



**Notice of meeting of
Cabinet (Calling-In)**

To: Councillors Williams (Chair), Simpson-Laing (Vice-Chair), Crisp, Cunningham, Levene and Looker

Date: Tuesday, 27 January 2015

Time: 5.00 pm

Venue: The King John Room (GO59) - West Offices

A G E N D A

1. Declarations of Interest

At this point, Members are asked to declare:

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

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

2. Public Participation

It is at this point in the meeting that members of the public who have registered to speak can do so. The deadline for registering is **5.00pm on Monday 26 January 2015**. Members of the public can speak on agenda items or matters within the remit of the committee.

To register to speak please contact the Democracy Officer for the meeting, on the details at the foot of the agenda.

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- 3. Minutes** (Pages 1 - 8)
To approve and sign the Minutes of the last meeting of the Committee held on 25 November 2014.
- 4. Called In Item: Jockey Lane Pedestrian and Cycle Improvement Scheme** (Pages 9 - 32)
To reconsider the decisions taken by the Cabinet Member for Transport at his Decision Session on 11 December 2014 regarding the above item, following a request to do so by the Corporate and Scrutiny Management Committee (Calling In) at their meeting on 19 January 2015.
- 5. Urgent Business**
Any other business which the Chair considers urgent under the Local Government Act 1972.

Democracy Officer:

Name : Jill Pickering

Contact Details:

- Telephone : 01904 552061
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For more information about any of the following please contact the Democratic Services Officer responsible for servicing this meeting:

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

Contact details are set out above.

This information can be provided in your own language.

我們也用您們的語言提供這個信息 (Cantonese)

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

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

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

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

☎ (01904) 551550

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City Of York Council

Committee Minutes

| | |
|---------------|---|
| Meeting | Cabinet (Calling-In) |
| Date | 25 November 2014 |
| Present | Councillors Simpson-Laing (Vice-Chair), Crisp, Cunningham-Cross, Levene, Looker, Merrett and Williams |
| In Attendance | Councillors Brooks, D'Agorne, Galvin and Runciman |
| Apologies | Councillor Alexander |

1. **Declarations of Interest**

At this point in the meeting, Members were asked to declare any personal interests not included on the register of interests, any prejudicial interests or any disclosable pecuniary interest which they might have in respect of the business on the agenda. No additional interests were declared.

2. **Public Participation**

It was reported that there had been eight registrations to speak at the meeting under the Council's Public Participation Scheme, and that three Members of Council had also requested to speak in relation to the Called-In item.

Lara Foster spoke in support of Castlegate as a user of the services provided. She asked the Cabinet to work with staff, partners and service users to continue to provide this important service for young people in the city

Hayley Robson spoke on behalf of the York Carers Centre, as a Young Adult Carer Worker working with young people aged 16-25 to support them in their unpaid caring roles. She stated that the Castlegate services were fundamental to young carers who found them of particular assistance and very accessible, and said that any changes would impact heavily on them.

Pip Nix expressed her full support for Castlegate and she shared her experiences of the services provided, pointing out their positive impact for vulnerable young people.

Hannah Jobling, a Lecturer in Social Work at the University of York, spoke to reiterate the points she made at the previous Calling-In meeting. She believed that Castlegate provided a strong partnership and played a vital role in early intervention for young people in the city. She asked Members to reconsider the proposals in order to provide an holistic approach in an informal setting.

Sarah Douglas spoke on behalf of the counselling service at York College and as manager of the intensive personal advisers, previously known as Connexions workers who worked with under eighteens. She referred to the increase in mental health problems suffered by young people, highlighting the fact that they found it extremely difficult to access services due to fear of stigma and confusion. She referred to her view of the unsuitability of West Offices and to the need for guidance and support not only for under 18's but for the 19-25 age group and for investment to save money in the future.

Ewan Main read a statement from the parents of a young person who had had received help from the Castlegate services, highlighting that the help received at Castlegate had been more effective than anything he had received elsewhere. He expressed his thanks for the immense support provided by the service.

Dr Alan Dunnett spoke as the former head of counselling studies at York University and on behalf of the city-wide third sector providers of counselling services. He considered West Offices to be unsuitable to provide anonymity for vulnerable service users. He said that young people would not want to attend multiple appointments but needed access to all services at one venue at a critical time in their lives.

Lynne Lacock spoke on behalf of the Counselling teaching team at York St John's University referring to her long association working with young people and those training to work with young people. She expressed concern at the loss of this holistic service which provided a life line for many students. She referred to the decline in similar services and to the mental

health problems students faced which put a strain on the University.

Councillor Brooks referred to the data in support of the proposals and expressed concern about the lack of consultation with both the York Mental Health Forum and the Learning & Disability Partnership. She felt the proposals were not supported by the Council's Health and Wellbeing Strategy and requested reconsideration of other options to protect an important service.

Councillor Runciman highlighted the importance of Castlegate in providing a recognised and well respected service. She referred to the need for early intervention when problems arose for young people and to the overwhelming support for the Castlegate services and she asked Members to delay closure to allow full consideration of all the options, including consultation.

Councillor D'Agorne spoke to represent the Green Party and as a Careers Advisor at York College referring to the inclusive and open door service Castlegate offered to all young people. He asked the Committee to work in partnership to find other models to ensure that budget cuts did not affect this vital service.

3. Called-In Item: Rewiring Of Public Services: Business Case For Children's Services

Members received a report which asked them to re-consider the decisions made by Cabinet, at their meeting held on 9 October 2014, in relation to the Children's Services, Education and Skills Transformation Programme. The decision related to approval of the Business Cases for Early Years, Services to Young People and the School Improvement and Skills Service and in particular the proposals for the services run from Castlegate.

Details of the Cabinet's decision were attached at Annex A to the report and the original report to the Cabinet meeting, attached at Annex B.

The decision had been referred back to Cabinet by the Corporate and Scrutiny Management Committee. This followed the calling-in of Cabinet's decision, firstly by Councillors Brooks, Douglas and Doughty on the following grounds:

- The current location of Castlegate is far less imposing than for example West Offices and the move would therefore be worse for young and especially disengaged people
- It is at odds with the Health & Wellbeing Strategy & Joint Strategic Needs Assessment and their emphasis on the greater need for counselling as a preventative service.
- It flies in the face of the government parity of esteem for mental health services.
- There has been inadequate consultation with the most affected groups.
- The budgetary savings may not materialise if, as a result of the change of location, the current uptake of the service is not maintained and the number of Not in Employment, Education or Training (NEETS) rises.

Secondly the decision had been called in by Councillors Aspden, D'Agorne and Runciman who were opposed to the decision to close Castlegate and re-locate the remaining services to West Offices for the following reasons:

- When Castlegate opened 2007, it brought together a number of agencies and different funding streams to offer a comprehensive support service for young people in a user-friendly, accessible and flexible location.
- Through offering effective support and advice the centre has an outstanding track-record of helping keep young people safe, healthy, off drugs, out of the criminal justice system, in suitable accommodation and in work.
- This effective early-intervention is crucial in many areas, including mental health where half of all diagnosable conditions start by the age of 14 and 75% by the age of 21.
- The closure of Castlegate, cuts in services, and the re-location of remaining services to West Offices jeopardises all this work and abandons the commitment to effective early-intervention.

- West Offices – a large, public and corporate building – is not a suitable location for the services which will remain.
- This decision has been taken with little consultation or prior notice and without properly considering alternatives.
- We would urge Cabinet to withdraw the proposal and, at the very least, delay the closure of Castlegate in order to ensure that other options, such as suitable co-location with another service, can be considered.

The Chair referred to additional information which had been circulated at the meeting in support of the specialist and complementary expertise of the Castlegate staff from:

- Dorothy Frear, an educationalist and volunteer counsellor
- Kate Gibbon, Crisis Practitioner, Crisis & Access Service on behalf of her colleagues at Bootham Park Hospital

Councillor Galvin addressed the meeting on behalf of the Corporate and Scrutiny Management (Calling-In) Committee. He confirmed, that following consideration of all the reasons put forward for call-in of the decision and whilst acknowledging the budget pressures, there had been a high level of support for Castlegate and the services provided from the venue. Concerns had been raised that future services should be provided from an appropriate venue.

It was noted that CSMC had unanimously supported referral back of the decision with a recommendation that Cabinet withdraw the proposals and delay the closure of Castlegate in order to allow time for Officer's to bring forward a report detailing all options, including a suitable location and alternative funding options and for these options to be properly considered and consulted upon.

Councillor Looker, as Cabinet Member for Education, Children and Young People, confirmed that the concerns of service users and professionals, raised at previous meetings, had been taken on board. She expressed her support for a thorough examination of the services provided and consultation on possible alternative delivery methods followed by a report back to Cabinet in February 2015.

The Director of Children's Services, Education and Skills spoke to clarify details of the proposals and to welcome the opportunity to examine the current proposals in more detail. He confirmed his understanding of the issues and reiterated that the current proposals had been split into 3 parts, no changes were proposed to the statutory Connexions service for 13 to 19's, there was no suggestion of reduced counselling services and the personal support workers would continue to be available albeit in a different format from West Office's.

Councillor Williams, as Cabinet Member for Finance and Performance, confirmed that reconsideration would provide an opportunity to pause, reflect and undertake wider consultation on the proposals. He asked Members to note the budgetary implications and the need to consider this in any future options.

All Members acknowledged the range of issues raised and thanked all the earlier speakers for their comments and input into the meeting.

Following further discussion it was

Resolved: That Option a) be approved and that the Cabinet decision (Minute 48) in respect of the proposals contained in the Business Case for Children's Services for Castlegate be deferred in order to allow Officers to undertake the following work, prior to reporting back on refined proposals to Cabinet in February 2015:

- Consultation with service users and partners
- An outcome based statistics exercise at Castlegate
- Consideration of refined proposals by a sub group or YorOk
- Consideration of a refined proposal by a cross party group
- Submission of refined proposals to the YorOk Board

Reason: To enable the called-in matter to be dealt with efficiently and in accordance with the requirements of the Council's Constitution.

Cllr T Simpson-Laing, Chair

[The Meeting started at 5.00 pm and finished at 6.10 pm].

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Cabinet (Calling – In) Meeting**27 January 2015**

Report of the Assistant Director, Governance and ICT

Called-in Item: Jockey Lane Pedestrian and Cycle Improvement Scheme**Summary**

1. This report sets out the reasons for the call-in of the decisions made by the Cabinet Member for Transport on 11 December 2014 in relation to the revised Jockey Lane Pedestrian and Cycle Improvement Scheme. The scheme was first reported to a Decision Session on 14 November 2013 and approval was given to implement the works subject to agreement with the landowners of Portakabin's site regarding the transfer of land for use as additional highway area.
2. The Cabinet Member had been informed that Portakabin, following a change in management, were now willing to dedicate the parcel of land required to facilitate the proposed scheme. As a result of not being able to acquire the land through dedication, alternative options had been developed (see full report to Cabinet Member attached).
3. The report also sets out the decision of the Corporate and Scrutiny Management (Calling-In) Committee (CSMC) which considered the call-in of the Cabinet Members decisions, at their meeting held on 19 January 2015 and asks Cabinet to re-consider its original decision based on the reasons for the call-in and the comments made at the CSMC (Calling-In) meeting.

Background

4. An extract from the Decision Sheet issued after the Cabinet Member Decision Session is attached as Annex A to this report. This sets out the decision taken by the Cabinet Member on the called-in item. The original report to the Cabinet Member Decision Session on the called-in item is attached as Annex B to this report.
5. The Cabinet Member's decision had been called in by Councillors D'Agorne, Orrell and Runciman for review by the Corporate and

Scrutiny Management Committee (CSMC) (Calling-In), in accordance with the constitutional requirements for call-in. Although the Members continue to support improvements on Jockey Lane, they have a number of concerns and give the following reasons for the call-in:

- *Proper consideration was not given to the installation of a right turn into the Range store as requested by Ward Members in 2013 and again in 2014*
 - *The failure to include the updated design of the cycle route across the access roads in the published documents meaning that comments could not be made on the proposals.*
 - *Proper consideration was not given to the request by Ward Members to resurface a greater section of Jockey Lane*
 - *The positioning of the Toucan crossing close to Kathryn Avenue traffic lights.*
6. Consideration was given to the reasons for call-in of the Cabinet Members decision at the CSMC (Calling-In) meeting on 19 January 2015. Having heard from two of the Calling-In members, a representative of the Cyclists Touring Club and the Assistant Director for Transport, Highways and Fleet and Highway Engineers, the following decision was made:

Resolved: That Option B be approved and that the decision of the Cabinet Member be referred back with a recommendation that Cabinet considers the issues raised by the Calling-In Members, in relation to the Jockey Lane scheme, as part of the wider Community Stadium project.

7. Consideration was also given to the contents of a letter sent to ward members, reported at the meeting, on proposals for the new community stadium, which was also taken into consideration in making the decision to refer this back, at Annex C.

Consultation

8. Councillor Galvin, as Chair of CSMC has been invited to attend the meeting to present the recommendations of CSMC (Calling In) and to answer any questions in relation to the decision made by the Committee.

Options

9. The following options are available to Cabinet (Calling-In) Members in relation to dealing with this call-in, in accordance with the constitutional and legal requirements under the Local Government Act 2000:
 - a. To reconsider the original decisions of the Cabinet Member, on the Jockey Lane Pedestrian and Cycle Improvement Scheme, from his Decision Session on 11 December 2014, to take account of the recommendations of the CSMC Calling-In meeting held on 19 January 2015 or any other further considerations ; or
 - b. To reaffirm the original decisions of the Cabinet Member at his Decision Session held on 11 December 2014.

Analysis

10. Cabinet will no doubt wish to give careful consideration to the reasons for call-in of the decision together with the recommendations of CSMC (Calling-In). Cabinet will wish to balance these factors against those arguments set out in the original Decision Session report which underpinned the decision which was called in.

Council Plan

11. There are no direct implications for this call-in in relation to the delivery of the Council Plan and its priorities for 2011-15.

Implications

12. The original report draws Members' attention to relevant implications and in particular the financial, equalities and legal implications.

Risk Management

13. There are no significant risk management implications associated with the referral back of this matter. Although, the delay in any decision making could have an impact on timelines for delivery of the project. Officers may also want to advise, at the meeting, on the financial implications in respect of available funding in respect of the wider call-in issues should Cabinet wish to proceed with these options.

Recommendations:

14. Members are asked to consider all the reasons put forward for calling in this decision together with the views of the Corporate and Scrutiny Management (Calling-In) Committee, from their meeting held on 19 January 2015, in relation to the decisions taken by the Cabinet Member on 11 December 2014.

Reason: To enable the called-in matter to be dealt with efficiently and in accordance with the requirements of the Council's Constitution.

Contact details:

Author:

Dawn Steel
Head of Civic &
Democratic Services
01904 551030

Chief Officer Responsible for the report:

Andrew Docherty
Assistant Director, Governance and ICT

**Report
Approved**



Date 19 January 2015

Specialist Implications Officer(s) None

Wards Affected:

All



For further information please contact the author of the report

Annexes

Annex A – Extract from the Decision Sheet produced following the Cabinet Member Decision Session on the called-in item.

Annex B – Report of the Director of City and Environmental Services, 11 December 2014.

Annex C – Copy of update letter from Resolve Public Affairs, received by Ward Members, in relation to proposals for the new community stadium.

Background Papers

None

CABINET MEMBER FOR TRANSPORT DECISION SESSION**THURSDAY, 11 DECEMBER 2014*****Extract from DECISIONS Sheet***

Set out below is a summary of the decisions taken at the Cabinet Member for Transport meeting held on Thursday, 11 December 2014. The wording used does not necessarily reflect the actual wording that will appear in the minutes.

Members are reminded that, should they wish to call in a decision, notice must be given to Democracy Support Group no later than **4.00pm** on .

If you have any queries about any matters referred to in this decision sheet please contact Laura Bootland (01904) 552062.

8. Jockey Lane Pedestrian and Cycle Improvement Scheme

- Resolved: That the Cabinet Member:
- (i) Delegated authority to the Director of City and Environmental Services to make alterations to the scheme to incorporate the Safety Audit in Annex C.
 - (ii) Required the Director of City and Environmental Services to be satisfied as to the safety of the scheme.
- Reason: In order to receive additional information in regards to safety.

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Decision Session - Cabinet Member for Transport**11th December 2014**

Report of the Director of City and Environmental Services

JOCKEY LANE PEDESTRIAN AND CYCLE IMPROVEMENT SCHEME**Summary**

1. This report sets out a revised scheme proposal in response to a land ownership problem that has arisen since the previous scheme was approved.

Recommendation

2. That the Cabinet Member for Transport approves the scheme as proposed in Annex C for implementation, subject to funding being available.

Background

3. The proposed scheme as shown in Annex A was reported to Decision Session on 14th November 2013 and approval was given to implement the works subject to agreement with the landowners of Portakabin's site regarding the transfer of land for use as additional footway area.
4. In response to comments made by ward members during initial consultation, the Cabinet Member also approved changing the speed limit on Jockey Lane from 40mph to 30mph from the gateway adjacent to the Range superstore exit through to Monks Cross. As part of this, new gateways would be installed at the start of dual carriageway and at the north east roundabout adjacent to the entrance to Monks Cross retail centre car park.
5. The introduction of loading restrictions between the bus stop (opposite Sainsbury's loading entrance) and Forge Close was also approved to deter offloading from car transporters.

6. The measures to introduce the speed limit, gateways and loading restrictions have been implemented. However, Portakabin, following a change in management, are not now willing to dedicate the parcel of land required to facilitate the proposed scheme. Portakabin have offered the land under lease to the Council, but expressed that they could withdraw the lease at any time. This would not be acceptable to CYC and as such the introduction of the previously approved scheme is unachievable.
7. As a result of not being able to acquire the land through dedication, alternative options have been developed. This is shown in Annex B and is outlined below. An alternative is shown in Annex D.

Outline Proposals

8. There are two main problems within this section of Jockey Lane. Firstly, there is no facility for pedestrians (and prospective cyclists) to cross the road. Secondly, there is no protection for cyclists wishing to continue off road along Jockey Lane between the two sections of existing off road facilities.
9. The provision of a new controlled crossing is considered to be necessary to safely allow pedestrians and cyclists to cross Jockey Lane to access the off-road facilities being provided. Because of the fact that land adjacent to Portakabin's site is not available via dedication, the proposed crossing has had to be relocated. In the revised scheme, shown in Annex B, this is relocated to a point immediately east of Sainsbury's access. This allows widening of the footway to the south side of Jockey Lane to introduce the new off-road facilities.
10. In order to comply with current CYC highway maintenance practice, the proposals include a change in treatment to the existing road surface leading up to the crossing. Where antiskid surface treatments would usually be used in advance of a crossing facility, a replacement of the existing surface with a higher skid resistant material would improve safety whilst also reducing future maintenance costs.
11. The provision of a Toucan crossing (preferred option) would require a new power supply - usually this would cost in the region of £750 if a supply source is available. In this location there is no readily available supply for the new crossing. The cost of providing the supply amounts to £15k at this location and this was only confirmed by Northern Power Grid

received on 20th October 2014. The increased costs associated with the provision of the power supply would result in the cost associated with providing the scheme exceeding the current allocated budget. Even without this additional cost the latest estimate for this scheme is £140k, which together with the electrical costs exceeds the 2014/15 allocation by £38k (£155k c/f £117k). In light of this, an alternative proposal has been included for consideration (shown in Annex D) and this can be achieved at a cost within budget as the lesser power supply demands can be taken directly from a street lighting column.

Consultation

12. A consultation exercise for the original scheme was carried out in September 2013. This involved Ward Members, Parish Council, party group representatives, local businesses and residents, as well as relevant road user organisations. A number of points were raised by the Parish Council and Ward Members and these were reported to the Cabinet Member Decision Session meeting in November 2013. As noted in paragraphs 4 and 5 above, additional measures were introduced in response to the members' comments.
13. Further consultation has been undertaken for the revised proposals shown in Annex B, and the feedback is outlined below.
14. No external consultation has been undertaken on the alternative option shown in Annex D.

Ward Member Views

15. Councillors Hyman and Runciman have made no additional comments.
16. Councillor Orrell requested confirmation of the extent of the road resurfacing under the proposed scheme and suggested extending the amount of resurfacing up to the traffic lights at Kathryn Avenue.

Officer Response: CYC Highways Maintenance have confirmed that, although no additional surfacing works have been programmed on Jockey Lane, the condition of the road beyond the area covered by the proposed surfacing at the crossing will be reviewed. If any areas are identified which are in breach of intervention levels, these will be patched and repaired.

Political Party Views

17. Councillor D'Agorne requested that carriageway edge detail be looked at where the proposed cycle/footway crossed two entrances/exits, with the aim of giving cyclists priority or highlighting to drivers that cyclists and pedestrians may be present.

Officer Response: after internal discussion, it is now proposed that the access/egress points along Jockey Lane will be marked out as shown in the drawing in Annex C.

18. Councillors Reid and Steward made no additional comments.

Parish Council Views

19. The Parish Council had no additional comments.

Local Business Views

20. Portakabin requested confirmation that no change is being made to the kerb line outside their Gate G, and raised concerns of queues forming at peak times along Jockey Lane due to the close proximity of two sets of traffic signals.

Officers Response: Portakabin have been advised that the kerb line outside Gate G is not to be altered, and that monitoring of the signals will be undertaken to determine if there is any increase in queuing at peak times.

21. The other businesses had no additional comments.

User Group Views

22. The user groups externally consulted had no additional comments.

Safety Audit

23. The Safety Audit is to be carried out on the revised layout soon. The key points coming out of this will be reported upon as soon as it is available (either in an update of this written report or given orally at the meeting).

Options & Analysis

24. There are four options available:

- i. Implement the revised scheme as proposed and consulted on (Annex B)
- ii. Implement the revised scheme as proposed in Annex B but make further adjustments in response to the consultation feedback (Annex C)
- iii. Implement the scheme as in Option i or ii, but with the revisions to the crossing point as shown in Annex D.
- iv. Do Nothing.

Option (i)

Implementation of the scheme as shown in Annex B would achieve the objectives and provide a safer facility for pedestrians and cyclists to use, linking the two sections of existing off-road facilities. This proposal would be preferred as it complies with current guidance. However an increased allocation would be required to deliver the scheme due to the higher power supply costs.

The measures already introduced serve to make the scheme safer by limiting vehicular speeds and by controlling on-street parking/loading along Jockey Lane.

Option (ii) – **Recommended Option**

Implementation of the proposals in Annex B, with modifications to address the feedback received through consultation, would still achieve the objectives of the scheme.

As mentioned in paragraph 17, it is proposed that the access/egress points along Jockey Lane will be marked out as shown in the drawing in **Annex C**, although, as mentioned in paragraph 23, the Safety Audit Team has yet to put forward their recommendations.

Paragraph 16 confirms that no additional surfacing works have been programmed on Jockey Lane. However, the condition of the road beyond the area covered by the proposed surfacing at the crossing will be reviewed and if any areas are identified which are in breach of intervention levels, these will be patched and repaired.

The estimated cost of delivering this option exceeds the original budget for the scheme due to the higher power supply costs. An increased allocation is proposed in the Capital Programme Monitor 1 report which is also being considered at this meeting. Subject to the approval of the revised allocation this option could be delivered in 2014/15.

Option (iii)

Implementation of the scheme as listed in the Options above (i or ii) with modifications to the crossing point as shown in Annex D is achievable within budget, primarily due to being able to take a power supply directly from an adjacent street lighting column.

This alternative type of controlled crossing, referred to as a Tiger, is not a conventional type as included within the Traffic Signs and General Directions (TSRGD) 2002 guidance although it is currently being considered by DfT for inclusion within the revised TSRGD, due to be published in 2015. Although not a currently approved layout, it is understood that the arrangement has been trialled in London and Cambridge. However, it is understood that DfT approval hasn't been given to the trialled schemes.

If approval is needed from DfT to implement such an arrangement, then a more conventional zebra arrangement could be provided until such approval is obtained or until the layout is included in the TSRGD.

Option (iv)

Doing nothing will not achieve the objectives of providing a safe off-road facility for pedestrians and cyclists along this section of Jockey Lane and will not provide the link between the two existing facilities. It will not meet the Council's priorities of promoting use of sustainable transport.

Council Plan

25. The potential implications for the priorities in the Council Plan are:

- i. Get York Moving - If implemented, the proposed measures would encourage walking and cycling by providing real alternatives to the use of the private motor vehicle for journeys around this area and further afield.
- ii. Protect the environment - A reduction in the use of private motor vehicles would lead to a reduction in carbon emissions.

- iii. Protect vulnerable people – A safer highway environment would benefit the local community.

Implications

26. This report has the following implications:

- **Human Resources** – None.
- **Financial** –
 - The current allocation for the scheme in 2014/15 is £117k. The scheme is funded through the LSTF programme.
 - £11.8k had been incurred in 2013/14 (£7k fees and £4.8k speed limit works) and a further £2.3k has been incurred within 2014/15 for the completion of the speed limit works. The 2013/14 figure does not include £21k of abortive fees incurred progressing the original option.
 - For the reasons outlined earlier, an additional £38k in the 2014/15 budget allocation would be required to deliver the proposed Toucan option, which is estimated at £155k (excluding the additional road surfacing), whilst the alternative (Tiger) option can be provided for £107.5k. As mentioned in paragraph 24, approval for an increased budget allocation to implement the preferred proposal (Option ii) is being sought and proposed in the Capital Programme Monitor 1 report.
 - The revised options include for an amount of surfacing outside the area covered by this project. CYC Highways Maintenance have confirmed that, although no additional surfacing works have been programmed on Jockey Lane, the condition of the road beyond the area covered by the proposed surfacing at the crossing will be reviewed. If any areas are identified which are in breach of intervention levels, these will be patched and repaired. This surfacing will cost approximately £8,000, funded through the maintenance budget if available.
- **Equalities** – It is likely that the elderly and some disabled people would benefit from these safety improvements.

- **Legal** – The City of York Council, as Highway Authority, has powers under the Highways Act 1980 and associated Road Traffic Regulations Act 1984, and the Town and Country Planning (General Permitted Development) Order 1995 to implement the measures proposed.
- **Crime and Disorder** – None
- **Information Technology** - None.
- **Land** – None
- **Other** – None.

Risk Management

27. In compliance with the Council’s risk management strategy, the following risks associated with the recommendations in this report have been identified and described in the following points, and set out in the table below:
28. Health and safety – the risk associated with this is in connection with the road safety implications of the final layout, and has been assessed at 6.
29. Authority reputation – this risk is in connection with public perception of the Council not undertaking a project that has been consulted upon and is assessed at 2.

| Risk Category | Impact | Likelihood | Score |
|--------------------------|----------|------------|-------|
| Health and safety | Moderate | Remote | 6 |
| Organisation/ Reputation | Minor | Remote | 2 |

Together these produce a risk score of 8, which being in the 6-10 category means that the risks have been assessed as being “Low”. This level of risk requires regular monitoring.

Contact Details

Author:

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Chief Officer:

Neil Ferris
Assistant Director
Transport, Highways and Waste

Report
approved:



Date: 02.12.2014

Specialist Implications Officer(s)

There are no specialist implications.

Wards Affected: Huntington and New Earswick

For further information please contact the author of the report.

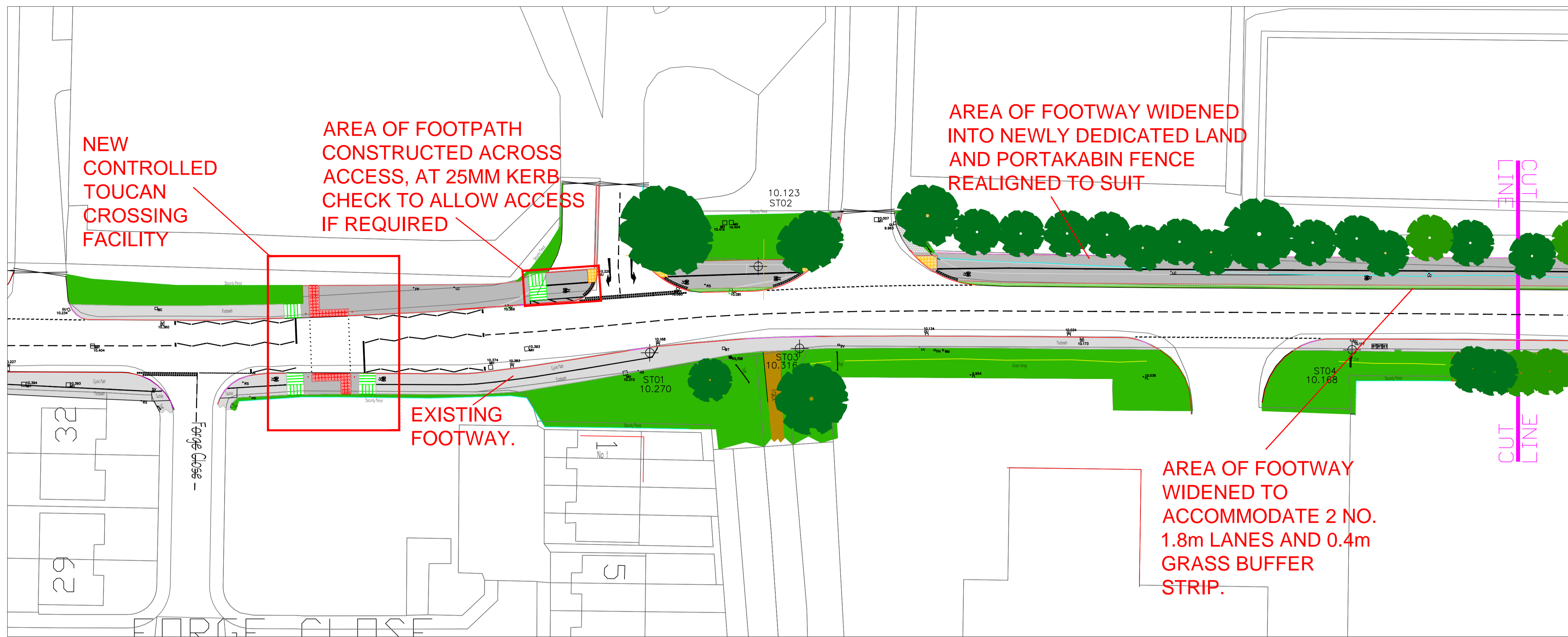
Background Papers

Report to Cabinet Member Decision Session meeting 14th November 2013 and associated decision.

Annexes

- Annex A General Layout (previously approved scheme)
- Annex B General Layout of proposed scheme
- Annex C General Layout of proposed scheme including amendments in light of the consultation
- Annex D General Layout of alternative "Tiger" crossing

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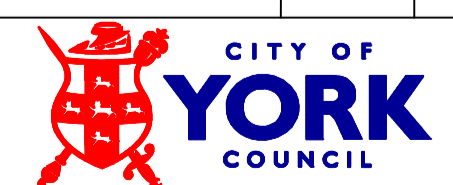


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Jockey Lane Segregated Cycle/Pedestrian Footway Improvement
General Layout

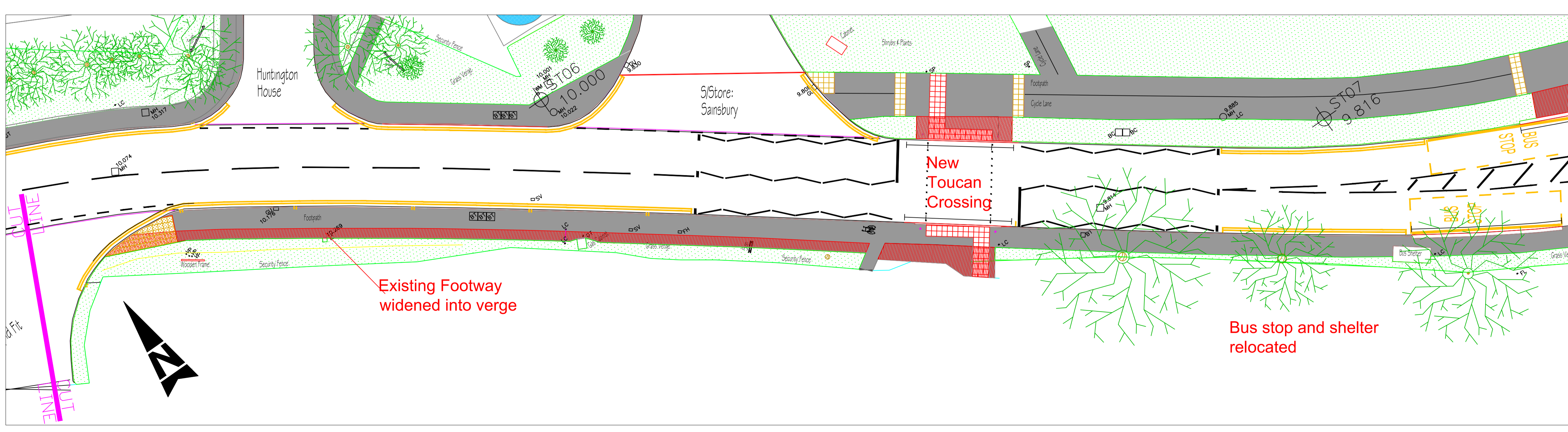
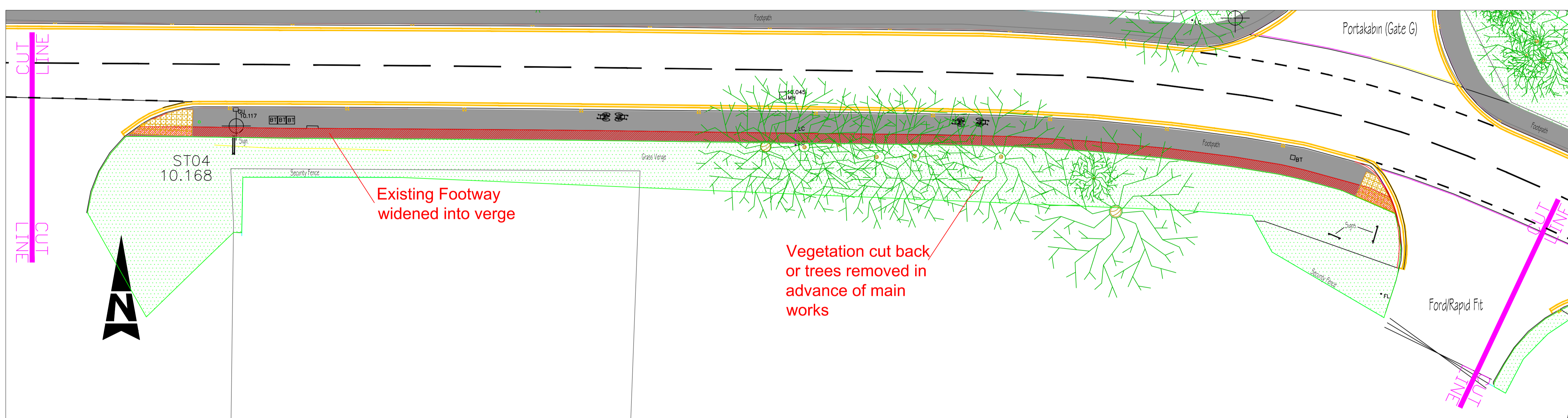
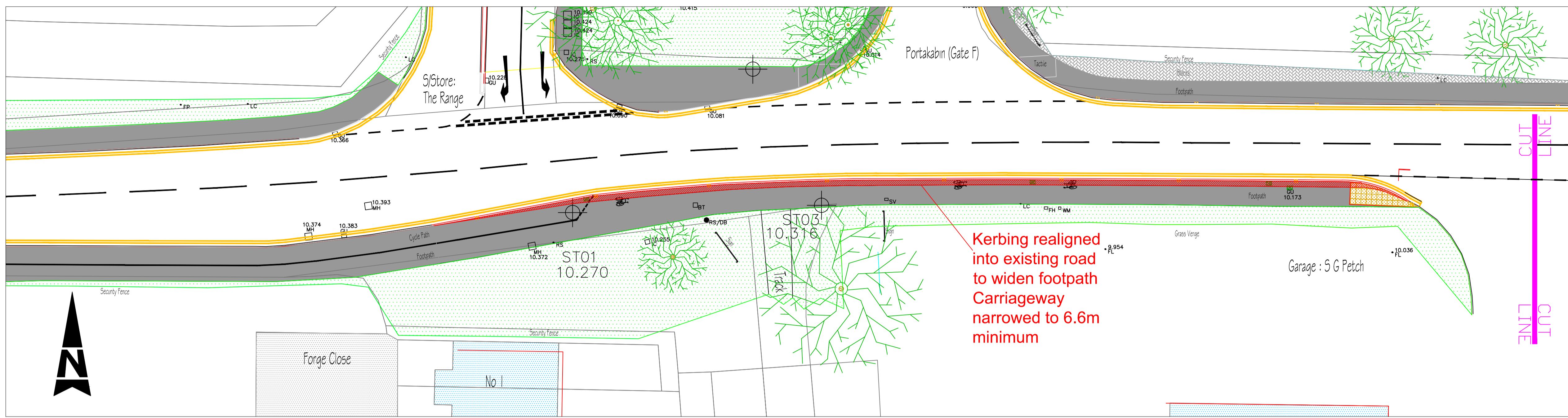
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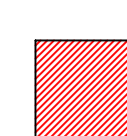


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Legend:-

 Areas hatched in red denote areas of widening

Notes:-

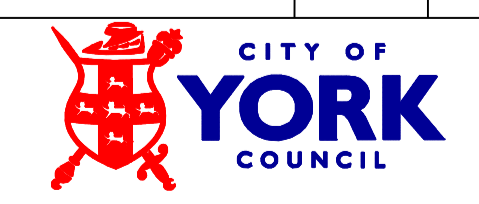
1. All lighting columns affected by the works to be set back by 1.0m
2. New kerbs to be HB2 with 100mm check
3. No change to permanent signage
4. Temporary signs to be erected for new signals
5. High AAV bituminous material surfacing to be done 50m in advance of new stop lines to crossing.

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Jockey Lane Toucan Crossing
General Layout

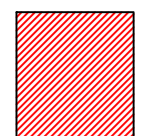
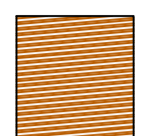

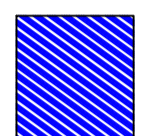
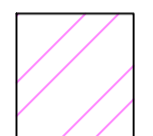
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- Legend:-**
-  Areas of footway widening
 -  Corduroy tactile paving
 -  Ladder tactile paving
 -  Tramline tactile paving
 -  New High-friction Inlay Surfacing

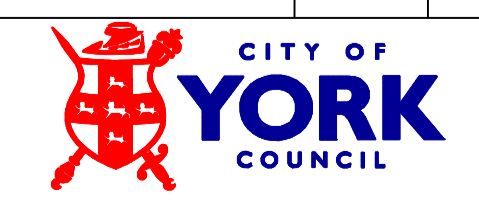
- Notes:-**
1. All lighting columns affected by the works to be set back by 1.0m
 2. New kerbs to be HB2 with 100mm check
 3. All existing signs to be checked for compliance,
 4. New signs to be mounted on available existing poles/lighting columns or new poles or wooden bollards
 5. Temporary signs to be erected for new signals
 6. High friction bituminous material surfacing to be done 50m in advance of new stop lines to the crossing.

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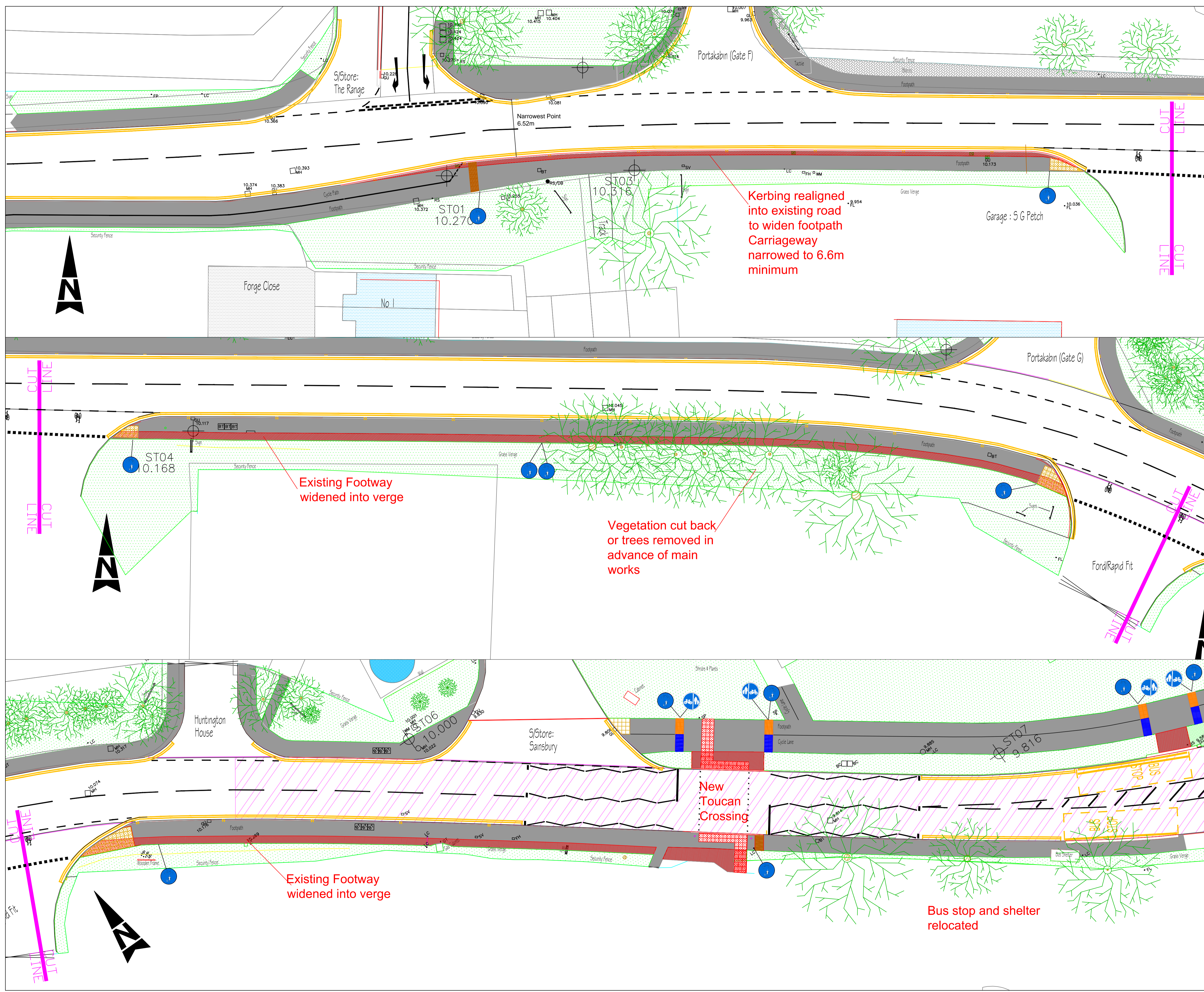
Jockey Lane Toucan Crossing
General Layout

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Legend:-

-  Areas of footway widening
-  Corduroy tactile paving
-  Ladder tactile paving
-  Tramline tactile paving
-  New High-friction Inlay Surfacing

Notes:-

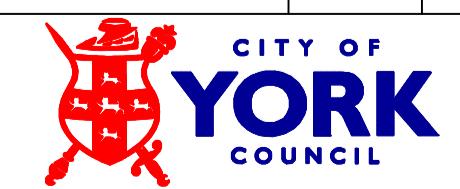
1. All lighting columns affected by the works to be set back by 1.0m
2. New kerbs to be HB2 with 100mm check
3. All existing signs to be checked for compliance,
4. New signs to be mounted on available existing poles/lighting columns or new poles or wooden bollards
5. Temporary signs to be erected for new signals
6. High friction bituminous material surfacing to be done 50m in advance of new stop lines to the crossing.

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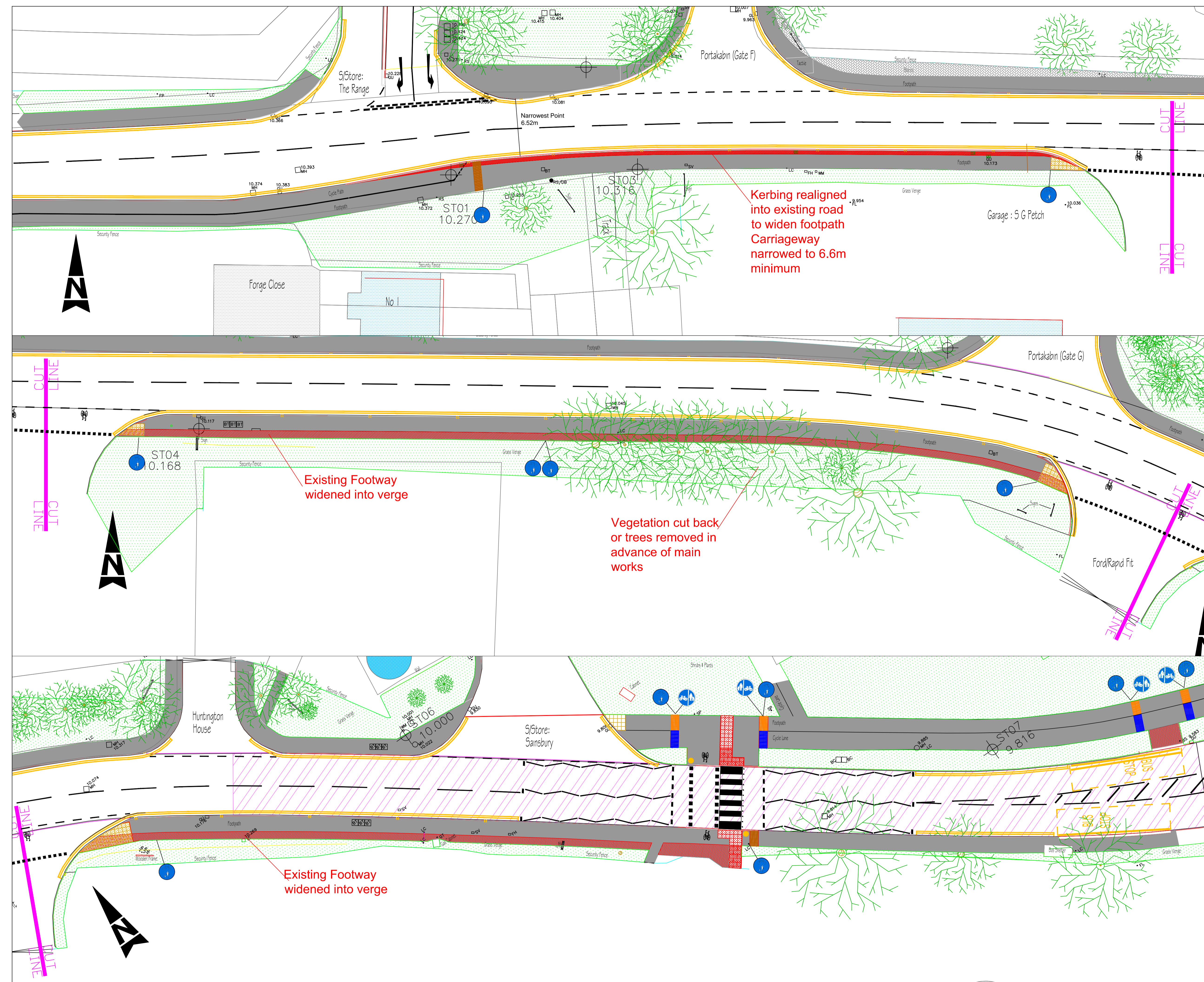
Jockey Lane Toucan Crossing
 General Layout
 - Proposed Tiger Crossing

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8 January 2015

Dear Cllr

Update – Proposals for a new community stadium, leisure complex and community hub

I am writing on behalf of a consortium led by Greenwich Leisure Ltd (GLL) regarding proposals to provide a new community stadium for York's professional football and rugby league teams, which will form part of a new leisure facility and community hub in Huntington, York. Following community consultation, a detailed planning application has now been submitted to City of York Council.

In addition to a new 8,000 seat stadium, the leisure facility will include a gym, 25 metre, six-lane swimming pool, a fun pool and training pool, as well as a new sports hall and dance studio. The Community Hub will provide bespoke facilities for our project partners with a focus on promoting health and wellbeing for York residents and visitors. The development also includes a number of new retail units, restaurants and a multiscreen cinema complex. We expect the development will create at least 200 new jobs for the local community.

As a result of consultation, taking account of the comments received from the community, GLL has proposed a number of transport additional measures, including:

- 1) New pedestrian crossing facilities on Jockey Lane
- 2) Improved pedestrian links to the north of Kathryn Avenue between the site and Jockey Lane
- 3) Improved pedestrian / cycle signage in the area to connect the site and Vangarde and Monks Cross shopping park
- 4) Jockey Lane / Kathryn Avenue – link signals to City of York Council Urban Traffic Management and Control to monitor and actively manage traffic flows
- 5) Review the signage and lane markings at the Asda roundabout (Jockey Lane / Monks Cross Drive)
- 6) Provide shelters, seating and real time information for the proposed bus stops on Kathryn Avenue.

These additional transport measures would be provided within the proposed Travel Plan. The Plan would also include funds for ongoing promotion, implementation and monitoring of the Travel Plan.



Although a planning application has now been submitted, consultation is ongoing and the dedicated website www.yorkcommunitystadium.co.uk remains accessible until later this month.

If you would like to arrange a meeting or wish to discuss the proposals further, please contact me on 0800 040 8404 or by email at scott.royal@resolvepublicaffairs.co.uk.

Yours faithfully

A handwritten signature in cursive script that reads "Scott Royal".

Scott Royal – Resolve Public Affairs