A.
38. In Option C, the results show that this leads to an increase in inbound journey times due to the reduction in capacity caused by longer pedestrian green time required for this type of junction as opposed to a staggered crossing.

Options D & E

39. Option D is the same as Option B (with similar benefits), except this time one inbound traffic lane on Blossom Street is removed (three lanes reduced to two) so that room is made to introduce a new inbound cycle lane. This has the benefit that cyclists now have a facility inbound. In addition, inbound traffic lanes would be significantly wider than the narrow ones which are currently present. With wider traffic lanes and with already being displaced further from the kerb by the new cycle lane, left-turning vehicles would no longer need to straddle both lanes and could easily make the manoeuvre.
40. Option E (which was *Option 2* in the public consultation) is the same, other than that the flare from one to two traffic lanes occurs later inbound, after the cinema crossing. This means that the inbound cycle lane can be continuous from Holgate Road to the Micklegate junction.
41. Both of these Options involve a considerable reduction in capacity as a traffic lane is removed to create a cycle lane. As a result, there is considerable amount of re-routing.
42. In an attempt to offset the reduction in capacity on Blossom Street, the green time on this arm of the junction was increased at the expense of Queen Street and Nunnery Lane. This leads to the observed increase in journey times and queue lengths on these arms with queues actually extending beyond the model area (onto Leeman Road and Prices Lane gyratories) which would cause additional congestion elsewhere. These

areas would simply not be capable of taking the extra queues if the effective operation of the Inner Ring Road was to continue.

43. This attempt to offset the reduction in capacity, coupled with the re-routing of traffic deceptively leads to an overall reduction in journey times on the A59 and A1036 approaches. However, the fact that the queues on Queen Street and Nunnery Lane extended beyond the model area masks the full extent of the approach times on these arms. If it was chosen to maintain current traffic flow conditions from Queen Street and Nunnery Lane and not offset the capacity reduction, journey times and queue lengths on the other approaches would be significantly increased.
44. Options D & E are similar apart from the conversion from two lanes to one lane of the section south of the cinema pedestrian crossing in Option E. This further reduces capacity and stacking space for queuing vehicles. The queues from the cinema pedestrian crossing block the Holgate Road / The Mount junction much more frequently.

Option F

45. Option F (which was *Option 3* in the public consultation) includes a new staggered two-stage pedestrian crossing outside the Bar Convent and also on the Queen Street arm, to improve capacity of this junction. In addition, although similarly inbound to Option E for cyclists, a further cycle lane is introduced, as well as an outbound cycle lane. As a result, outbound traffic lanes are reduced from two to one, and consequently the two outbound Queen Street lanes must be separately phased.
46. This Option incorporates staggered pedestrian crossings which improve the efficiency of the junction and increases the total green time available. However, because of the reduced space available for two outbound lanes on Blossom Street and the right-turn from Queen Street being separately phased, this removes some of the efficiency benefits generated by the staggered crossings.
47. Overall, Option F performs similarly to Option E in terms of total journey time on the approaches to the junction. However in this option the queues are on the A1036 and A59 rather than Queen Street and Nunnery Lane. However, as discussed above, modification of the signal timings can transfer the queues from one arm to another, but not remove them.

Air Quality

48. Air quality has been a consideration in this consultation and modelling of each of the Options gave basic emissions data to enable a simple estimate of the likely level of change in local air quality in the Blossom Street Air Quality Management Area (AQMA). Table 4 contains the AM peak comparison of the emission outputs between each Option and the comparison 'status quo' case (Option A). Table 5 contains a similar comparison for the PM peak.

Emissions (g)	Option A	Option B	Option C	Option D	Option E	Option F
Carbon Monoxide (CO)	4,410	4,080	4,250	4,410	4,290	4,000
Nitrogen Oxide (NOx)	860	790	830	860	840	780
Volatile Organic Compounds (VOC)	1,020	950	990	1,020	1,000	930
% Change from Option A		-7.4%	-3.6%	-0.1%	-2.6%	-9.3%

Table 4 – Emissions at AM peak

Emissions (g)	Option A	Option B	Option C	Option D	Option E	Option F
Carbon Monoxide (CO)	4,910	4,200	4,430	5,160	5,010	4,590
Nitrogen Oxide (NOx)	960	820	860	1,000	970	890
Volatile Organic Compounds (VOC)	1,140	970	1,030	1,200	1,160	1,060
% Change from Option A		-14.6%	-9.8%	4.9%	1.9%	-6.6%

Table 5 – Emissions at PM peak

49. It should be noted that whilst most of the Options lead to improvements to local air quality in the Blossom Street AQMA, the re-routing of traffic and increased delays away from Blossom Street could, as a consequence, lead to a worsening of local air quality elsewhere in the city, potentially causing other areas to become AQMAs.

Further permutations to the Options

50. In addition to the six Options described and tested above, a further two tests were undertaken. These consisted of permutations in design which could be applied to any of the existing Options as follows:
- *Peak time outbound Micklegate closure:* This would involve the closure of Micklegate Bar to outbound traffic during the peak periods which would free up time from this signal stage to be added to the Blossom Street arm to offset the reduced capacity.
 - *Cycle pre-signals on Queen Street:* Cycle advanced pre-signals on the Queen Street outbound arm would give a green to cyclists 5 seconds prior to general traffic on this arm to allow them to clear the junction more safely. This reduces the green time for general traffic on Queen Street (although as previously stated, this could be taken from any arm of the junction).
51. These two permutations were tested within the 'status quo' Option A (AM peak) model to give an idea their respective impact. The journey time results for general traffic are presented within Table 6 below.

Section	Option A	Option A Close Micklegate	Option A Cycle Pre-Signals
A59 (Water End - The Mount)	16	16	16
Tadcaster Road (St Helens Rd - Holgate Rd)	10	10	10
Blossom Street	1	1	1
Queen Street	2	2	4
Nunnery Lane	2	3	2
Total	31	32	33

Table 6 – AM journey time results (minutes) for each arm of the Blossom Street / Queen Street / Micklegate / Nunnery Lane junction

52. Examination of the results shows that if Micklegate were shut in the outbound direction during the peak periods, very little impact on inbound journey times is seen. This is due to the Micklegate arm only running for several seconds, so no significant additional green time is made available. However, the assumed re-routing of outbound Micklegate traffic via Nunnery Lane and Queen Street slightly increases journey times on the Nunnery Lane arm.
53. The introduction of cycle pre-signals on the Queen Street approach increases the average journey time on this arm, as the green time for general traffic has been reduced by five seconds to allow for the pre-signals. However, as discussed, the loss of time could be spread out among the other arms.

Conclusions

54. The initial Option of converting the bus gate on The Mount to a merge (removing the signals) was found to be potentially beneficial in terms of reduced inbound car journey times on the A1036, at least within the 'virtual world' of the model. However, the exact operation of the merge would need to be considered along with potential enforcement issues, as cars 'jumping the queue' and merging early may negatively effect bus prioritisation and journey times. As a series of bus lanes ending in merges are to be introduced on the Fulford Road corridor, it may be worth waiting until the completion of that scheme to observe the exact operation of this arrangement in York.
55. The remaining five Options, with increasing levels of cycling and walking improvements, were all found to lead to the re-routing of traffic elsewhere in the city due to each of the Options reducing the capacity of the Blossom Street junction.
56. In addition, the Options with the higher level of cycling and walking provision - those which involve the removal of a traffic lane on Blossom Street - also lead to an increase in journey times on the approaches to the Blossom Street junction despite fewer vehicles passing through the junction. The results have demonstrated that additional queues and journey times on the approaches to this junction will be caused but the exact arm(s) on which they appear is flexible and based on the signal timings assumed.

57. The permutation of introducing cycle pre-signals outbound from Queen Street, although detrimental to vehicular traffic queue lengths, is particularly beneficial to the safety of cyclists. Consideration of using these signals (using a green cycle filter light on the primary signals) should be strongly considered and is endorsed by the council's Transport Planning and Network Management teams. However, it would not benefit the scheme to impose peak time bans on outbound traffic to egress through Micklegate Bar.
58. All Options lead to improved local air quality in the Blossom Street AQMA, although the transfer of traffic elsewhere in the network may reduce local air quality in these areas.
59. Any alteration to Blossom Street is forecasted to have little impact on the patronage of the Park & Ride services on the A59 and the A1036, which are part of the Access York Phase 1 scheme.

Alternative Routes for Cyclists (and Pedestrians)

60. Through examining cycle movements on Blossom Street during the AM peak, it was observed that inbound, 41% turned left onto Queen Street towards the Station; 50% travelled straight on through Micklegate Bar towards the city centre; and 9% turned right onto Nunnery Lane. As a very heavily cycled road, it was recognised that it may be beneficial to reduce the need for some of these cyclists to use Blossom Street and to offer safer off-road alternatives.
61. As Blossom Street is being used as a main cycle route into the city centre and subsequently requiring cyclists to cross the River Ouse at some point on their journey, the decision (conscious or otherwise) as to which bridge to use will depend on the cyclist's starting point and destination. Cyclists heading to Clifford's Tower or the Hull Road area would probably select Skeldergate Bridge, via Scarcroft Road and Bishopgate. Cyclists heading for the northern area of the city currently have no option but to use the Blossom Street junction, then proceed towards Lendal Bridge or Scarborough Bridge. In addition, cyclists heading for the city centre proper will use Ouse Bridge, also via Blossom Street. The latter two of these movements are the ones which the council can possibly target.
62. On investigation, it was established that for these movements, it was feasible to offer alternative routes for cyclists to reach their required destinations. Although with half of cyclists currently continuing straight on from Blossom Street onto Micklegate, presumably as the shortest and quickest route into the city centre, recognition must also be made that cyclist demand on Blossom Street is still going to be high and should be a significant factor in planning road safety improvements for this area. Notwithstanding this, the two alternative routes proposed are detailed below.

Station Access

63. From the public consultation, it is apparent that this route is highly desired by the public and would be a greatly used asset. The proposal is to provide a new route for cyclists (and pedestrians) directing them from Holgate Road, along Lowther Terrace and down a newly built access ramp into the southern end of the station's long-stay car park, and then through the car park to the station and beyond. In addition, another access point and ramp will be provided at the northern end of the station's short-stay car park, into "Post Office Lane" and the Riverside.
64. Consequently it should be possible to cycle from The Mount/Holgate Road to the station completely off the main carriageways, thus completely avoiding the busy Blossom Street/Queen Street junction, as well as the congested station access on Station Road (and Tea Room Square). It will also be possible for people leaving the station to travel in the opposite direction, towards the river crossings (at Scarborough Bridge and Lendal Bridge) - This is illustrated within Annex 'C'.
65. Work is currently progressing with East Coast Rail, who will be delivering this scheme in partnership with, and part funded by the council, due to the ramps being wholly sited upon their land. There is high confidence that this scheme can be delivered, with East Coast engineers estimating delivery during summer 2010.

Off-Road / Quiet Route to East of Blossom Street

66. A current off-road / quiet route currently exists to the east of Blossom Street, almost running parallel to it, between Knavesmire Road and Nunnery Lane, then finally to Ouse Bridge - illustrated within Annex 'D'. This 'alternative route' (AR) is not widely known but does offer the advantage of cyclists only encountering one set of traffic signals (a signalled pedestrian crossing), as opposed to the route using Mount Vale, The Mount, Blossom Street and Micklegate, which has five sets of traffic signals.
67. Despite the AR being 33% longer in distance than the 'main road' route (MR), it is undoubtedly much quieter and safer. However distance, or indeed safety, is probably not the key factor in a cyclist's route strategy. The time (or perceived time) taken is probably the uppermost consideration for a commuting cyclist. Nevertheless, what cyclists may not account for is the time lost at traffic signals.
68. With this in mind, a total of 22 timed runs were carried out during morning and afternoon peak times to compare the AR and the MR. Every effort was made to eliminate as many variables as possible, with the same cyclist, bicycle, pace etc used to conduct and time the runs, which were ridden in both directions. The average time for the AR (7 mins 11 secs) is only 18 seconds (4%) longer than the average MR time (6 mins 53 secs), despite the far greater distance (33%). The wider range of times for the MR is noteworthy, with the slowest time of 9 mins

20 secs being significantly greater than the slowest timed AR run of 7 mins 30 secs.

69. The various sections that comprise the AR already constitute a more attractive alternative to the MR, particularly for less confident cyclists or for school children. These sections have been examined and potential improvements that would further enhance the route have been identified. It is proposed that every effort is made to signpost, promote and publicise this alternative route as a safer and potentially quicker route than using Blossom Street. Should this route start to attract a large number of cyclists, consideration should be made to implementing some of these improvements.

Preferred Option for Blossom Street

70. After considering the conclusions reached from the results of the public consultation and the micro-simulation modelling, it became clear that a solution was required which, as well as improving safety for all users, would maximise benefits for cyclists and pedestrians where possible. It would also need to retain an effective bus route (maintaining P&R as an attractive alternative to private vehicle use), but also would need to retain the 'function' of the Inner Ring Road, by minimising additional delays for car drivers if possible. Therefore it was concluded that strategically, a preferred option would need to incorporate facilities for the more vulnerable users - cyclists and pedestrians – but also retain all current inbound and outbound traffic lanes on Blossom Street to maintain capacity.
71. Consideration was also given to whether the space currently occupied by the cobbles on the eastern side of Blossom Street could be utilised more effectively. However, previous objections had been raised by conservation groups and local residents to any prospect of the removal of the cobbles. This was coupled with the fact that there is a high abundance of utilities aligned beneath these cobbles, requiring potentially expensive diversionary works. Therefore Officers worked on the basis that any scheme should be kept as much within the existing carriageway boundaries as possible.
72. Subsequently, a revised option which is now presented as the Preferred Option was developed, as shown in Annex 'E'. This Option most closely resembles Option 'C' of the modelled options in its functionality, but also has additional improvements incorporated into its design. The estimated cost of construction and completion of this scheme is £420,000 (which includes a large contingency). The benefits of this scheme, compared with the Options previously discussed, are as follows:
 - Provides a new single-stage pedestrian (puffin) crossing at the head of Blossom Street, between the Bar Convent and Windmill PH. The addition of this crossing also means that all pedestrian crossings at this junction will operate together, resulting in an 'all-red' traffic phase.

- 'Straightens out' the current staggered (two-stage) pedestrian (pelican) crossings on Blossom Street, converting them into single-stage pedestrian (puffin) crossings, thus reducing delay to pedestrians and traffic.
- Due to the above, this means that it is possible to remove the pedestrian refuge islands (which had been required for a two-stage crossing), along with the associated street-clutter such as guardrails and additional signal equipment, improving the vista of Blossom Street and the general approach to Micklegate Bar.
- Includes both inbound and outbound cycle feeder-lane into advanced stop-line arrangements, to aid cyclists in getting to the front of queuing traffic. The provision of these facilities would close one of the obvious 'gaps' in the cycle network in this area of York.
- Provides a green advanced pre-signal to give outbound cyclists from Queen Street several seconds 'head start' and time to clear the junction before the vehicular traffic behind them receives a green signal. This would greatly reduce the risk for cyclists at this busy junction, which is currently an accident black-spot for cyclists.
- Includes an extended cycle feeder-lane outbound under Micklegate Bar, aiding cyclists to access the advanced stop line at the front of the traffic queue and dissuading motorists from queuing underneath the Bar. (See paragraphs 79 and 80.)
- Provides a yellow box junction at Holgate Road / Lowther Terrace. This helps cyclists turning in and out of Lowther Terrace (travelling to or from the new station access).
- Benefits articulated vehicles making left turns from Blossom Street due to the three existing traffic lanes being repositioned a metre further out from the kerb by the introduction of the new cycle feeder lane, as well as the setting back of the stop line. This means that the straddling of lanes should no longer be required.
- Removes all of the small islands upon which some signal heads and bollards are currently located and which pedestrians sometimes inadvisably use as pedestrian refuges when crossing the road, despite these being far too small and sometimes being overhung by the front end of buses.
- The removal of the island on Queen Street particularly benefits the left turn manoeuvre of articulated vehicles from Blossom Street, in addition to the other measures mentioned above.
- Retains bus prioritisation measures along the A1036 corridor.
- No anticipated impact upon predicted bus journey times (or patronage) on the Access York Park & Ride along the A59 and A1036.

- Extends the bus lay-by outside the cinema and provides other general improvements for public transport users such as a new shelter on the bus-border outside 29 Blossom Street.
- Retains all inbound and outbound traffic lanes.
- Little impact on vehicle journey times and queue lengths, compared to present.
- Little impact on re-routing of vehicles throughout the road network.
- Rationalises and improves general road signage, thus the streetscape of the area.
- Subject to further investigation and a Traffic Regulation Order being made, includes a daytime loading ban for Blossom Street, thus removing the congestion and build-up of traffic which deliveries on Blossom Street usually cause.

Limitations and Other Options Considered

73. A number of factors should be highlighted at this point in the report, so that the Executive Member can make a fully informed decision. Primarily that any alterations made to Blossom Street that causes any increased queues on Queen Street (and back onto Station Road) may have implications on the ongoing works to identify improvements to the station access and any proposals for Tea Room Square. Other issues were identified (and subsequently resolved by Officers) within a stage 1 Road Safety Audit (RSA) which has been undertaken on the preferred option.
74. The RSA identified that to provide a single-stage pedestrian crossing at the top of Blossom Street (between the Windmill PH and the Bar Convent) the crossing distance, at 17 metres, is slightly above the recommended design guidelines as outlined in LTN2/95 (the recommended maximum crossing distance is 15.0 metres for safety and capacity reasons). However, the distance is well within the operating parameters of a puffin crossing, with any 'late' pedestrian crossers being detected by radar, thus extending the green-man phase of the signals. Radar detection will be doubled on this crossing to ensure safety.
75. One alternative would be not providing any sort of signalised pedestrian crossing at this location. However, Officers are in agreement that the crossing discussed in paragraph 75 above would be a far safer option for all users than providing no formal crossing whatsoever.
76. A second alternative would be the introduction of a pedestrian island and a two-stage crossing (as shown in 'Alternative Option A' within Annex 'E'). Again, Officers considered this alternative more dangerous for several reasons: traffic lane widths would have to be reduced below what is recommended; the pedestrian island's width would be sub-standard with the island's pedestrian capacity insufficient to cater for the heavy foot-fall at peak times of the day; and due to the sub-standard

width of the island, the guard-rails would have to be flush to the kerb, with a high chance of vehicles accidentally striking them.

77. By the removal of the pedestrian refuge islands on Blossom Street, the Preferred Option leads to a loss of the current box for outbound Blossom Street vehicles turning right into The Crescent. However, Officer observations of this movement does not lead to any particular concerns as currently, inbound traffic usually slows down on approach to The Crescent to allow the vehicle indicating a right turn, to make that movement. The preferred option still includes a smaller right-turn box for cyclists wanting to make the same manoeuvre.
78. Much discussion has been undertaken regarding the provision of road markings (or signs) under (or in close proximity to) the grade 1 listed Micklegate Bar. As the carriageway passing underneath the Bar is public highway the council, as the local highway authority, can provide any road markings it sees necessary. Scheduled monument consent is not required as nothing is actually touching/attached to the Bar itself. However, Officers should be conscious of the sensitive nature of this historic area when considering road markings under the Bar.
79. Yellow box junctions or Keep Clear markings would not be appropriate under Micklegate Bar, as they are only prescribed to be used (in DfT regulations) to keep stationary traffic from obstructing access to side roads or private residences. Consequently, the Preferred Option includes an extended cycle feeder-lane outbound, with painted white lines under Micklegate Bar, to the advanced stop line at the main Blossom Street junction. Officers feel that this is a good solution to give cyclists some priority under the archway and which will dissuade motorists from queuing underneath if they perceive that there is insufficient space for a cyclist to get past.
80. With the Preferred Option, there would not be significant improvements in air quality than at present, as minimal traffic is re-routed. However, with other Options, the air quality problem is not removed, it is merely moved from the Blossom Street area to another location(s) in the road network.

Cycling Scheme Evaluation Tool Score

81. The cycle scheme evaluation tool is a means of scoring schemes which improve facilities for cyclists 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 improvements featured in the Preferred Option have been evaluated using this tool and receive a score of +22. This compares favourably with other cycle schemes, as shown in Table 7 below.

Scheme	Score
Beckfield Lane (Boroughbridge Road to Ostman Road) – section completed	+16
Crichton Avenue – section mostly completed	+21
Blossom Street multi-modal scheme – under consideration	+22
Orbital Route (Clifton Green to Crichton Ave) – scheme approved in principle	+22
Wigginton Road – scheme approved in principle	+25

Table 7: Cycling scheme evaluation tool scores

Consultation

82. A range of consultation work had been undertaken previously regarding this same scheme between May and October 2009 (as detailed within the previous report). Since then, a number of progress meetings have been undertaken with the consultants Halcrow, including representatives from Transport Planning and Network Management. Furthermore, internal Officer meetings have been undertaken to discuss the results of the stage 1 RSA, which subsequently led to a series of amendments, concluding with the Preferred Option proposal the Executive Member is presented with in this report.
83. Externally, Officers addressed the public Micklegate Ward meeting on 11 February 2010, where comments and questions were taken from residents, specifically concerning the levels of re-routing (through South Bank) which some of the Options may have led to.
84. As detailed in paragraphs 9 to 23, a full city-wide public consultation was undertaken, with the opportunity for residents of York to comment, including a two day public exhibition.

Comments from the CYC Conservation Team

85. Janine Riley, Conservation Architect provided a response to the proposal's impact on the Central Historic Core conservation area and the listed buildings in the area. Overall Conservation were supportive of the scheme, as there would be improvements where central islands, guard rails, and associated street-clutter was being removed. Additionally, there is general support for the cycle feeder lane markings, although there is a wish that the green colour be slightly muted as elsewhere in the conservation area.
86. The further loss of the 13 metre long wedge of cobbles adjacent to the bus bay outside the grade 1 listed Bar Convent is regrettable. However the area is small in relation to this zone. The new shelter outside no. 29 Blossom Street should match the one outside the convent and notices should be integrated with it. Additionally it was asked whether the take-up of additional cobbles would have to be so wide, as Conservation believed that this should be reduced as people are unlikely to stand close to the road. The addition of the small area of new cobbling by St. Mary's Court was welcome. It was stressed that the area as a whole

should be repaired and cobbles reinstated where they have become loose.

87. There was concern expressed regarding any painted markings under the grade 1 listed Micklegate Bar which is also a scheduled ancient monument. It would be potentially harmful to the monument if queuing motorists suddenly dashed through the archway to make up space rather than idled under it. In their view, painted road markings would also spoil the appearance of the Bar. However, Transport Officers consider the extended cycle feeder-lanes proposed within the Preferred Option to be unobtrusive, merely consisting of a number of painted white lines.
88. Harvey Lawson, Arboricultural Officer would like to re-instate a number of small street trees along the frontage cobbles from Nunnery Lane to South Parade. It is his view that the environment of Blossom Street has deteriorated since the loss of trees and cobbled margins. The reintroduction of trees would greatly enhance the environment for pedestrians and cyclists, and he also stresses the social and environmental benefits of having trees in future. Ward Councillors have also expressed their wish to see this. Officers will investigate whether this is feasible, as there is a large quantity of utilities located beneath the cobbles in this location. It was observed that trees could replace some of the existing anti-parking bollards.

Cycling City York - Major Infrastructure Group

89. Previous comments received via the public consultation. No further comments received regarding the Preferred Option to date.

York Blind & Partially Sighted Society

90. YBPSS invited Officers to discuss the proposals at a meeting held on 26 March 2010. Comments received from the Society included that the group were pleased to note that the cycle facilities would be provided within the road space and not on the pavements which would have been particularly hazardous in such a busy pedestrian area. Also, that the group had noted that the pedestrian crossing outside the Bar Convent was planned to be wider than the DfT recommended width, and members wanted re-assurance that the pedestrian phase of the lights would allow sufficient time for those people with mobility problem to cross the road (Officers response - see paragraph 75). In addition, any improvements to the bus stops would be welcomed by the Society.

York Private Hire Association

91. A letter has been received on behalf of YPHA, voicing members' objection to any scheme which may increase traffic congestion on this main route and which strongly opposes any plans to reduce Blossom Street inbound traffic lanes from three to two. However, the Association commend the proposed cycle link to the station, via Lowther Terrace.

North Yorkshire Police

92. The Police have been asked for their comments on the Preferred Option, but a response has not yet been received. However, a NYP representative was involved in producing the stage 1 Road Safety Audit for the Preferred Option, along with Engineering Consultancy (Transport and Safety). A NYP representative will also be involved in the detailed design of this scheme.

Corporate Strategy

93. Implementing alterations to Blossom Street and its associated junctions to improve accessibility and safety for all road users, particularly pedestrians; cyclists; and public transport users, will contribute to the delivery of the Corporate Strategy, specifically through the following themes and commitments:

- *Sustainable City*

The Council is committed to improve the quality of the local environment and the condition of York's streets and public spaces.

The Council is committed to transform York into a 'Cycle City' by investing our successful £3.7 million bid in cycling infrastructure, increasing cycling opportunities and improving cycle availability to all.

- *Healthy City*

Investing in cycling infrastructure and improved pedestrian routes will encourage more people to choose these options and improve general health and wellbeing.

94. Local Transport Plan 2006-2011 (LTP2): The scheme would contribute to several of the aims of LTP2, namely:

- To reduce the levels of actual and perceived safety problems;
- To enhance opportunities for all community members, including disadvantaged groups, to play an active part in society;
- To improve the health of those who live or work in, or visit, York, and
- To reduce the impact of traffic and travel on the environment, including air quality, noise and the use of non-renewable resources.

Implications

95. This report has the following implications:

- **Financial** – If the preferred Option is pursued, the likely cost of construction of the Blossom Street multi-modal scheme is estimated to be approximately £420,000.

As agreed by the Executive Member in the City Strategy Capital Programme, the level of funding currently available is £500,000. This

is broken down into £350,000 from LTP, £50,000 from 'Section 106' monies, and the remainder of the cost of the scheme being met by Cycling City funding (£100,000).

Any over-spend on this scheme may have the consequences of reducing the budgets available for other LTP and specific cycle-related schemes, causing delays in implementing the Programme in future years.

- **Human Resources (HR)** – There are no HR implications for the council.
- **Equalities** – The improvements to reach opportunities and facilities within York using wider range of more sustainable transport that would have otherwise been unattractive. The improvements will remove some of the barriers to using public transport and walking and cycling experienced by people:
 - Removal of street clutter will improve the street environment for blind and partially sighted people and those with luggage or wheelchairs.
 - Improved waiting and boarding facilities at bus stops will improve the experience for bus passengers.
 - Improved cycle facilities will encourage less confident cyclists to travel along the corridor, which they may have been discouraged from doing so in the past.
- **Legal** – Any works considered at Micklegate Bar may require Scheduled Monument Consent.
- **Crime and Disorder** – There are no implications at present.
- **Information Technology (IT)** – There are no IT implications at present.
- **Property** – There are no property implications at present.
- **Sustainability** – Implementation of the preferred option will encourage the accessibility of York city centre through more sustainable transport modes.
- **Other** – As a 'Cycling City', York needs to be seen actively improving provision for cyclists, even in areas with limited capacity for new cycling infrastructure.

Risk Management

96. In compliance with the councils risk management strategy the main risks that have been identified in this report are those which could lead to the inability to meet elements of its 'Sustainable City' and 'Healthy City' elements of its corporate strategy. In addition, the ability to deliver Local

Transport Plan projects could also be adversely affected, ultimately leading to financial loss due to the inability to utilise Cycling City funding if a design option is approved which does not provide sufficient benefit to cyclists. In addition there is a significant reputation risk to the council if, as a 'cycling city', inadequate cycling provision is made.

97. On this basis the risks associated with approving an Option that does not provide adequate provision for pedestrians and cyclists will result in a high risk score. However, the risk score for the Preferred Option is low.
98. If the Preferred Option is approved, there is a small risk that congestion, and the associated adverse impacts such as poor air quality and public transport journey times becoming more unreliable, will ensue. Measured in terms of impact and likelihood, the risk score for all risks has been assessed at less than 16. This means that at this point the risks need only to be monitored as they do not provide a real threat to the achievement of the objectives of this report.

Ward Member comments

99. Ward Members have been involved throughout the consultation period and have received briefings from Officers regarding the results of the micro-simulation modelling, as well as the proposed Preferred Option. No further comments have been received following the drafting of this report.
100. Previously, Councillor Merrett had highlighted that a secondary stop line and signals at the junction of Holgate Road and Lowther Terrace would assist cyclists going to / from the new station access, as well as preventing cyclists being blocked or becoming trapped against the kerb by larger vehicles at the narrow corner of Holgate Road. However, Officers have considered this proposal in detail and have concluded that this is not a workable option. A yellow box junction at Lowther Terrace has been included within the Preferred Option instead.
101. Councillor Merrett would also like to see longer ASLs so that waiting cyclists do not block others attempting to make other movements. Correct positioning for cyclists making specific turns should be highlighted by arrows. Officers had previously highlighted the same issue and therefore the Preferred Option at Annex 'E' incorporates this measure.

Non Ruling Group Spokespersons' comments

Green Party

102. Councillor D'Agorne, who is also the council's Cycling Champion, thought it commendable that Officers had proposed a solution that provided some cycle feeder lanes, in spite of the largest proportion of responses favouring no reduction in lanes of traffic. Councillor Taylor also supports the scheme, with the exception that he doesn't like any road markings under the Micklegate Bar. Councillor D'Agorne suggests

a short section of cycle lane extending beyond a traffic stop-line on the main carriageway approach from the city centre.

103. The Greens also strongly support the proposal for a cycle pre-signal on the Queen Street approach, to improve safety on account of conflicting movements at the offset junction, with cyclists moving quite slowly on the uphill gradient from a standing start.
104. In terms of the overall scheme design, the additional pedestrian crossings and safer configuration on the corner of the Windmill Pub were welcome. However it would be preferable to use some of the very wide pavement on the west side to provide the cycle feeder lane rather than reduce traffic lane widths, although this could significantly increase the cost of the scheme. Suggestions are to move lighting to the back of the footway (or put the lamps onto buildings) when they are replaced, to make it easier to adjust the kerbline in future if desired.
105. The Greens did not support Alternative Option A, where the new crossing of Blossom Street was in two stages (potentially resulting on crowds waiting on the small central island). Removal of the islands on Queen Street may leave cyclists in the right-hand ASL vulnerable to HGV's and buses turning in from Blossom Street (although the ASL has since been reduced to part-width to increase the safety of cyclists at this point). Similarly, a central bollard in Holgate Road at the junction of Lowther Terrace would give some protection for right-turning cyclists waiting in the centre of the road to access the new facility to the station when there is oncoming traffic from the A59.
106. In terms of lane widths, if the left-turn lane has been re-configured to allow a bus to stay within the left lane, this lane must be wide enough to allow the bus to reach the junction when there is standing traffic. From the point of view of safety of cyclists on the inbound section, the combined width of the cycle lane plus left lane must either be (1) too narrow for a bus to pass a moving cycle, or (2) the lane should be wide enough for the bus to comfortably pass in safety. A width between the two would be the most dangerous.

Conservative Group

107. Councillor Gillies considered painted road markings underneath the iconic Micklegate Bar to be wholly inappropriate to the location and should not be included in the scheme. He also questioned the necessity of a cycle pre-signal for right-turning cyclists from Queen Street, as the new station access via Lowther Terrace would mean less cyclists making this manoeuvre.
108. The Conservatives also suggested that the bus stop adjacent to the car park on Nunnery Lane be repositioned further away from the Blossom Street junction, as traffic often backs up to block the junction when buses are loading/unloading passengers. Officers agree that this could benefit the operation of the Blossom Street junction and therefore will be incorporated into the final design.

Labour Group

109. No comments received to date.

Contact Details

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

Report Approved



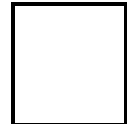
Date 26 April 2010

Specialist Implications Officer(s)

Wards Affected:

Micklegate

All



For further information please contact the author of the report

Background Papers

‘Blossom Street Multi Modal Study – Option Selection’ presented to Decision Session – Executive Member for City Strategy on 1 September 2009.

‘Blossom Street Multi Modal Scheme (Design Options)’ July 2009 - *Halcrow Group Ltd*

‘Blossom Street Multi Modal Study – Feasibility report’ presented to Executive Member and Advisory Panel (City Strategy) on 20 October 2008.

‘Blossom Street Multi Modal Study’ September 2008 - *Halcrow Group Ltd*

‘Blossom Street Multi Modal Study, Consultation of Local Residents and Businesses Technical Note’ September 2008 - *Halcrow Group Ltd*

Annexes

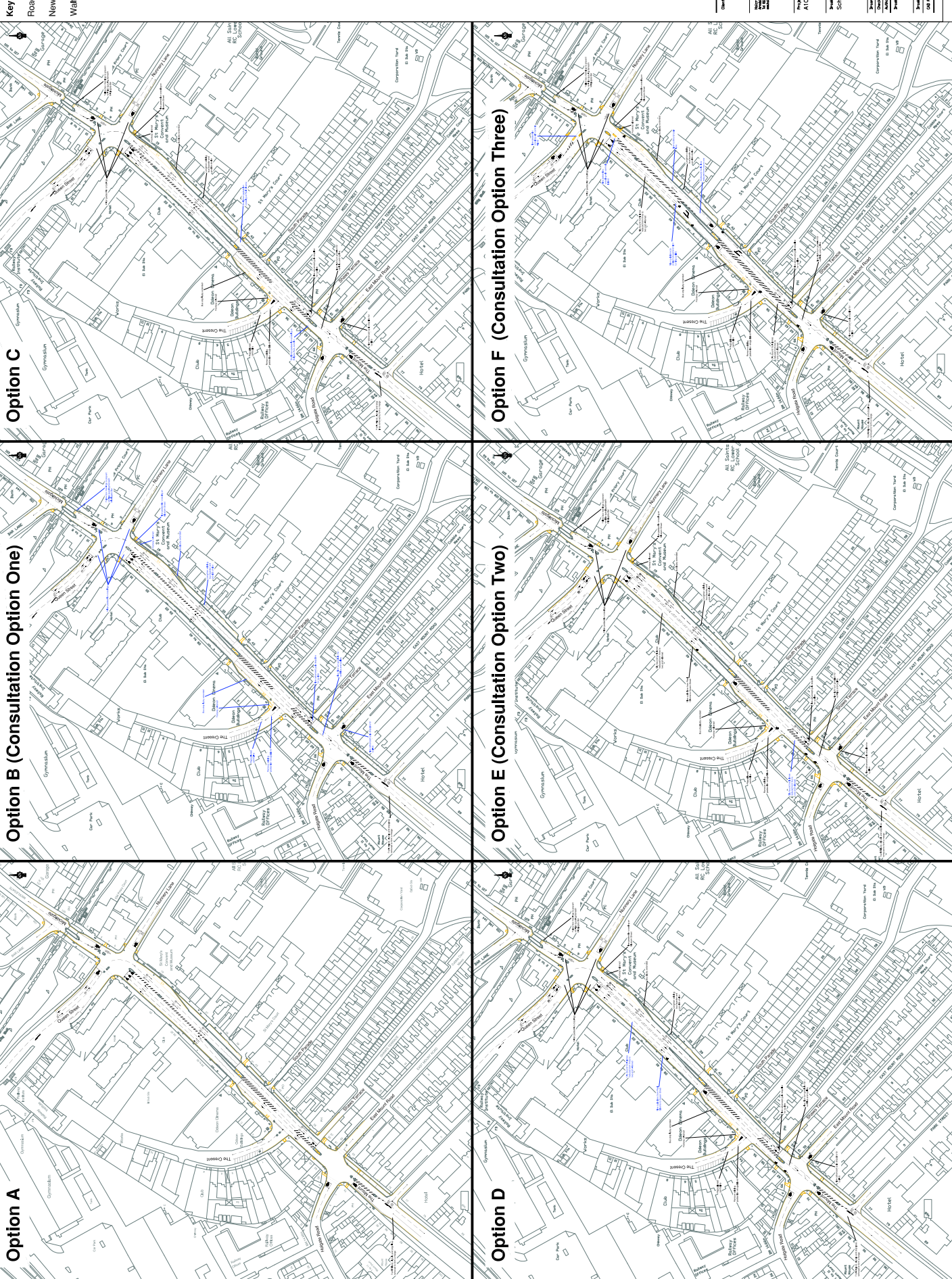
Annex A – Options A to F

Annex B – Typical morning and evening peak hour queues 2011

Annex C – Proposed new cycle route

Annex D – Blossom Street comparison of routes

Annex E – Preferred and alternative scheme options



Key
Road Markings
New Kerbline
Waiting Restrictions

YORK
CITY COUNCIL

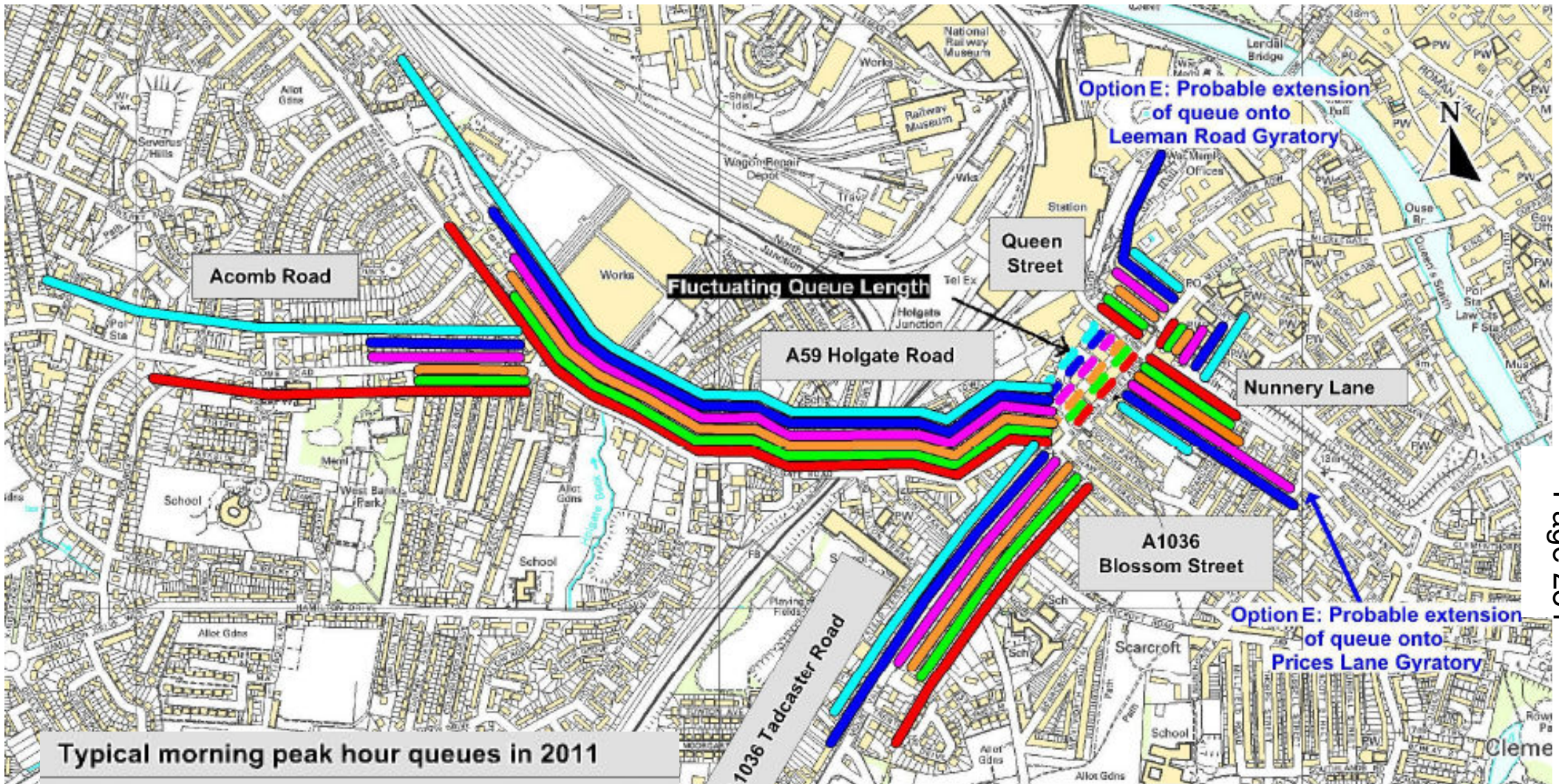
Halcrow

Project: A1036 Blossom Street Improvements

Drawn By: Sarah Goodall Date: 19/02/23
Checked By: Sarah Goodall Date: 19/02/23
Approved By: Stuart Barber Date: 19/02/23

Drawn No: Appendix B
Drawing Scale: 1:1000 @ A0
CAD Filename: Consultation
Plot Scale: 1:1

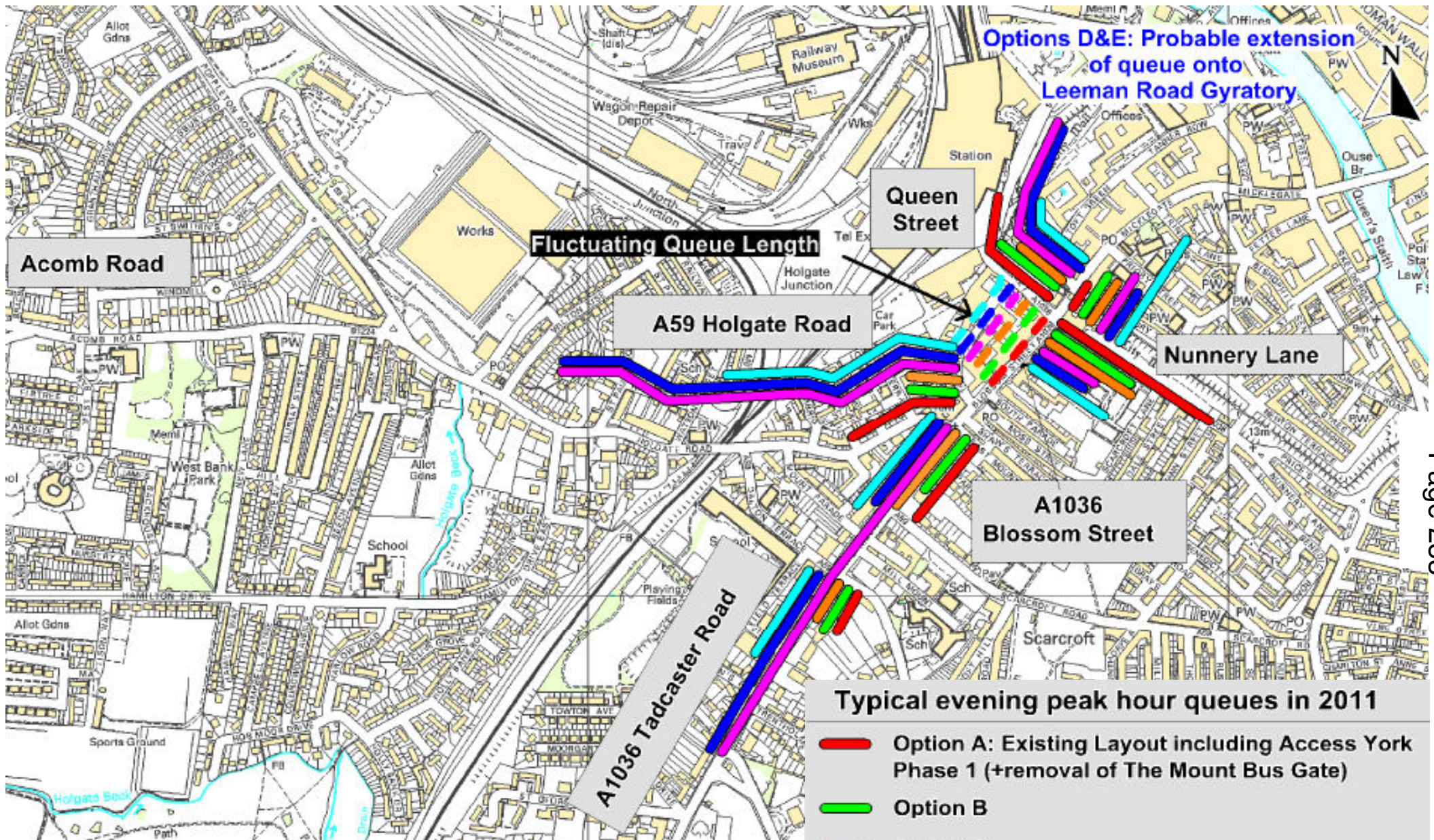
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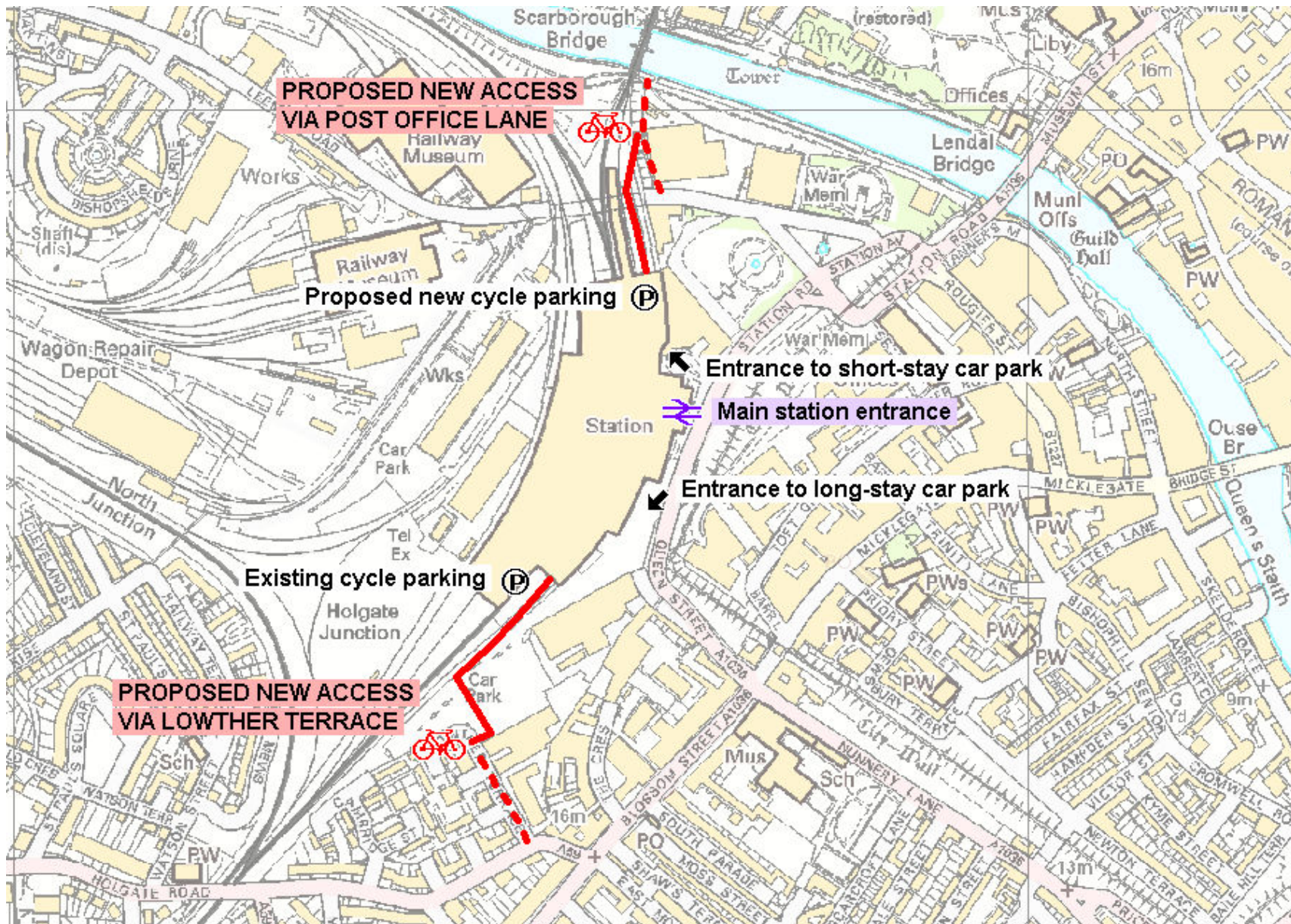
Typical morning peak hour queues in 2011

- █ Option A: Existing Layout including Access York Phase 1 (+removal of The Mount Bus Gate)
- █ Option B
- █ Option C
- █ Option D
- █ Option E
- █ Option F

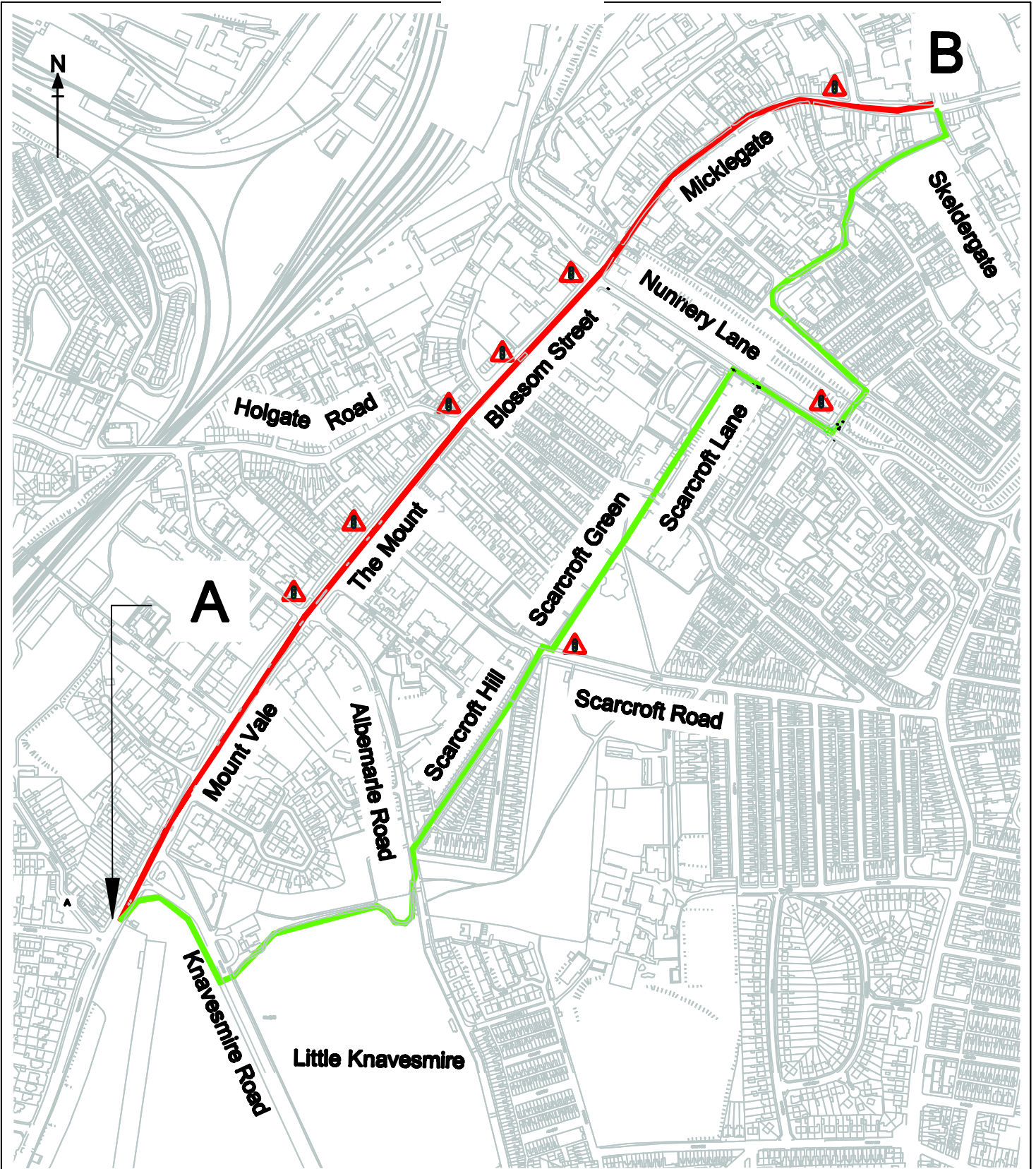
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Colour	Route	Lights	Distance (m)	Red + m	% > Red
Red	Mount Vale-The Mount-Blossom Street-Micklegate	5	1424		
Green	Knavesmire Road-Track-Scarcroft Hill-Scarcroft Lane-Nunnery Lane-Victoria Bar-Lower Prio Street-Bishophill Junior-Fetter Lane-Skeldergate	1	1900	478	33%

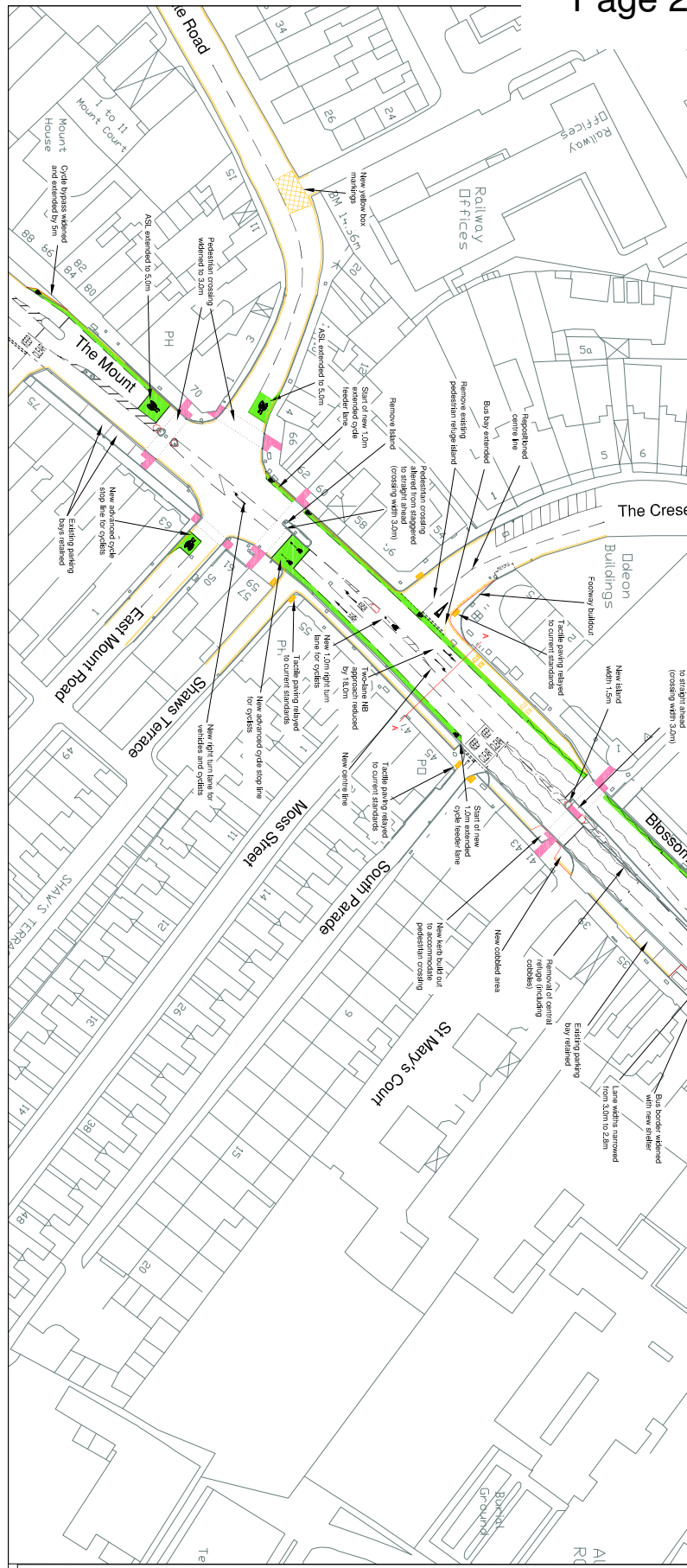
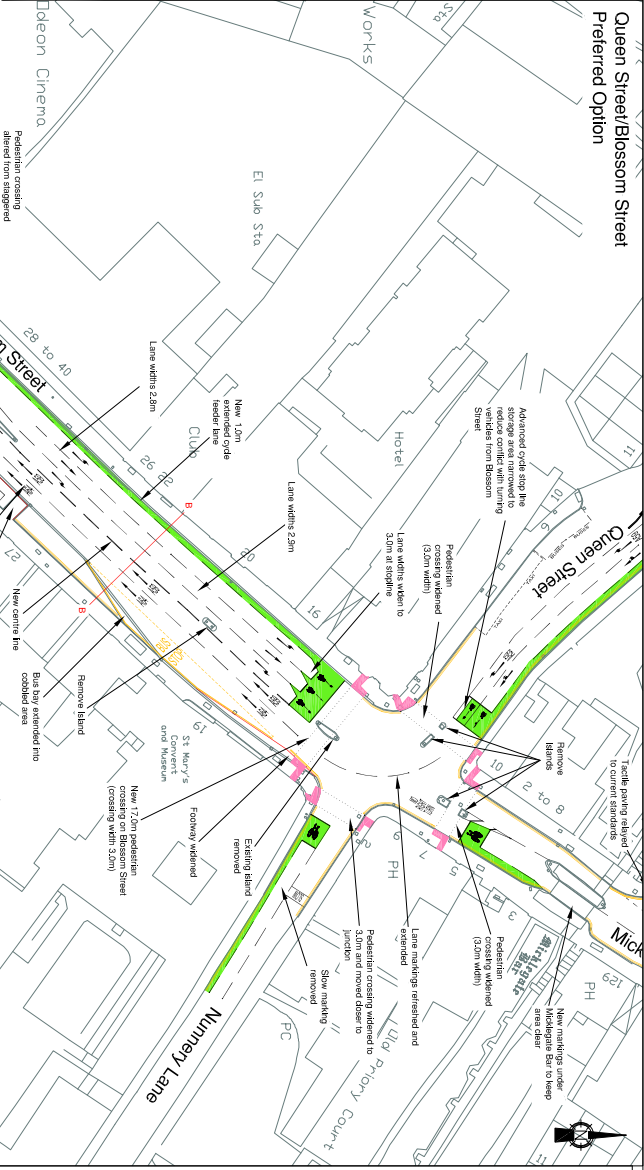
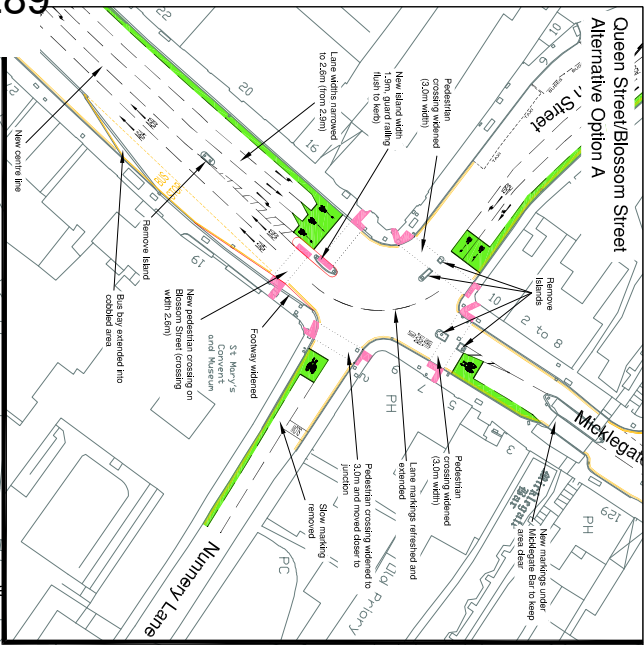


Blossom Street Comparison of Routes

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Drawn	Checked	Date	Scale	Drawing Number
PH	RH	01/04/2010	1: 8000 @ A4	DEC/07010015/2

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Project: Blossom Street Drawing: Preferred and Alternative Scheme Options Date: 13/04/10 Drawn by: Scott Goodall Checked by: Chris Dwyer Approved by: Steven Strangher Drawing No.: 10000-0-AS Date: 13/04/10 Revision: 2 Drawing Scale: 1:1000 @ A3 Plot Scale: 1:1	

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Decision Session
- Executive Member for City Strategy

11 May 2010

Report of the Director of City Strategy

**BUS CORRIDOR WORKS ON A59 BOROUGHBIDGE ROAD AND
B1363 WIGGINTON ROAD**

Summary

1. This report provides background information about the various elements of proposed works to be constructed on the public highway as part of the Access York Phase 1 project that have not been considered for approval within the planning application process. It provides information about the timescale for construction.
2. The report also examines the consultation process requirements, with proposals for this to be conducted in a coordinated way across the whole project. It outlines the draft proposals for the bus corridor works that will form the basis of consultation and it also provides information about the integration of the proposed cycling improvements and the resurfacing works and timescale for construction.

Recommendation

3. The Executive Member for City Strategy is recommended to approve:
 - (i) the consultation proposals; set out in paragraphs 12 to 14
 - (ii) the timescale for producing detailed reports to this Decision Session in September 2010 for further consideration; set out in paragraph 9

Reason: To ensure that the Access York Phase 1 project continues to progress satisfactorily and to make sure that any approval of works within the public highway receives appropriate consultation.

Background

4. The Access York Phase 1 scheme incorporates the construction of new Park & Ride facilities at Askham Bar, Poppleton Bar and Clifton Moor. It also includes a major upgrade of the A59/A1237 roundabout near Poppleton as well as improvements to assist the passage of buses along the routes from the Park & Ride sites into and out of the city centre.

5. Planning permission for the Park & Ride sites at Askham Bar and Poppleton Bar have been approved. The planning application for the Clifton Moor site will have been considered by the Planning Committee on 29 April 2010 but the outcome is unknown at the time of writing this report.
6. Funding for the overall scheme will mainly come from the Government as a result of a Major Scheme Bid application which has now obtained Programme Entry status. This means that work can proceed with the possibility of up to £22.9 million being available subject to various ongoing conditions being satisfied.
7. Halcrow has been appointed as the consultant to carry out the detailed design works on all aspects of the scheme other than the bus corridor works, which are being designed in-house by the Engineering Consultancy.
8. The detailed design and the appointment of contractors will take place in the period up to May 2011 at which time it is intended to commence construction. The construction period is expected to last 12 months. Running parallel with this is the appointment of the bus operator.
9. The timescale is challenging and to remain on target it is preferable that a number of reports, seeking approvals to carry out works on the public highway, are brought to this Decision Session in September 2010. These reports will cover work outside the scope of the planning submissions and include :
 - Detailed Design of the appropriate means of access and egress to the Park & Ride sites
 - Detailed Design of the A59/A1237 roundabout upgrade
 - Detailed Design of Bus Corridor works
10. The A59 Boroughbridge Road has a number of scheme proposals that need to be coordinated to ensure that the works are correctly phased and to minimise disruption. Works, in addition to those for the bus corridor improvements, include the Orbital Cycle Route scheme at Water End and two carriageway resurfacing schemes either side of the Carr Lane junction, that in total run the full length from Shirley Avenue to Seldon Road.
11. Consultation on all these proposals is going to be very important to ensure that the detailed designs meet as many needs as possible. Consultation has been carried out as part of the pre-application planning process on the outline design for the access and egress arrangements for the Park & ride sites as well as the A59/A1237 roundabout upgrade. Some initial consultation has already taken place with the two Ward Committees affected by the bus corridor works along the A59. However, further consultation is still required.

Consultation Proposals

12. Joint consultations will be carried out whenever possible to avoid duplication. Halcrow and the CYC project team staff, involved with the bus corridor and associated works, will be working together on this. The approach to consultation is that it will involve the relevant Ward Committees and residents of

adjacent or near-by properties as well as an opportunity to view and comment on the proposals online.

13. In addition to this, and to ensure that equalities aspects are fully considered, an evening exhibition and meeting is proposed for residents, user groups and Social Inclusion Working Group (SWIG) representatives. This meeting can be used to exhibit all works included within the Access York Phase 1 project.
14. The proposed consultation timetable is as follows:

Consultation Opportunity	Date	Extent of consultation
Leaflet deliveries to properties adjacent or close to the bus corridor works and the A59/A1237 roundabout	Early July 2010	A59 and B1363 bus corridors and the A59/A1237 roundabout upgrade
On-line consultation	July 2010	All aspects of the project
Haxby & Wigginton Ward Committee Meeting	5 July 2010	Clifton Moor bus corridor
Huntington & New Earswick Ward Meeting	7 July 2010	Clifton Moor bus corridor
Acomb Ward Meeting	12 July 2010	A59 bus corridor
Clifton Ward Meeting	14 July 2010	Clifton Moor bus corridor
Skelton Rawcliffe & Clifton Without Ward Meeting	15 July 2010	Clifton Moor bus corridor
Guildhall Ward Meeting	19 July 2010	Clifton Moor bus corridor
Holgate Ward Meeting	20 July 2010	A59 bus corridor
Rural West York Ward Meeting	21 July 2010	Askham Bar and Poppleton Bar access/egress proposals, plus A59/A1237 roundabout upgrade
Evening exhibition and meeting	Late July/early August 2010	All aspects of the project

Bus Corridor Works

15. The Park & Ride service only works effectively if the buses can travel into and out of the city centre with a minimum delay. To achieve this, and in common with other existing Park & Rides across the city, it is proposed to carry out improvements to the A59 Boroughbridge Road and the B1363 Wigginton Road. This will involve the introduction of bus lanes to effectively relocate buses to the front of a queue of traffic and to then give them priority at traffic signalled controlled junctions as they make their way along the route into the city. The Park & Ride buses will have a small number of intermediate bus stops to keep journey times to a minimum.
16. The journey time saving for buses, when the sites could become operational, is 4.1 minutes for the A59 Poppleton Bar Park & Ride and 2.25 minutes for the

Clifton Moor Park & Ride. These times have been calculated using the SATURN traffic model which formed part of the Major Scheme Bid.

17. Whilst the benefits of Park & Ride can be measured in the journey time savings, the other key benefits are convenience and cost savings for users as well as the positive environmental aspects of reduced numbers of cars and less exhaust emissions. Some compromises may need to be made when the street scene is being altered, and the retention of trees or if possible an increase in trees, is an important consideration to provide the most attractive streetscape possible. Options are being investigated and these will be presented in the detailed design report for consideration.
18. The proposals for works on the A59 Boroughbridge Road and B1363 Wigginton Road are still at the design stage but in their current form these proposed works are now outlined in this report and will provide the basis for consultation. To ensure continuity of design, the same CYC 'lead designer' will be responsible for coordinating all the A59 bus corridor and associated works. This will also mean that any advance works will be coordinated to cover all the design requirements of the scheme proposals.

A59 Boroughbridge Road

19. The Access York Phase 1 project includes the construction of the bus corridor works and, subject to Final Approval being obtained from the Department for Transport (DfT), the advance works for the construction could start from May 2011 onwards. This has to tie in with the Orbital Cycle Route scheme and the Communities and Neighbourhoods resurfacing schemes.

Orbital Cycle Route Scheme at the A59

20. The Orbital Cycle Route (OCR) concept is to create a high quality cycle route around the city, between the inner and outer ring roads and away from busy radial roads. Where the OCR crosses a radial road, enhanced facilities such as traffic control signals or Toucan crossings will be provided. Cyclists are not expected to ride the whole of the OCR for leisure but to use sections of it as the main leg of their journeys to wider destinations.
21. The OCR has been made possible by CYC's successful bid to become a Cycling City and thereby winning enhanced funding from Cycling England. A key commitment of that bid was to construct the OCR before March 2011.
22. Much of the OCR is already complete but there are three sections outstanding for construction in 2010/11; the relevant one in this instance being Water End to Hob Moor.
23. Although the alignment of the Water End to Hob Moor section is at the feasibility stage, it is certain to cross Boroughbridge Road. In keeping with the principles of the OCR, that crossing will be supported by traffic signals and therefore can only be placed at the Water End or Carr Lane junctions if it is to integrate with the bus corridor works.

24. The feasibility of the Water End to Hob Moor section is currently being progressed, with a view to seeking support in principle for the scheme at the July 2010 Decision Session - Executive Member for City Strategy. Thereafter, it will be developed and move to consultation in August, with final approval for all three being sought at the Decision Session in September.

A59 Bus Corridor Works

25. A brief description of the proposed A59 Bus Corridor work is as follows but in general terms existing traffic lanes are retained and the bus lane is constructed by either making use of wide sections of existing carriageway or the grass verge.

Bus Lane inbound from Plantation Drive - finishing opposite Cranbrook Drive

26. The proposed works on the A59 bus corridor starts at Plantation Drive and is predominantly on the inbound verge. This section involves the construction of a 4m wide shared bus/cycle lane through to the Princess Drive development, along Boroughbridge Road. The bus lane is 200m long and ends in a bus priority gate just prior to the existing traffic lights. As part of the proposal the existing footway is moved further back but a strip of verge 3.0m to 3.5m wide would still exist between property boundaries and the rear of the footway.

Bus Lane inbound from Renshaw Gardens to Acomb Road junction

27. A 4m wide bus/cycle lane is proposed to be constructed on Poppleton Road, from 70m beyond Renshaw Gardens to just prior to the traffic lights of the Holgate Park Drive/Poppleton Road/Tisbury Road Junction. All works to create this 52m length of bus lane can take place within the existing carriageway.
28. The proposed bus lane is then continued from the other side of the traffic lights through to the Acomb Road Junction near the Fox Public House. This main section of bus lane would be up to 405m long.
29. From opposite St Swithin's Walk to the Acomb Road junction the space for the bus lane is obtained from the existing verge. The cycle path is on road and the space for this is provided by increasing the bus lane width. The footway is mainly adjacent to the carriageway edge. A reduced verge, with a minimum width of 3.0m, is provided for trees.
30. One of the issues to be addressed is the impact on trees. This section requires some landscaping and tree transplanting works, which may affect the overall avenue effect for Poppleton Road. The draft proposal requires the 10-year-old avenue of trees to be set back 1.5m to 1.8m. In reality this will mean replacing 17 existing trees with new semi-mature trees. Options to provide a better alternative to this are being sought but there may not be a viable alternative solution.
31. Up-graded bus stop facilities and a new controlled pedestrian crossing are proposed to be incorporated into the works on this section of Poppleton Road.

Carr Lane to Water End

32. Along the section of Boroughbridge Road between Carr Lane and Water End, it is proposed to widen the carriageway on the southern (outbound) verge, with the loss of most of the patches of grass and two trees. This is to facilitate the introduction of improved cycling facilities on both sides of the road to provide the cycling links between Carr Lane and the Water End, as agreed with Cycling England. At present this cycling facility is only partially available. The Water End junction would have localised widening and additional works done to the existing traffic islands, and the proposal is to construct a dedicated left turn lane from Boroughbridge Road inbound on to Water End, which will ease congestion at this busy junction. Some movement and upgrading of Traffic lights would take place to facilitate Toucans being constructed for the Orbital cycle route to cross this busy area. It is proposed to retain the two existing pedestrian crossing refuges.

Traffic Signals

33. Traffic signals both existing and those installed for bus gate purposes along these lengths of road would be improved to register the approach of buses in both directions and provide optimum green time.
34. The proposed bus route from the Poppleton Park & Ride site is:

Park & Ride site A59 Boroughbridge Road A59 Poppleton Road A59 Holgate Road Blossom Street Queen Street Station Road Station Avenue Rougier Street/George Hudson Street Micklegate Skeldergate	Bishopgate Street Tower Street/Clifford Street Low Ousegate Micklegate Rougier St./George Hudson Street Station Road Queen Street Blossom Street A59 Holgate Road A59 Poppleton Road A59 Boroughbridge Road Park & Ride site
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As an alternative to traveling along Holgate Road to Blossom Street, the option of using Dalton Terrace and The Mount is under consideration.

Bus stops are expected to be located at:

- Holgate Park
- Blossom Street Stop B (or a new stop)
- Rail Station Stop A
- Rougier Street Stop B
- Rail Station Stop F
- Blossom Street Stop C

A59 Resurfacing Schemes

35. Two resurfacing schemes are already approved and the timing of the works has been altered to ensure that it is linked to the bus corridor works in such a way as to add a positive impact to the finished product. The resurfacing will therefore form part of the overall A59 Bus Corridor scheme and will be carried out after all proposed widening and other works affecting the carriageway have been completed. The full carriageway width from Shirley Avenue to Seldon Place will be resurfaced.
36. Whilst the bus corridor works will cause a delay to the originally intended timescale for carrying out the resurfacing schemes, the carriageway surface will be kept in a safe condition, and if necessary, temporary patching works will be carried out.

A59 Proposed Works Programme

37. The proposed phasing of works is shown below:

Scheme	Extent of works on A59	Proposed construction period	Comment
Orbital Cycle Route	Water End junction	January to February 2011	Due to other constraints it is unlikely that these works could start earlier than this. The deadline for completion is late February to obtain Cycling City funding.
Utility diversions and alterations in advance of the Bus Corridor works	Plantation Drive to Princess Road + Holgate Park Drive to Acomb Road	May to July 2011	The full extent of the work is unknown at this stage.
Bus Corridor works	Bus lane from Plantation Drive to Princess Road + Bus lane from Holgate Park Drive to Acomb Road + Traffic signal improvements between	August to December 2011	The construction period could be altered to provide the 'best fit' with the utility works and the contractor's programme for the Poppleton Bar P&R site and the A59/A1237 roundabout upgrade.

Scheme	Extent of works on A59	Proposed construction period	Comment
	Plantation Drive and Acomb Road + Full width carriageway resurfacing between Shirley Avenue and Seldon Road		

B1363 Wigginton Road

Bus Corridor Works

38. To have the least impact on the railway level crossing and to avoid complex and costly issues arising with Network Rail, any bus corridor works would need to be undertaken at least 150m from it. This, therefore, has been used as the proposed point for the end of the new bus gate, inbound on Wigginton Road. This point coincides with the location where a Public Footpath/Right of Way crosses the road and as the bus gate is constructed by making use of traffic islands, these will also act as pedestrian refuges allowing people to cross the road. The proposed dedicated bus lane will then extend 250m north from this point, an optimum length that traffic modelling shows to be of the greatest effect. Construction, to increase the overall carriageway width would be obtained by a 2m wide haunch, widening on each side of the existing carriageway. Both verges are bounded by drainage ditches, and this form of construction will have the least effect on the verges.
39. The proposed creation of the bus lane will relocate the inbound queues of traffic that are present at peak times. This queue relocation allows the bus to travel to the front of the queue and to then have the best possible approach to the traffic signals at Crichton Avenue. These traffic signals, along with all others that are suitable along the route, would be improved to register the approach of buses in both directions and provide optimum green time.
40. Bus stop facilities would be provided at both the proposed development site at Nestle South and adjacent to York Hospital. There could also be a bus stop on Clarence Street and there would be one close to Monk Bar, either on Lord Mayors Walk or Monkgate.
41. Further into the city, minor alterations to the kerb alignment may be required to assist with manoeuvres from Clarence Street to Lord Mayor's Walk, along with works to re-sequence the traffic light signals.
42. This proposed bus corridor scheme envisages no environmental changes or impact on the green environment other than the change of 4m of verge to highway.

43. The proposed bus route from the Clifton Moor Park & Ride site is:
- Park & Ride site
 - Wigginton Road
 - Clarence Street
 - Lord Mayors Walk
 - Monkgate (and return)
44. A number of variations to extend this route through to Stonebow are under consideration.
45. It is also proposed to provide a bus service, with appropriately located bus stops, around the Clifton Moor Industrial Estate, in the same way as that already in operation at the Monks Cross Park & Ride. This service would leave the Park & Ride site via the bus exit onto Stirling Road and take the following route:
- Stirling Road
 - Clifton Moorgate
 - Kettlestring Lane
 - Audax Rd
 - Stirling Road

B1363 Proposed Works Programme

46. The proposed phasing of works is as shown:

Scheme	Extent of works on Wigginton Road	Proposed construction period	Comment
Utility diversions and alterations in advance of the Bus Corridor works	Extends from 150 m to 400m from the level crossing near the Nestle entrance	May to June 2011	The full extent of the work is unknown at this stage.
Bus Corridor works	Bus lane construction + Traffic signal improvements along the bus route + Minor kerb line alterations at the Clarence St./Lord Mayors Walk junction	July to September 2011	The construction period could be altered to provide the 'best fit' with the utility works and the contractor's programme for the Clifton Moor P&R site.

Corporate Priorities

47. This project assists in meeting the following Corporate Priorities:
48. Thriving City – the scheme will improve the sustainable transport network along the bus corridors and will assist the economy by reducing the impact of congestion.
49. Sustainable City - this scheme will reduce the number of vehicles travelling into and out of the city centre with the consequent overall improvement in air quality
50. Healthy City – the scheme will encourage walking and cycling through the provision of additional footways, cycleways and crossing facilities.
51. Inclusive City – the scheme helps people to access services and facilities

Implications

Financial

52. The budget to develop the Access York Phase 1 scheme is in place and a report covering this was approved at the Executive on 13 April 2010. As a result, development costs are being shared on an equal basis with the Department for Transport. The budget for the Orbital Cycle Route works is available until the end of March 2011. Budgets for the two resurfacing schemes are able to be transferred into 2011/12 through alterations to the Resurfacing and Reconstruction scheme programme and this will be identified through the monitoring reports within the Communities and Neighbourhoods Directorate.

Human Resources (HR)

53. There are no HR implications.

Legal

54. There are no legal implications.

Crime and Disorder

55. There are no crime and disorder issues.

Information Technology (IT)

56. There are no IT implications.

Property

57. The construction of the bus corridor works will increase the council's assets and these assets will then require ongoing maintenance.

Sustainability

- 58. The assets proposed will increase the Park & Ride offer and will assist in reducing car journeys which also help to improve air quality. In addition there will be improved cycling facilities along Boroughbridge Road.

Other

- 59. There are no other implications.

Risk Management

- 60. The Access York Phase 1 Project has a risk register which is regularly reviewed. Any severe risks have been identified and in some cases escalated to the Project Board. There is no further change in the risk profile of the project and risks are being mitigated as the project progresses.
- 61. In compliance with the Council's risk management strategy the main risks have been identified. Measured in terms of impact and likelihood, the score for the remaining risks after mitigation measures have been implemented has been assessed at less than 16. This means that at this point the risks need only to be monitored, as they do not provide a real threat to the achievement of the objectives of this report.

Ward Member Comments

- 62. Ward Members have been contacted in connection with the consultation proposals. Those that commented were either in support of the proposals or, in one case, suggested that a further Ward Committee Meeting should be visited and this has been accommodated in this report.

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Report Approved

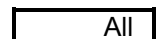


Date 26 April 2010

Specialist Implications Officer

There are no specialist implications.

Wards Affected:



For further information please contact the author of the report.

Background Papers:

Access York Phase 1 Park & Ride Development – Update Report Following Programme Entry – to the Executive 13 April 2010

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Decision Session
– Executive Member for City Strategy

11 May 2010

Report of the Director of City Strategy

OPERATION OF CITY OF YORK COUNCIL'S DIAL & RIDE SERVICE

Summary

1. This report sets out the arrangements for the day-to-day operation of the Council's Dial & Ride service, which is currently delivered by the charity York Wheels.
2. Dial & Ride is a Council service for York residents who cannot use other local bus services either because they cannot get to a bus stop or need extra assistance at either end of their journey. Most passengers are older people with a range of disabilities. For this reason, it is essential that the Council ensures that all staff who come in contact with passengers – both booking and scheduling and driving staff – are fully aware of passengers' needs and take these into account, offering the appropriate level of assistance in each instance.
3. This report examines the implications for continuing with the current arrangement, procuring the service or bringing the operation in-house.

Recommendations

4. The Executive Member is asked to consider instructing officers to tender the day-to-day operation of Dial & Ride externally, including vehicle maintenance (as set out as Option 2 in this report).

Reason: To ensure that the Council continues to operate a high quality Dial & Ride service whilst ensuring that it is getting the best value for money across all aspects of the operation. To ensure that the service operates efficiently.

Background

5. Dial & Ride is a Council service for York residents who cannot use other local bus services either because they cannot get to a bus stop or need extra assistance at either end of their journey. It uses three Council-owned minibuses with wheelchair lifts to provide journeys from all parts of the city to the city centre, edge-of-town shopping destinations and to Dolphins swimming sessions at *Energise*. The service also provides home-to-school journeys for students with special educational needs. In 2009/10, Dial & Ride provided a

total of 15,658 passenger journeys and this usage level has remained stable over several years.

6. York Wheels is a registered charity and a company limited by guarantee. It provides transport for medical and social needs to people who have difficulty using public transport and taxis. In 2009/10, York Wheels provided approximately 27,500 passenger journeys through its voluntary car scheme.
7. The Best Value Review of *Transport Procurement* carried out in 2000 identified that transport services for the elderly in York were uncoordinated. At that time, Tees East and North Yorkshire Ambulance Service was operating Dial & Ride with no involvement from York Wheels. The review then recommended that the Council should provide management support to assist York Wheels to develop and to be able to integrate the booking of Dial & Ride services with its own operation.
8. In 2003, the Council transferred the day-to-day operation of its Dial & Ride service from the Ambulance Service to York Wheels. The reasons for this were set out in the Report to the meeting of Executive Member for Planning & Transport and Advisory Panel on 17 June 2003, which followed on from the Best Value Review and set out how the Council should implement the recommendations. The key points from the Report are summarised below:
 - a. The Council wished to support and develop the role of the voluntary sector in providing transport. York Wheels is the primary voluntary sector provider of transport services in York. The Council expected that greater use could be made of the Dial & Ride vehicles outside of the core hours of operation for services that would directly benefit the local community.
 - b. The Council wished to see better integration of community transport services. The client group for Dial & Ride and York Wheels are similar – they are both for residents who need extra assistance in booking and travelling and tend to be older people – but there is little duplication between the two services. The report recommended that there could be efficiency savings by combining the booking and operation of these two services and the expectation was that this could be achieved in the medium term by transferring the day-to-day operation of Dial & Ride from Council offices into York Wheels' office at York Hospital.
 - c. Tees East and North Yorkshire Ambulance Service no longer wished to operate the service.
9. Following the decision by the Executive Member in 2003, the Council negotiated and agreed a service level agreement with York Wheels that was signed off on 7 March 2005. The key points of this agreement for each party were as follows:
 - a. York Wheels would provide all driving and administrative staff to operate the service, which included co-ordinating both the journeys and other items such as vehicle maintenance.

- b. The Council would pay York Wheels an hourly rate for staff based on actual hours worked, excluding staff leave.
 - c. The Council would provide the working capital for the service, including the vehicles, booking software and office accommodation. The Council would allow York Wheels, with prior agreement, reasonable use of the Dial & Ride vehicles outside of the core hours of operation of Dial & Ride.
 - d. The Council would ensure that arrangements were in place and pay for all non-staff operating costs.
 - e. The Council would continue to plan the service structure of the Dial & Ride service, including the destinations served and the timetable in consultation with York Wheels.
10. The Council signed a second service level agreement with York Wheels in April 2009 that ran for one year. This document updated some of the minor details from the original agreement but did not change any of the points made in paragraph 9 above. The Council has just extended this service level agreement (by obtaining a waiver as per the Council's financial regulations) until 31 March 2011 to enable this important service for vulnerable users to continue and provide sufficient time for the next steps to be agreed and implemented.
11. The Council continues to provide office accommodation for the booking service in its St Leonard's Place offices. York Wheels has not been able to combine the two offices due to limited space at York Hospital. Therefore, there are still two separate booking systems and telephone numbers for passengers – one for Dial & Ride (01904 551441) and one for York Wheels (01904 630080).
12. In 2009, the Council secured funding from Yorkshire Forward, the Region's Development Agency, through its Rural Access to Opportunities Programme for the *York Peak Rural Bus Service* project. This project will trial a peak rural bus service using Dial & Ride vehicles outside of their core hours of operation. The Council plans to start this service in autumn 2010, which the Council will procure either as part of the Dial & Ride service or separately, depending on the outcome of this Decision Session. The Programme will also jointly fund the purchase of two new Dial & Ride vehicles to improve the quality and reliability of the aging fleet, with the additional funding allocated from the Council's Local Transport Plan Capital Programme.

Financial considerations

13. The financial value of the service to York Wheels in 2009/10 was £74,983. Because of the financial cost to the Council of operating the service over the year, the Council's financial regulations state that procurement of services of this value should be subject to competition. The value over three years would also reach the threshold requirement to advertise in the Official Journal of the European Union, which is currently £156,442.

14. The total net cost to the Council of operating the Dial & Ride service in 2009/10 was £110,000 (net of £32,000 fare and contract income), based on estimated outturn figures at 29 March 2010.
15. Dial & Ride drivers provide more passenger assistance than drivers do on local bus services. For example, they may assist passengers from their front door to their seat on the bus, help with loading shopping onto and off the bus and load, unload and restrain wheelchairs on the vehicles. Because of this, a direct comparison to local bus services (for example, using financial subsidy per passenger) is not appropriate.

Consultation

16. Councillor Gillies has suggested that there might be scope to work in partnership with Little Red Bus (Harrogate District Community Transport). If the Council tenders the operation of Dial & Ride, as set out in Option 2, all operators, including Harrogate District Community Transport, would have the opportunity to bid for the contract. There is also scope for Harrogate District Community Transport to work in partnership with York Wheels, the local community transport provider. Councillor Healey has asked the following questions, which are listed below with officer comments:
 - a. How long will the next contract period be and will it include any breaks? Local bus service contracts can be up to five years and, normally, the Council would try to bring the contract for Dial & Ride into line with this. If Option 2 is pursued, the Council may issue a shorter contract with a potential extension based on performance during the initial period.
 - b. What is the passenger satisfaction with the current service? The Council has not carried out any specific passenger satisfaction surveys. However, it is currently undertaking a survey about proposed changes to the timetable, which is likely to generate other comments (as did a previous survey in 2008). In general, the service is very much appreciated by passengers and staff receive plenty of praise.
 - c. What is the capacity for York Wheels to be 'scaled up'? York Wheels is a voluntary sector transport provider and there is scope for it to expand its services if it chose to do so. Its main limitation is its office at York Hospital, which is very small.
17. The non-ruling groups' spokespersons have been consulted over the options presented in this report. No other responses had been received at the time that this report was published.
18. York Wheels has been consulted over the options presented in this report. No response had been received at the time that this report was published.

Options

19. Option 1. Instruct officers to renegotiate a service level agreement with York Wheels for the day-to-day operation of Dial & Ride. This option will include setting and reviewing strategic targets on an annual basis to ensure the continuing improvement of assisted travel services for York residents.
20. Option 2. Instruct officers to tender the day-to-day operation of Dial & Ride externally, including vehicle maintenance.
21. Option 3. Instruct officers to bring all aspects of the operation of Dial & Ride in-house.

Analysis

22. A full analysis of each option is included in Annex A of this report.
23. Option 1 will ensure the greatest level of support for the voluntary sector. It also gives the opportunity to support other voluntary-sector transport services, primarily York Wheels' volunteer car scheme. In the longer term, efficiencies might be gained, for example by combining the booking facility of Dial & Ride and York Wheels' own services. The Council is a signatory to the *York Compact*, which is a high level agreement setting out how the public and voluntary sectors will work together in the city. Continuing support to York Wheels will demonstrate the Council's commitment to this. It will also indirectly affect the delivery of the Local Area Agreement, ensuring that target NI7 – *Environment for a thriving third sector* – is met. For the Council, it will also ensure that staff-related costs remain relatively stable. However, by staying with the same supplier, this service will not be subject to competition and therefore potential savings and efficiencies through subjecting this service to market forces will not be realised. It will also add complexity to the joint operation of the trial peak rural bus service.
24. Option 2. This option simplifies the operation of the service and will establish Dial & Ride as an externally provided service in the same way as other contracted local bus services. The Council's role after a contract is agreed will be better focussed on contract management and monitoring. By establishing a formal contract, the Council will be able to better control price rises throughout the period of the contract. The contract could also have in place clauses that give incentives to the supplier to drive out inefficiencies. It is uncertain whether York Wheels would bid for a contract on this basis or whether it would be successful. This option offers little benefit for the voluntary sector. There is a risk that a successful bidder may not offer the same level of passenger assistance than is currently provided by York Wheels. However, the Council can reduce the likelihood of this by the inclusion of quality-testing elements within the procurement process and relevant clauses in the contract. Similarly, the service provided by the administrative staff goes beyond the recording of journey requests. Some people who use the service need more support, for example, they may forget to book a journey or make a mistake when booking due to medical reasons. With a small number of administrative staff that understands their individual clients' needs, passengers receive a high quality service.

25. Option 3. This option simplifies the operation of the service. This option also allows the Council to plan its budgets more effectively, although the total cost may be higher than at present. The Council would also be responsible for ensuring that there are sufficient numbers of trained staff available to provide cover during periods of leave. However, this option will not subject the service to competition and therefore potential savings and efficiencies through subjecting this service to market forces will not be realised. As per option 1, it will also add complexity to the joint operation of the trial peak rural bus service.

Corporate Objectives

26. This service meets the following Corporate Objectives:
- a. Thriving City. The York Peak Rural Bus Service will connect rural residents to employment.
 - b. Sustainable City. The York Peak Rural Bus Service will encourage modal shift away from private car journeys. The new vehicles that have already been secured will meet the Euro V emission rating.
 - c. Safer City. Dial & Ride provides a safe mode of travel for older and disabled residents.
 - d. Inclusive City. Dial & Ride provides travel for people who could not access other local bus services. It allows people to maintain their independence and live in their own homes for longer.

Implications

- **Financial**

27. There is currently a net budget for the Dial & Ride service totalling £118,000 (excluding capital charges). The tendering exercise could result in a reduced net cost of providing the service to the Council. The procurement costs can be contained within current budgets.

- **Human Resources (HR)**

28. There are no human resource implications as a direct result of this report. Option 3 would have human resource implications for the Council and this would need to be investigated if this option is chosen. Under Option 2, any procurement exercise would need to specify that there was already an operator providing this service and that Transfer of Undertakings (Protection of Employment) Regulations would apply.

- **Equalities**

29. There are no equalities implications as a result of this report as there are no changes to the service proposed.

- **Legal**

30. This report contains comments from Procurement Officers where appropriate.

- **Crime and Disorder**

31. There are no crime and disorder implications.

- **Information Technology (IT)**

32. Option 2 would require the Council to pass its passenger database, including the contact details of all existing passengers, to a successful external bidder. Advice has been sought from Audit & Risk Management. In this situation, the contractor would be a *data processor* working for the Council, which remains the *data controller* in the context of the Data Protection Act. The contract would specify that the contractor could process the data for the purpose of fulfilling the contract and no other purpose.

33. There are no other information technology implications.

- **Property**

34. There are no property implications.

- **Other**

35. There are no other implications.

Risk Management

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

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Report Approved



Date 26 April 2010

Specialist Implications Officer(s)

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

All

For further information please contact the author of the report

Background Papers:

Report: "Transfer of Dial and Ride to York Wheels", to meeting of *Executive Member For Planning & Transport and Advisory Panel* (17 June 2003).

Annexes

Annex A – Analysis of Options

Annex A – Analysis of Options

Option	1	2	3
Summary	Renegotiate service level agreement	Complete external tendering	Bring the service wholly in-house

Financial (to the Council)	Positive	Cost is known and likely to remain stable.	Cost is more certain during the period of the contract.	
	Negative	<p>There is no market testing to ensure that the Council receives value for money.</p> <p>At present, inflationary uplift is agreed on an annual basis and is not directly linked to any price index.</p>	Cost is uncertain and could vary at each re-tender. Staff costs represent approximately 55% of total service costs.	<p>Staff costs are likely to be higher than at present and the Council would have to provide cover for periods of planned and unplanned staff leave.</p> <p>Staff costs would be brought into line with Council pay structures but this may not represent the best value for money. There would be less scope for efficiencies than there might be with a commercial transport provider.</p>
Reputation	Positive	This option offers support to the voluntary sector provider whilst giving the service flexibility to develop to meet changing needs.		

Option	1	2	3
Summary	Renegotiate service level agreement	Complete external tendering	Bring the service wholly in-house

	Negative	This option may be perceived as giving an unfair advantage to the voluntary sector over private sector operators.	Depending on the outcome of the tendering exercise, a transfer of operation to a private sector provider could cause concern to service users.	
Support for the voluntary sector	Positive	This option provides guaranteed support to the voluntary sector and the flexibility for it to adapt services to best serve the local communities.	This option could act as a catalyst to increased financial sustainability for the voluntary sector, increasing its ability and success at securing contract income to support its core services.	
	Negative		York Wheels would lose a significant amount of its annual income if it is unsuccessful or decides not to bid.	This option provides no benefit for York Wheels or the voluntary sector as a whole.
Passenger service	Positive	Passengers would continue to benefit from the high level of service they receive from York Wheels' staff.		This option continues the high level of service.

Option	1	2	3
Summary	Renegotiate service level agreement	Complete external tendering	Bring the service wholly in-house

	Negative		This option could result in a poorer quality service, which could in turn lead to a loss of confidence for some passengers in making bookings and travelling.	
Ease of operation	Positive	There would be no disruption to the Dial & Ride service.	This option offers the easiest operation, with one provider responsible for all aspects of the operation, with Council involvement reduced to service planning and contract management.	This option offers the easiest operation of the Dial & Ride service on its own.
	Negative	With the introduction of the peak rural bus service, York Wheels is unlikely to take on the delivery of this service, which will mean an additional external provider will need to be involved. This will add complexity to overnight vehicle parking and handover arrangements between the two sets of drivers.		With the introduction of the peak rural bus service, the Council is unlikely to be able to take on the delivery of this service, which will mean an external provider will need to be involved. This will add complexity to overnight vehicle parking and handover arrangements between the two sets of drivers.



**Decision Session – Executive Member for
City Strategy****11 May 2010**

Report of the Director of City Strategy

**An update on the progress made toward the introduction of
integrated bus ticketing and the ‘Yorcard’ scheme****Summary**

1. This report gives an update on the current position concerning the introduction of an integrated ticket for York and regional progress on the delivery of ‘Yorcard’.

Recommendations

2. The Executive Member is asked to note the contents of this report:
 - 1) Support the continuation of work to support the introduction of both integrated and smart ticketing for bus passengers in York and specifically through work being undertaken as part of the Yorcard scheme.
 - 2) Agree to surveys being conducted to identify the demand for a multi-operator bus ticket alongside a citizens’ panel survey.

Reason: Both integrated and smart ticketing will encourage greater bus use and will make bus travel more affordable.

Integrated ticketing

3. Approximately seventy percent of the local bus network in York is operated by First West and North Yorkshire with the remainder of services being operated by Transdev (Transdev York & Yorkshire Coastliner), Arriva Yorkshire, EYMS, York Pullman and a handful of smaller operators linking York to parts of North Yorkshire.
4. A motion was presented to Full Council on 29 November 2007 requesting that officers explore the means by which an integrated cross-city bus ticket could be introduced for York.
5. A report was subsequently presented to the Executive on 9 September 2008 outlining the means by which the Council could, working in partnership with the bus operators, introduce a multi-operator ticket.
6. The expectation of most proponents of an ‘integrated’ ticket is that it would be similar to the Leeds ‘Metrocard’ or London ‘Travel-card’; accepted on all buses

in the City. Alternatives to this option, which would be easier and cheaper to introduce, do exist in the form of 'through tickets', 'add-ons' or 'inter-available tickets' which would, for instance, allow a bus passenger to travel with one ticket to make the following journeys:

- Broadway, Fulford to York Hospital
 - Skelton to Monks Cross
 - Wheldrake to Clifton Moor
7. Any of the integrated tickets described above could be delivered through one of the following:
 - a. A paper based ticketing product purchased on-bus
 - b. A card/paper based ticketing product purchased off-bus
 - c. A 'smart' card ticketing product purchased off bus and verified on-bus
 8. The cost of each of the above would vary, with a) costing the least and c) costing the most, both in terms of issuing and management costs. The report of September 2008 forecast that the estimated cost of introducing a 'smart' ticket for York would be likely to be in the region of £2.7m in year 1.
 9. In the short term, the introduction of a paper based selection of 'add on' tickets or a multi-operator ticket is thought to be the most economically viable way forward.
 10. The most difficult barrier to introducing any form of integrated ticketing product is in gaining agreement from the bus operators who fear that such a product might damage their revenue flow and hence potentially de-stabilise the commercial viability of certain routes.
 11. If introduced correctly, evidence from other parts of the UK has demonstrated that an integrated ticketing product has the potential to grow the overall bus patronage market and would make cross-city bus travel a more attractive option.
 12. The Executive meeting of September 2008 resolved that whilst an integrated ticket was not necessarily deliverable for the whole of York in the short term, officers were requested to pursue the idea of establishing a cross ticketing regime on key high usage corridors serving destinations such as the Hospital and the University

Progress

13. A review of the origin and destination data gathered by Council bus monitoring staff on the tendered bus network was undertaken in 2009. The analysis suggested that the numbers of fare paying passengers using bus services provided by more than one operator were low. It should be noted, however, that the tendered bus network accounts for little more than fifteen percent of the total bus mileage operated in the York area and that a more comprehensive understanding of the commercial bus network was required.

14. Under the banner of York's Quality Bus Partnership, a ticketing workshop was held with all of York's bus operators on 23 March 2010 to establish how an integrated ticketing product might be introduced and what it would look like.
15. All of the bus operators were broadly supportive of the introduction of an integrated ticket. Several, however, questioned whether the Council had sufficient evidence to support the cost of introduction¹. Bus operators therefore agreed at the meeting on 23 March to work with Council officers to conduct a more wide-reaching survey of the commercial bus services in York (80%+ of the total network). In addition, a survey of both bus and non-bus users will be conducted through the Council's 'Talkabout' citizen's panel to understand what 'latent' demand for integrated ticketing there might be. It is estimated that the cost of the surveys will be approximately £5,000.
16. Both surveys will be undertaken during May/June with the results being reported back to the Summer meeting of the Quality Bus Partnership. A decision will then be taken on which form of integrated ticket (or tickets) would best fit demand.
17. Given the potential cost of the introduction of an integrated ticketing product, it is still unlikely that such a product would be affordable for the Council, unless financial support from local bus operators is forthcoming.
18. In addition to wider integrated ticketing initiatives, Council officers have been working with a number of bus operators to introduce inter-available ticketing with implications for the following services:
 - a. Routes 36 (York Pullman), 195 & 196 (EYMS). Due to the relatively infrequent level of service from the village, officers are working with the two bus operators to allow passengers boarding either bus in Elvington to use the return portion on either bus on return.
 - b. Route 10, Poppleton to Stamford Bridge (via York). This service is operated on a commercial basis by First Group during the daytime and on a commercial basis by York Pullman in the evening. Officers are working with bus operators to encourage the introduction of a 'Pullman return', which would be cheaper than the cost of purchasing two single tickets.

Yorcard

19. Yorcard, as a concept and brand, is the property of South and West Yorkshire Passenger Transport Executives (PTEs)
20. Yorcard is a smart ticketing product, which will be designed and will operate in accordance with agreed national standards (known as ITSO). All of the smartcards issued as part of the Yorcard scheme will be ITSO compliant and will be useable in other areas of the country where ITSO compliant or compatible smart card ticketing has been introduced.

¹ The estimated set up cost of a paper-based product is comparatively low at £187,000 but would require a first year overall budget of £343,000 when revenue and pilot scheme costs are taken into account.

21. Any ITSO-compliant smart card system requires a back-office 'HOPS' (Host Operator Processing System) system. The Yorcard HOPS is currently in the process of being built.
22. There are currently no, working, ITSO compliant or compatible smart ticketing products available anywhere in the Yorkshire region. All of the English National Concessionary Travel Scheme (ENCTS) bus passes issued since April 2008 are to ITSO standard, however. Once Yorcard has been introduced, any bus with an ITSO compliant ticket machine will be able to identify the pass.

Yorcard trial

23. The South Yorkshire PTE undertook an initial trial of the Yorcard, commencing in 2008 and lasting for a year. The trial was rolled out on seven local bus services in Sheffield and one rail service (Doncaster to Sheffield) with the aim of producing a working concept, which could then be expanded into a region-wide, interoperable, integrated ticket.
24. The trial was brought to an end having proven that the smart technology worked, but that there was still a certain amount of work to be done before the product was to be rolled out across either of the two PTE areas or more widely.
25. Council officers visited the trial scheme in August 2009 to understand how the product worked and to express York's interest in being a part of any further expansion or roll out of the scheme. A meeting was subsequently convened by WYPTE and SYPTE with all of the regional non-PTE authorities (including City of York) in November 2009 to confirm that the PTEs would be keen to launch Yorcard on a regional basis.
26. SYPTE and WYPTE would assist with the technological aspects of launching Yorcard, allowing neighbouring authorities to 'buy in' to the necessary back-office infrastructure. It would, however, be the responsibility of the local authority to come to agreement with bus operators as to how their buses would be fitted with the necessary technology. Furthermore, it would be the responsibility of the local authority to work with bus operators to develop any form of single or multi-operator bus pass for their area.

Funding

27. In December 2009, the Department for Transport ('DfT') announced that the six PTEs and a further three Local Authorities (Bristol, Nottingham with Nottinghamshire & Leicester with Leicestershire) would be able to make applications to receive funding from a fund of £20m to support the implementation of smart ticketing. A maximum sum of £4.4m to be spent in 2009/10 and 2010/11 was made available for SYPTE and WYPTE.
28. The funding was targeted specifically at the major urban areas to ensure that funding is used to provide infrastructure that can deliver the most benefit as quickly as possible. The DfT anticipates that by 2012, the Yorkshire and Humber will have a region-wide smart card and that by 2020, smart cards will be available nationwide.

29. The SYPTE and WYPTE application to DfT for funding splits the proposed delivery of Yorcard into two phases. Funding for the first phase has been confirmed and will deliver a back office platform to enable the following
 - ENCTS (concessionary ticketing) reimbursement
 - Multi-operator ticketing
30. An ITSO HOPS for the Yorkshire region has been purchased and is expected to be available for use from Summer 2010.
31. The budget also allows for the development of ITSO-compatible equipment which could be purchased by smaller bus operators across the region.
32. As confirmed at the meeting of 24 November, the back-office HOPS will be made available to authorities outside the PTE areas for a fee (yet to be determined by SYPTE and WYPTE).
33. In addition to the contribution City of York Council would have to make to the Yorcard HOPS, it would also be responsible for funding and marketing any local ticketing initiatives it wished to introduce.
34. Funding for the second phase of Yorcard is pending but may be subject to a post-election review. The second phase of the scheme will facilitate the introduction of a 'pay-as-you go' function.
35. In addition to the Yorcard scheme, First Group is working toward the introduction of a company specific back office framework. This will enable the company to sell First-specific smart ticketing products.
36. The Council has been advised that First's buses in York are likely to be fitted with such machines no later than 2012.

Consultation

37. Ongoing discussions have been held with both South and West Yorkshire PTEs as well as with First Group to best understand how York will become smart. This should start to happen no later than 2012.
38. Progress is being made toward the introduction of one or several integrated bus ticketing products, which could be used on all bus services in York.
39. The non-ruling groups' spokespersons have been consulted over the options presented in this report. No responses had been received at the time that this report was published.

Corporate Objectives

40. These proposals relate to the following Council's corporate priorities and objectives:
 - a. Sustainable City. Both integrated ticketing and Yorcard will encourage modal shift away from private car journeys.

- b. Safer City. The introduction of smart ticketing will reduce the amounts of cash carried on bus and by members of the public. Further, an integrated ticket would reduce the length of passenger waiting time at bus stops as they could board the first bus that arrived rather than waiting for the company that they have a ticket for.
- c. Inclusive City. Integrated ticketing enables individuals to board any bus rather than restricting them to the use of certain buses. The introduction of Yorcard will provide the travelling public with a wider range of ticketing possibilities.

Implications

41.

- **Financial** – The £5,000 required to conduct surveys to establish demand for a multi-operator ticket has been identified from within the existing budget. No further commitment for funding is required at this stage.
- **Human Resources (HR)** - none
- **Equalities** - none
- **Legal** - none
- **Crime and Disorder** - none
- **Information Technology (IT)** - None at this stage and it is unlikely that CYC IT would be impacted by the introduction of the Yorcard scheme.
- **Property** - none

Risk Management

- 42. A modest risk to the reputation of the Council has been identified should the Yorcard project fail. The project is set in a regional context, however, so it is likely that any impact would be more likely to be experienced at this, higher level.
- 43. The above risk and any other potential risks associated with the introduction of the Yorcard have been measured in terms of impact and likelihood using the Council's risk management system. The risk score for the recommendation is less than 16 and thus, in line with the risk management system, 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.

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Richard Wood
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City Strategy

Report Approved

Date 21/4/10

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

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

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

All

For further information please contact the author of the report

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Decision Session
- Executive Member for City Strategy

11th May 2010

Report of the Director of City Strategy

**City of York's Local Transport Plan 3 - Amended consultation /
preparation strategy for LTP3**

Summary

1. This report presents and seeks approval of the revised approach for progressing the preparation of LTP3, due to the calling-in of the Executive Member's (provisional) Decision on 2nd March 2010 for undertaking the LTP3 Stage 2 Consultation. In particular it
 - Sets out the process for engaging with stakeholders and the public for informing policy development within LTP3, in lieu of the Stage 2 consultation, and
 - Sets out the modified Stage 3 consultation on the draft 'Framework' LTP3.

Recommendations

2. That the Executive Member for City Strategy is recommended to:
 - i. Note the content of the report, particularly Annex A which sets-out the revised approach for preparing and adopting LTP3, by 31st March 2011.
 - ii. Approve the revised approach at Annex A.

Reason: To enable the effective preparation and adoption of the city's Local Transport Plan 3, before the current LTP expires on 31st March 2011.

Background

Duty, guidance and influences for producing LTP3

3. The duty to produce LTP3 and the guidance for preparing it were previously reported to Decision Session, Executive Member City Strategy (DSEMCS) on 1st September, 2009.
4. Some of the key points in the guidance, relevant to undertaking consultation for LTP3, are:

- Local authorities are accountable to their communities rather than to the Department for Transport (DfT) for both the quality of the transport strategies prepared and for ensuring effective delivery;
- Local authorities need to have a clear view of their own strategic goals and their priorities for dealing with the different challenges they face, and
- The duty, introduced in the Local Government and Public Involvement in Health Act 2007, to involve citizens in local decision making and service provision.

LTP3 Consultation process and factors leading to a new approach

5. At DSEMCS on 20th October 2009, a three-stage consultation strategy (summarised in Table 1) for preparing the City of York's LTP3 was approved.

Consultation stage	Timescale	Consultation / communication methods and consultees
Issues and priorities	Oct. 2009 to Jan. 2010	Citywide consultation leaflet / questionnaire, focus groups/workshops, public exhibitions/events and Council website.
Options and consequences	Apr. 2010 to May 2010	Citywide consultation leaflet / questionnaire in April issue of 'Your City', focus groups / workshops public exhibitions/events and Council website
Draft LTP3	Sep 2010 to Oct. 2010	Reference copies of Draft LTP3 plus leaflets / questionnaires available in Council offices, libraries and leisure centres etc., focus groups / workshops, ward committee meetings, public exhibitions/events and Council website

6. The responses from the Stage 1 consultation, together with the proposed options and actions to form the basis of the Stage 2 consultation were contained within a report to DSEMCS, on 2 March 2010.
7. Once this report had been made public, three Members called-in the report (decision). In view of this the Executive Member's decision at DSEMCS was a provisional one, subject to further recommendations from the Executive (Calling-in) on 9th March 2010.
8. The calling-in of the Executive Member's decision was considered by the SMC (Calling-in) meeting on 8 March 2010. At this meeting Officers confirmed that Annex C (Evaluation of 'Intermediate' (10-year) Strategy options against strategic objectives) in the DSEMCS report would be simplified for the actual consultation document. Furthermore, Members questioned details of timescales for the availability of the traffic congestion survey, print deadlines and the timing

for distribution of the LTP3 questionnaire. Officers expressed concern at any lengthy delays, which could affect the March 2011 deadline for issuing LTP3.

9. SMC (Calling-in) resolved the report be referred back to the Executive Member with a recommendation that the consultation be delayed until after the General Election and with the request that:
 - The final draft consultation questionnaire be sent out to members of the Traffic Congestion Ad Hoc Scrutiny Committee for their comments, and
 - Officers prepare a timeline of indicative dates to meet the final Strategy deadline of March 2011.
10. The SMC (Calling-in) decision was subsequently considered at Executive (Calling In) on 9 March, 2010. It resolved:
 - (i) That public consultation on LTP be suspended until after the General Election has taken place.
 - (ii) That Officers report to a future Executive Member Decision Session on the implications for the LTP preparation timetable of the SMC's recommendation.

The new approach

11. A diagrammatic representation of the revised approach to preparing and consulting on LTP3 is contained at Annex A, and described further below.

Stage 1 – Issues and priorities

12. The Stage 1 'Issues and Priorities' consultation, undertaken in winter 2009/2010 comprised of a citywide leaflet/questionnaire supplemented by a series of stakeholder workshops and other 'informative' meetings with various groups. The consultation sought to:
 - Discuss the way in which York might change over the next 20 years (setting the context);
 - Identify transport challenges for the future
 - Generate potential solutions (actions)
13. Over 12,000 questionnaire responses were received and the workshops / other meetings provided more feedback.
14. The outcomes of the stage 1 consultation have been used to inform the next stage (stage 2) of the plan's preparation.

Stage 2 - Options and implications assessment (present position in preparing the plan)

15. Waiting until after the General Election to undertake a citywide public consultation, would delay the release of a questionnaire, originally programmed to be distributed with the April 2010 edition of Your city, to the June edition.

Consequently, undertaking a full public consultation in summer 2010 and reporting-back thereon would cause the latter stages of the preparation process, including consultation on a draft 'Framework' LTP3 to be compressed too much to be of value. This could, ultimately, adversely affect the quality of the resultant LTP3.

16. It is intended, therefore, to engage with stakeholders and the public, through a 'dialogue', to contribute evidence and to inform the draft 'Framework' LTP3. This is a key 'iterative' stage in transforming the outcome of the consultation on the issues that York faces in the future (Stage 1 consultation) into a comprehensive evidence-based strategy, with supporting policies and actions in LTP3 for the short-term and into the longer term.
17. The dialogue will consist of:
 - (i) Workshops and focus groups, similar to those convened for the Stage 1 consultation.
 - (ii) An interactive web-based forum
18. The 'dialogue' is due to take place over a 2-month period between May and June 2010, to complement the evidence gathering and policy development work that has been ongoing since January 2010. It is intended that the options presented at DSEMCS on 02 March 2010, (simplified and augmented with other information, and targeted questions as appropriate), will form the basis of the 'dialogue'.
19. The 'dialogue' will provide the opportunity for stakeholders and other interested parties to:
 - Provide further comment on the context, challenges and potential actions identified in the Stage 1 consultation
 - Supplement the existing evidence base where more evidence or other information / view is required on any issue / topic identified through the Stage 1 consultation and/or subsequent evidence gathering and policy development work (i.e. targeted additional evidence gathering).
 - Help identify which transport measures / interventions would be most effective in tackling the challenges York faces.
20. The outcomes of the 'dialogue', together with previous consultation outcomes, other evidence gathered, and policy development work undertaken, will be subsequently analysed and evaluated to shape the draft 'Framework' LTP3. Due consideration of the output from the Traffic Congestion Ad-hoc Scrutiny Committee's 'Tackling Traffic Congestion in York' work – including the residents survey results - will be undertaken at this stage, either as part of the evaluation, or (if the results are available in time) discussed within the 'dialogue'.

Stage 3 - Draft 'Framework' LTP3

21. The Government has already stated, through its guidance for producing LTPs (LTP3) (see also DSEMCS 1 September 2009) that the Department for Transport (DfT) will no longer formally assess LTPs. This is a departure from

the process for producing LTP2, whereby both the 'Provisional' and 'Full' plans were assessed, and the assessment had a material effect on funding.

22. There is insufficient time to produce a fully detailed draft LTP3 (similar to the Provisional LTP2) for consultation, so it is intended to issue a draft 'Framework' LTP3 for consultation in September and October 2010.
23. The draft 'Framework' LTP3 will:
 - Present an overview of the key local, regional and national policies that influence and are influenced by transport;
 - Present the critical evidence used to determine the vision, strategy, policies and actions in LTP3;
 - Contain a proposed vision and long-term (20-year) transport strategy for York;
 - Establish the key spatial priorities for transport (to support the Local Development Framework)
 - Set-out the proposed medium-term strategic approach for working towards realising the long-term strategy, and
 - Set-out the proposed short-to-medium-term (costed) actions, based on best knowledge of likely future funding, and the likely effectiveness of different measures for tackling the challenges York faces.
24. The original consultation strategy proposed various means for consulting on the Draft LTP3, including via attendance at ward committees (see Table 1). However, due to the delay in undertaking stage 2 it will no longer be possible to do this in the remaining time available for undertaking the consultation on the draft 'Framework' LTP3. Instead, Officer attended exhibitions in council offices and at various locations in the city, using the Mobile Exhibition Unit, will be utilised.
25. A form will be made available for attendees to the exhibitions to give their feedback on the draft framework (with a focus on the priorities, strategy and actions). This form will also incorporate the proposed options for extending 20 mph speed limits in order to gauge the level of support for them. The same form will be distributed to residents, city-wide, for them to give their feedback too.
26. Advance notification of the 'dialogue' and consultation on the draft 'Framework' LTP3 will be given via articles in Your City, Your Ward publications and messages on the Council's web-site.
27. The responses to the consultation on the draft 'Framework' LTP3 will be analysed by November 2010. The key messages arising from this analysis will be reported to DSEMCS on 7th December 2010, for agreement on what action should be taken to refine the framework document into a draft of the 'Full' LTP3.

Stage 4 - Preparing and issuing the 'Full' LTP3

28. It is intended to present the draft 'Full' LTP 3 to Executive in January 2011. Efforts will also be made to make use of any opportunity (such as at Council 2011 Budget Consultation) to include a small number of questions, for obtaining

(and acting upon, as appropriate) residents' feedback on the draft 'Full' LTP3 before it is considered by Executive and full Council.

29. A period of approximately 13 weeks has been programmed from the LTP3 being presented to Executive to allow sufficient time for incorporating any amendments (from Executive resolution) before subsequent adoption by full Council and, ultimately, its issue by 31 March 2011.

Corporate Objectives

30. LTP3 is a cross-cutting document that encompasses and contributes to all of the council's outward facing corporate priorities.

Implications

31. This report has the following implications:

- **Financial** – There are likely to be revenue costs in the order of £14,000 for undertaking the consultations as proposed in this revised approach for preparing LTP3. This will consist of:
 - £3,500 for the 'dialogue'
 - £23,000 for the draft 'Framework' LTP3 (inc. 11,500 for feedback)

This represents a saving in the order of £3,000 in comparison to the original approach as set-out in the consultation strategy presented at DSEMCS on 20th October 2009

- **Human Resources (HR)** – The Transport Planning Unit will arrange and coordinate the engagement 'dialogue' and consultation on the Draft 'Framework' LTP3 with support from Marketing and Communications.
- **Equalities** – LTP3 will be subject to an Equalities Impact Assessment.
- **Legal** – There are no implications at present.
- **Crime and Disorder** – There are no implications at present.
- **Information Technology (IT)** – An interactive website will need to be set-up for the on-line forum.
- **Property** – There are no implications at present.
- **Sustainability** – It is anticipated that LTP3 will develop and implement sustainable transport solutions.
- **Other** – No comments.

Risk Management

32. In compliance with the Council's Risk Management Strategy the main risk associated with preparing LTP3 is a 'reputation' risk due to:

- the Council not undertaking consultations on LTP3 in compliance with Government Guidance, and / or
 - failing to adopt and issue an LTP3 before the current LTP (LTP2) expires.
33. This could, ultimately, undermine the validity of the LTP3 produced.
34. Measured in terms of likelihood and impact, the likelihood is remote and the impact is Major. The risk score for the recommendation is, therefore, less than 16 and thus 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.
35. The extensive and inclusive nature of the consultations undertaken to date have been well received by stakeholders and government agencies. If the same extensive and inclusive approach is carried forward into the engagement 'dialogue' for informing policy and measures within a draft 'Framework LTP3, and the subsequent consultation thereon, the risks will not be any greater than predicted.

Ward Member comments

36. Not appropriate at this stage.

Non Ruling Group Spokespersons' comments

37. Non-ruling group spokespersons have been contacted, but no responses have been received to date.

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Report Approved Date 26 April 2010

Wards Affected

All

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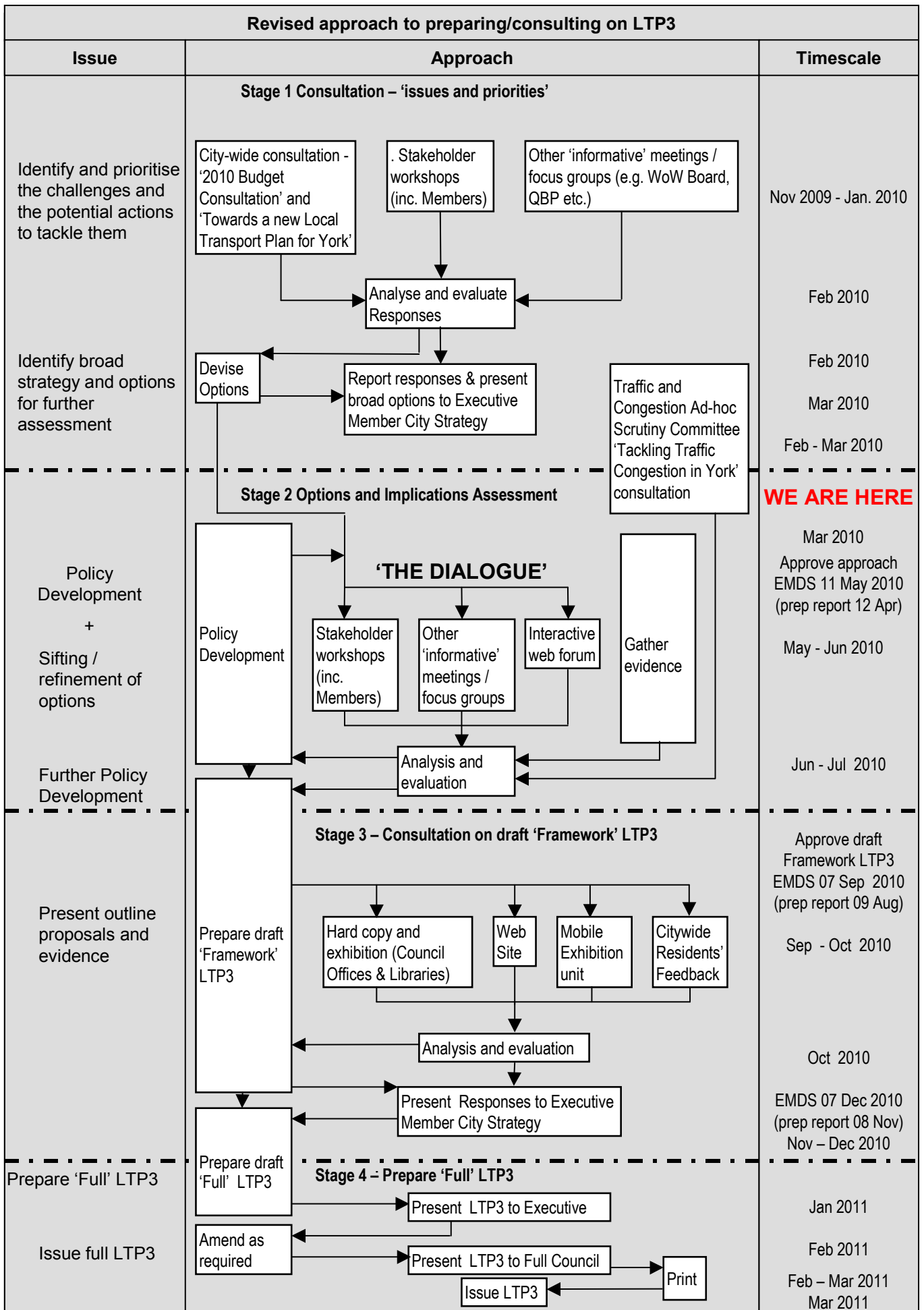
Background Papers:

Guidance for the publication of LTP3, DfT, July 2009
Decisions Session, Executive Member City Strategy 1st September 2009, Item 11
Decisions Session, Executive Member City Strategy 20th October 2009, Item 12
Decisions Session, Executive Member City Strategy 2nd March 2010, Item 5
Scrutiny Management Committee (Calling In) 8th March, 2010, Item 4
Executive (Calling In) 9th March, 2010,

Annexes

Annex A

Revised approach to preparing / consulting on LTP3



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TUESDAY 11 MAY 2010

Annex 1 of Additional Comments received from Members and residents since the agenda was published.

Agenda Item 6

Blossom Street Multi Modal Scheme – Consultation Results; Analysis of Network Implications and Option Selection
(Page 255)

A number of comments have been received from members of the Cycling City York Major Infrastructure Group regarding the Preferred Option. These have been combined (where duplicated) and are summarised below, including an Officer’s response:

Comment	Officer’s response
<p>1. Disappointing that the preferred scheme appears to confirm that car drivers are still top priority, despite the Hierarchy of Users - where pedestrians and cyclists etc should be considered first. The scheme does not make a serious step towards promoting modal shift for a low-carbon transport arrangement.</p>	<p><u>Significant improvements have been made for pedestrians within the Preferred Option. Significant improvements (on the current layout) have also been made for cyclists. However, this can not (and should not) be done at the complete expense of the efficient operation of the road network, especially at such an important junction.</u></p> <p><u>With frequent buses using this street from the proposed relocated and enlarged Askham Bar and new Poppleton P&R sites, we should not make any alterations which could potentially cause increased bus journey times than at present - which would potentially discourage people from using the service as an alternative to their own private vehicles.</u></p> <p>Although of course the Hierarchy needs consideration, so also does the Traffic Management Act 2004, which gives the council a duty to “effectively manage the highway network in order to avoid, reduce or minimise congestion or disruption on the highway network for all road users”.</p>
<p>2. The decision (to keep 5 traffic lanes) should not be based solely on the result of a public consultation. Drivers will always vote in their own interests.</p>	<p><i>The main decision to retain 5 traffic lanes in the Preferred Option was due to the results of the micro-simulation modelling which showed that any reduction in lanes significantly increased queue lengths elsewhere in the network (due to the key position of this particular junction) and which also caused vehicles to re-route through South Bank.</i></p>

<p>3. Wholly inadequate improvements for cycle-users considering that this is a Cycling City scheme.</p>	<p><i>This scheme is a multi-modal safety improvement scheme for all users and is not solely for cyclists. Only a fraction of the cost of implementing this scheme would be potentially coming from the Cycling City grant, with the majority from the Local Transport Plan.</i></p>
<p>4. Fails to address the intimidating environment faced by outbound cyclists on Blossom Street. A central outbound cycle lane would be preferable.</p>	<p><i>With the new cycle pre-signal from Queen Street, cyclists should be clear of the Queen Street junction and in the correct lane positioning by the time the rest of the traffic follows.</i></p> <p><i>The decision not to put the outbound cycle feeder lane between the two traffic lanes was made after considering the many comments received from the public consultation where the public said that they would feel intimidated cycling between two lanes of traffic. In addition, a central cycle feeder lane would need to be significantly wider than 1.0 metre and there is insufficient scope to narrow the traffic lanes at this location to accommodate this measure.</i></p>
<p>5. The positioning of the inbound cycle (feeder) lane encourages cyclists to take up a dangerous position.</p>	<p><i>Again, much of the public stated that a cycle lane between two traffic lanes would be intimidating and that they would prefer to be adjacent to the kerb.</i></p> <p><i>In addition, having the inbound cycle feeder lane in the position it is proposed means that the three traffic lanes are displaced 1 metre further from the kerb, meaning that large and articulated vehicles (including buses) would be able to make the left turn into Queen Street without straddling two lanes like at present.</i></p>
<p>6. 1.0 metre cycle (feeder) lanes are sub-standard and a token gesture to cyclists. These should be 1.5 metres as a minimum.</p>	<p><i>A series of cycle infrastructure standards for York were approved by the Executive Member at the 20 October 2009 Decision Session. These contained guidance that cycle feeder lanes could be 1.0 metre wide where these were on carriageways of limited width and where queuing vehicles often blocked cyclists from reaching an advanced stop line at the front of the traffic.</i></p>
<p>7. Space for widened cycle lanes should be taken from the traffic lanes or from the footways / cobbled areas.</p>	<p><i>Proposed traffic lane widths throughout the scheme area are already at the minimum advisable, especially for a main arterial route used by large vehicles and many buses. Any further reduction in these widths may compromise safety.</i></p> <p><i>There are large numbers of pedestrians who use the footways and also there are significant costs associated with moving kerbs and drainage etc. Therefore Officers worked within the 'footprint' of the current carriageway dimensions.</i></p> <p><i>Conservation groups and local residents have strongly objected to any proposal to widen the carriageway at the expense of the cobbled areas. Furthermore on investigation, there are a large number of utilities positioned beneath the cobbles which would potentially need</i></p>

	<i>expensive diversionary work if we included this suggestion.</i>
8. Positive reaction to the 'head start' signal for cyclists emerging from Queen Street.	-
9. Support the extension of the feeder lane by-passing The Mount bus-gate, which is often blocked by buses.	-
10. A Keep Clear under Micklegate Bar will not be obeyed. Traffic signals north of the Bar (similar arrangement to Monk Bar) would be the best solution.	<p><u>As set out in the report under paragraph 80, a Keep Clear at this location is not appropriate.</u></p> <p><i>The situation at Micklegate Bar is not the same as at Monk Bar (where the configuration of the traffic through the arches is different). Also, with traffic emerging from Bar Lane/Toft Green onto Micklegate just a few metres north of the Bar, traffic signals here would be very problematic. Furthermore they would require 'scheduled monument consent' which would take a long period of time. However, if required, traffic signals could be retrofitted to this area at any time in the future if deemed an appropriate measure.</i></p>
11. Any cycle lane should be bounded by kerbs on the traffic side, to prevent blocking by vehicles.	<i>This would not be advisable as it would prevent cyclists from moving out of a cycle lane, across traffic lanes, to correctly position themselves at junctions.</i>
12. The Lowther Terrace alternative route will only benefit a limited number of cyclists from Holgate Road, but is of no use to cyclists travelling onto Micklegate and Nunnery Lane.	<p><i>With 87% of the public in favour of the Lowther Terrace/York Station route, it is obviously a popular proposal and will be well used.</i></p> <p><i>As set out in paragraphs 67 to 70 within the report, an alternative route already exists for those cyclists wishing to access Nunnery Lane and Ouse Bridge without needing to use Blossom Street. This route will be well signposted and promoted.</i></p>
13. Why was the following reported within the report, when it has no foundation (as neither are a legal requirement)?: "11% of comments received were regarding cyclists not respecting	<p><i>It is correct that there is no legal requirement for cyclists to use a cycle lane when one is provided, nor to wear mandatory high visibility clothing.</i></p> <p><i>However, this sentence (taken from paragraph 19 of the report) was merely reporting the outcome of the public consultation and the views expressed. It would not be appropriate for Officers to selectively omit comments which many local residents had expressed.</i></p>

the laws of the road, including not using cycle lanes and not wearing high visibility clothing.”	
14. Opportunity to include cycle lanes on Holgate Road.	<i>Carriageway widths allowing, this could certainly be considered during further detailed design of the scheme.</i>
15. Cars parked on double yellow lines on narrow strip of cobbles outside KFC are a problem and usually stick out into road. Cobbled gutter in same area exacerbates the problem for cyclists.	<i>It is acknowledged that this is an issue. As well as increased enforcement of the parking restrictions, other means of preventing illegal parking in this location is currently being considered. This includes the use of bollards or the planting of small street trees within the cobbles.</i>

AGENDA ITEM	REPORT	RECEIVED FROM	COMMENTS
6	<p>Blossom Street Multi Modal Scheme – Consultation Results; Analysis of Network Implications and Option Selection (continued) (Page 255)</p> <p>Blossom Street Multi Modal Scheme –</p>	Paul Hepworth CTC North Yorkshire.	<p>The inbound side of Blossom Street does not present major difficulties for experienced and confident cyclists.</p> <p>The outbound side is a greater dilemma, for cyclists intending to turn right into the A59 Holgate Road. Their correct positioning is on the LH side of the offside lane. But this causes them to often experience a "Charge of the Light Brigade" syndrome, with fast moving vehicles to the left and to the right.</p> <p>Drivers in the nearside lane will often temporarily encroach onto the offside lane, to overtake cyclists in the nearside lane. Also to avoid vehicles that are being manoeuvred to/from the cobblestone margins of the outbound carriageway.</p> <p>All this requires a high degree of awareness and confident, defensive cycling.</p> <p>If space is limited, then I prefer that priority is given to achieving a centre outbound cycle lane. This may well require expenditure whose timescale and budget is beyond the scope of the current Cycling City project. It could involve relocating the existing physical centre islands, plus some take from the wide, inbound</p>

AGENDA ITEM	REPORT	RECEIVED FROM	COMMENTS
	<p>Consultation Results; Analysis of Network Implications and Option Selection (continued)</p>	<p>Tony Smalley North Yorkshire Police, Traffic Management Office</p>	<p>footpath and cobbled carriageway margins on the outbound side.</p> <p>Re the outbound side of Micklegate Bar. I support any practicable moves to help outbound cyclists reach the outbound ASL from Micklegate into Blossom Street. I'm not convinced that Box junction markings will be effective, and my thoughts tend toward a Monkbar-style solution, with a motor vehicle stop line and traffic lights on the immediate approach to Micklegate Bar, serving outbound flows from both Micklegate and Toft Green.</p> <p>All the above could involve underground utilities being relocated, plus Planning/Heritage considerations.</p> <p>If the present Cycling England budget cannot achieve this "gold-plated" solution, then it may be better to use it for a feasibility study, with separate funding bid from e.g. LTP3. Hopefully that would still enable CoYC to present Cycling England with a demonstrably beneficial outcome.</p> <p>I will of course defer to the decision of Members, and through them the accepted Officers recommendations.</p> <p>Consideration should be given to the issues raised in the Stage 1 Road Safety Audit. We are concerned that all the proposals put forward result in significant safety issues that are not present with the current road layout. They will also result in an increase in the perception of danger to all road users.</p>

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AGENDA ITEM	REPORT	RECEIVED FROM	COMMENTS
		<p data-bbox="779 432 972 464">Cllr D Merrett</p> <p data-bbox="779 1118 1043 1150"><i>Officers comments</i></p>	<p data-bbox="1077 148 2018 355">i.e. it has been open and used as a right of way for over twenty years - and it was purposely provided as a cycle / walking route - which will be documented in the Traffic and Transportation committee (or one of it's sub-committee) minutes of the old York City Council. Also have you checked the position with Sustrans who built and I believe maintain this path?</p> <p data-bbox="1077 435 1473 467"><u>Knavesmire Wood footpaths</u></p> <p data-bbox="1077 472 2018 1078">I also took the opportunity to go through Knavesmire wood on the way home the other day to check the accuracy of your PROW proposals there. You will see from the attached photos 148 - 150 and 152 << File: DSC00147.JPG >> << File: DSC00148.JPG >> << File: DSC00149.JPG >> << File: DSC00150.JPG >> << File: DSC00152.JPG >> that in fact there is a second well established link from path 26 into the wood, and other additional paths within the wood, to the east north east of footpath 28 on your map. Unfortunately my camera battery ran out, but there is also a specific path which crosses the beck via a proper footbridge into the sliver of land shown on your overall map that lies between the wood, Bracken Road and the racetrack, and thence allows access up to a kissing gate back on to Bracken road on the corner nearly opposite the end of Whin Road. That kissing gate also allows access on to the Knavesmire as a whole at that location. These clearly need picking up in your next batch of Micklegate footpaths if you could do that please.</p> <p data-bbox="1077 1118 2018 1366"><i>Many thanks for the photos and the additional information. This is exactly the information that I need for the next phase by way of highlighting the location of other paths allegedly over which public rights may exist but require further investigation. I will add these to the next batch for Micklegate Ward as you suggest to be researched thoroughly (evidential and archival evidence, unfortunately photographs on their own are insufficient) in due course.</i></p>

AGENDA ITEM	REPORT	RECEIVED FROM	COMMENTS
6	Blossom Street Multi Modal Scheme – Consultation Results; Analysis of Network Implications and Option Selection (Page 255)	Cllr R Potter	Happy to support the recommendation. Particularly more detailed consultation on the scheme.
7	Bus Corridor Works on A59 Boroughbridge Road and B1363 Wigginton Road (Page 291)	Cllr R Potter	Happy to support recommendations.
8	Operation of City of York Council’s Dial and Ride Service (Page 303)	Cllr R Potter	The service has been run by York Wheels since 2003. The service has been efficiently run with high levels of customer satisfaction giving good value for money to the Council. the service is bespoke to the individual users. The staff employed by York Wheels are dedicated to working with this vulnerable customer group and provide a very high level of customer care. The concerns that I have if the service is tendered is the ability of a small voluntary organisation to cope with the tendering process and the uncertainty for the staff and customers. I am told that customers have been ringing all morning following the story in the press at the weekend as they are worried about the loss of the service currently received.
9	An Update on the Progress Made Toward the Introduction of Integrated Bus Ticketing and the ‘Yorcard’ Scheme (Page 315)	Cllr R Potter	I am glad that some progress has been made although wish it could be moved a little faster.
10	City of York’s Local Transport Plan 3 – Amended consultation/preparation strategy for LTP 3 (Page 323)	Cllr R Potter	Happy to support the revised approach.

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