

Personal information and the names of officers below Head of Service Level have been removed- this is highlighted within the text as xxxx. Individual email chains are separated by a solid line. Email disclaimers have been removed to reduce the size of the document.

From: Cllr. D. Merrett
Sent: 16 November 2013 17:11
To: Stephenson, Ruth; Clarke, Tony(Transport Planning); xxxx
Subject:Lendal bridge two month report

Ruth,

Further to my previous on this, and the info from xxxx, I hope we will clearly caveat the No. 7 results with the stated consequences of the A64 signalling changes that Xxxx's fingering as the very likely cause (subject to confirming that's definitely the reason).

Also are we talking to the Highways Agency about the revised signal timings and whether we can recover some of the extra delays for our service?

Thanks - Dave

Sent from Samsung Mobile

From: Cllr. D. Merrett
Sent: 28 November 2013 19:30
To: xxxx; Stephenson, Ruth; Clarke, Tony(Transport Planning)
Cc: Marshall, Leona; xxxx; Wharton, Nick; Richardson, Darren
Subject:RE: Important: Lendal Bridge briefing

Seems to cover everything very well. One remaining issue is the position with regard to vehicle speeds. I know we requested exemptions to stay within 20mph. Have we done any monitoring of that yet – my sense is speeds are creeping up, and i've had adverse comments about that?

Dave

From: xxxx
Sent: 28 November 2013 15:58
To: Cllr. D. Merrett; Dave Merrett; Richardson, Darren
Cc: Marshall, Leona; xxxx; Wharton, Nick
Subject: Important: Lendal Bridge briefing
Importance: High

Hi Cllr Merrett, Darren

Please find attached a briefing note for tomorrow's Lendal bridge interview at 9am to 10am Live with Jonathan Cowap in the studio.

Expected questions will be on recent topics/coverage in the media including:

* Signage

- * Number of PCNs
- * Impact on businesses
- * Impact on visitors
- * Cllr Gillies calling for the Lendal Bridge trial to end.
- * MP Nigel Adams has called York's Lendal Bridge trial "lunacy" and invited shoppers to come to Selby and Tadcaster instead

A detailed briefing note is attached but if you need any further details please call me on xxxx.

Thanks, xxxx

<< File: Cllr DM and DR Radio York 29NOV.docx >>

xxxx | Media Officer

t: 01904 55xxxx | e: xxxx@york.gov.uk

City of York Council | Communications

West Offices | Station Rise | York YO1 6GA

From: Cllr. J. Alexander
Sent: 11 November 2013 11:30
To: Wharton, Nick; Cllr. D. Merrett
Subject: Re: Lendal Bridge / David Lloyd

I would do officer comment on thank you for help publicising the trial restriction.

James

Sent from Samsung Mobile

----- Original message -----

From: "Wharton, Nick" <nick.wharton@york.gov.uk>

Date: 11/11/2013 11:23 (GMT+00:00)

To: "Cllr. D. Merrett" <cldr.dmerrett@york.gov.uk>, "Cllr. J. Alexander" <cldr.jalexander@york.gov.uk>

Subject: FW:

fyi

From: Wharton, Nick
Sent: 11 November 2013 11:19
To: Marshall, Leona; xxxx
Subject: RE:

I don't think Dave will wish to get involved in this given it's nothing new. Seems an issue for sat nav companies and drivers paying attention to signage as well as the small electronic box attached to their dashboards....

N.

From: Mark Stead [mailto:mark.stead@nqyne.co.uk]

Sent: 11 November 2013 11:05
To: Marshall, Leona; xxxx; Wharton, Nick
Subject:

Leona/xxxx/Nick.

I have no idea whether either an official or the relevant cabinet member would want to comment on this, but felt I should flag it up regardless.

Well-known cricket commentator David Lloyd, who works for Sky and has about 340,000 Twitter followers, was in York recently and warned people off using Lendal Bridge after asking for help on how to get from one side of the city to the other. I have copied in a couple of his tweets below as I felt the council may want to have a say.

Coun Nigel Ayre has raised this with me on the grounds that when well-known people, especially those with considerable Twitter followings, make such comments about the trial, it will not do York's image any good. The top tweet was posted on November 10 and the bottom tweet on November 1 at @BumbleCricket.

If you want to respond, could you get it to me by 3pm, and also let me know if you would prefer not to.

Thanks.

Mark

David 'Bumble' Lloyd Verified account ?@BumbleCricket 18h @G4GWC @NigelCllr very , very confusing for visitors ...not enough signs ...say, for station

@BumbleCricket: Daytime info needed for Castlegate Car Park from Strensall..sat nav sends you over Lendal ...Council love that...you get fined....

Mark Stead | Political Reporter

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From: xxxx
Sent: 11 November 2013 13:08
To: Cllr. D. Merrett
Cc: Clarke, Tony(Transport Planning); Stephenson, Ruth; xxxx; xxxx
Subject: RE: Lendal Bridge Bus Lane Fine

Dave,

Sorry, I think I might have answered a question different from the one asked in my last email...

The appeals process is governed by the “The Bus Lane Contraventions (Penalty Charges, Adjudication and Enforcement) (England) Regulations 2005”. This sets out the grounds on which an appeal will be granted and covers things such as ‘I didn’t do it’, ‘I don’t own the vehicle’, ‘the offence is the subject criminal proceedings’, etc, etc. In order to maintain consistency, we try to stick rigidly to these legally established reasons as the only reasons we will consider as grounds for successful appeal. Obviously, there are some rare occasions when we allow appeals for other reasons, (genuine medical emergency, AA attending a broken down vehicle, etc), but the number of these allowed so far is still in single figures.

So, to answer the question about your role, (or lack of one) in this, it is because we have a very mechanistic approach to appeals that achieves consistency and fairness by not relying on officer or member decisions, other than in exceptional circumstances.

Of course, it is within CYC’s gift to pursue contraventions or not, and so we would be perfectly entitled to operate a system that did incorporate officer / member judgement. The problem would be maintaining consistency and ensuring we didn’t set precedents we later regretted.

The second stage of the appeals process (that appellants can use once we have disallowed their appeal), is to the Traffic Penalty Tribunal, (TPT). At this stage the process is completely out of our hands and subject to the judgement of an independent adjudicator.

I’ve reproduced the formal reasons for successful appeal below, for your information...

Thanks,
xxxx

- (a) that the alleged contravention did not occur;
- (b) that regulation 6(1) (other / criminal / proceedings pursued) applies;
- (c) in a case where the penalty charge notice has been served on the recipient on the basis that he was the owner of the vehicle concerned, that the recipient—
 - (i) never was the owner of the vehicle in question;
 - (ii) had ceased to be its owner before the detection date; or
 - (iii) became its owner after the detection date;
- (d) in a case where the penalty charge notice has been served on the recipient on the basis that he was the hirer of the vehicle concerned, that he was not liable to pay the penalty charge under regulation 5(2);
- (e) that the recipient was the registered keeper of the vehicle in question on the detection date, but on that date—
 - (i) the circumstances were as mentioned in regulation 5(2) (vehicle subject to hiring agreement);

(ii)the circumstances were as mentioned in regulation 5(3) (vehicle kept by a vehicle trader), and the recipient was either not a vehicle trader or was a vehicle trader but not the vehicle trader keeping the vehicle; or

(iii)the vehicle was in the control of a person who had assumed control of it without the recipient's consent; and

(f)that the penalty charge exceeded the amount applicable in the circumstances of the case.

xxxx | xxxx
t: 01904 55xxxx | e: xxxx@york.gov.uk

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From: Cllr. D. Merrett
Sent: 11 November 2013 12:33
To: xxxx
Cc: Clarke, Tony(Transport Planning); Stephenson, Ruth; xxx; xxxx
Subject: Re: Lendal Bridge Bus Lane Fine

Doesn't help n the particular issue over the appeal process and my non-role in it (from what I was previously told).

Thanks -Dave

Sent from my iPad

On 11 Nov 2013, at 09:51, "xxxx" <xxxx@york.gov.uk> wrote:
Dave,

We have a 'frequently asked questions' section on the CYC website that outlines the powers we have to enforce bus lanes by civil means. It might be best to direct Mr xxxx to read this rather than re-writing it for him, and possibly saying something contradictory...

http://www.york.gov.uk/info/200674/traffic_enforcement/1067/faqs

For info, these are the two sections of the FAQ that are relevant...

Are there penalties for contravening bus lanes restrictions?

Using Section 144 of the of the Transport Act 2000, CYC have been provided with the necessary powers to enable penalty charges to be levied at a vehicles' registered keeper in respect of bus lane contraventions. In accordance with the legislation, the penalty charge has been set at £60. An early payment incentive has been created which reduces the payable fee by 50% to £30 for any PCN paid within the 14 days. A further charge of £30 is due should no representation by the registered keeper be made after 28 days. The same legislation which underpins the creation of bus lanes, also serves to allow Penalty Charge Notices to be issued, namely the Road Traffic Regulation Act 1984 and section 144(5) of the Transport Act 2000.

Under what powers are bus lanes authorised?

Regulatory powers available through the Road Traffic Regulation Act 1984 allow the enforcement of bus lanes and bus gates. A bus lane is a lane for the use of buses and taxis that is contiguous to (runs alongside) a general traffic lane and is shown by white bus symbols on blue signs. The statutory definition of a bus lane can be found within section 144 of the Transport Act 2000. This relates specifically to local authorities outside London. A bus gate is a short section of road blocked off to all traffic except buses, cycles and taxis and is shown by white, round sign with a red border displaying black motorcycle and car symbols. There are different requirements for the signing of bus gates but these still adhere to the regulations established in the Traffic Signs Regulations and General Directions.

Thanks,

xxxx | xxxx
t: 01904 55xxxx | e: xxxx@york.gov.uk

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From: Cllr. D. Merrett
Sent: 11 November 2013 09:03
To: xxxx; Stephenson, Ruth; xxxx; xxxx
Cc: Clarke, Tony(Transport Planning)
Subject: FW: Lendal Bridge Bus Lane Fine
Importance: High

xxxx,

Please see last e-mail exchange with Mr. xxxx below. Can you give me some back up info on the legislative requirements over ticketing so I can reply to Mr. xxxx on that point.

Ruth, xxxx,

Please note Mr. xxxx's view – notably comments on our signing at the bottom. Can I also check what we are doing in terms of reviewing the individual signing locations in their local contexts. I had a separate rant on the phone from a Mr. xxxx, and one of his key points was that by putting signs on poles with other signs, etc., the restriction signs were easy not to notice as you are driving in traffic. I then had a look as i came back through Gillygate on Saturday, and noted that my eye was drawn to the temporary AA signs on the railings, and it took a couple of moments to register the separate formal sign on the lamp column on the right, which is perhaps too far to the right and high and against a background to which it does not have a major contrast until you're close up. Whilst I know under decluttering we have tried to minimise signpost duplication, etc., can we go round a have a careful double check of the actual signing locations / visibility to make sure we are achieving maximum obviousness for drivers.

Thanks - Dave

From: xxxx
Sent: 11 November 2013 08:43

To: Cllr. D. Merrett
Cc: Cllr. J. Gunnell
Subject: RE: Lendal Bridge Bus Lane Fine
Importance: High

Good morning Mr. Merrett,

Thank you for the reply.

I will pay the fine, but will not be coming back to visit York again in the near future.

If you continue to allow the company who administer the fines to treat visitors who genuinely accidentally stray into your bus lane, I think you may find a lot of them will take the same line and avoid visiting York in the future.

When I think back to the money my wife and I spent with local businesses and the hotel, it leaves a sour taste to then have to pay a fine.

If you wish to continue loosing visitors by making the roads around difficult to navigate then you are for sure going to face a serious backlash from local businesses who will not be happy about losing money!

I think the public are sick and tired of rip-off car park charges, parking fines and bus lanes. It's about time people in local government, like yourself, took a deep breath and considered what you want York to be. And before you bleat on about how congested it is and how people should use public transport, please tell me how visitors like my wife and I are supposed to take a bus, when we are booked into a hotel in the city? Providing park and ride facilities is all well and good for day visitors, but some of us stay overnight!

If it's a car free city you are looking for then you are living in a dream world. You should be encouraging visitors by making navigating through York simple and also provide cheap parking. Another thing that irritates me beyond belief. Your car park machines, like most others across this rip off nation, do not give change. Great, you get to make even more money from visitors who do not happen to have lots of loose change, only pound coins! Come on Mr. Merrett, getting a machine that gives change is not rocket science, vending machines, train ticket machine and the like have been able to provide change for years. I would be interested to know just how much additional income is provided by not giving change!!

To sum up this rhetoric, stop ripping off visitors, make the roads as accessible to cars as it is to buses and make you car parking cheap and the machines able to give change! That's the way to encourage people to visit your city. And, after all, motorist are already ripped off by the Government in having to pay exorbitant car tax. Having paid that sort of money to drive my car, I expect to get access to the roads without the fear of coping with fine for bus lanes and being ripped off in car parks!!!!

Finally, although you claim that parking fines are controlled by legislation, for the life of me I cannot understand this, as I thought that local councils implemented these fines! Please advise me where in the laws of this country it mentions anything about bus lane parking fines as being nationally controlled?

If you have no control over such fines, we motorists have no hope, as trusting central government is to control anything is akin to trusting a school boy with the nations budget, in other words, worse than useless.

It's bad enough that we pay ever increasingly large amounts of hard earned money to councils, and as a rule receive less and less services in exchange. Now I will be paying £30 for a genuine mistake!

HAPPY DAY – NOT.

Regards

Mr. xxxx

From: Cllr. D. Merrett [mailto:cllr.dmerrett@york.gov.uk]
Sent: 08 November 2013 17:55
To: xxxx; Cllr. J. Gunnell
Cc: Cllr. J. Gunnell
Subject: RE: Lendal Bridge Bus Lane Fine

Mr. xxxx,

Thank you for your further e-mail, and me apologies for the delay in responding – I get a very large volume of e-mails and do sometimes struggle with them all. However in terms of the main point of your e-mail regarding the appeals process, it is tightly controlled by the legislation, and I have no role in it I'm afraid.

Yours Sincerely,

Dave Merrett

From: xxxx
Sent: 08 November 2013 16:01
To: Cllr. D. Merrett; Cllr. J. Gunnell
Subject: Lendal Bridge Bus Lane Fine
Importance: High

Dear David,

I have to say I am a little disappointed that I have not received a reply to the email below.

I look forward to hearing from you shortly.

Best regards.

xxxx

From: xxxx
Sent: 04 November 2013 10:32
To: Cllr. D. Merrett
Cc: Cllr. J. Gunnell

Subject: RE: Lendal Bridge Bus Lane Fine
Importance: High

Dear Dave,

Thank you for your response.

While I do appreciate that you have genuine reasons for the bus lane, I am still very unhappy about being fined, given the circumstances under which the offence occurred.

As pointed out to Julie Gunnell, I came to York, with my wife, as visitors and spent money with local businesses as well an overnight stay.

My SATNAV is updated once a month, as I use it for travelling to clients, but in this instance, it still took me over the bridge. As previously mentioned, my wife and I are both unfamiliar with York. I was concentrating on driving through traffic and did not see any signs regarding the closure of the bridge.

As also mentioned, if this is the way York wishes to treat visitors who accidentally stray into your bus lane, then it will certainly put me off from making any further visits in future. It spoilt what was up to then a really pleasant holiday!

I can fully understand fining those people who use the bus lane purposely to save time, but in my case it was an accidental incursion.

I would still like you to consider this issue with a view to cancelling the fine.

Best regards.

xxxx

From: Cllr. D. Merrett [mailto:cldr.dmerrett@york.gov.uk]
Sent: 01 November 2013 19:05
To: xxxx
Cc: Cllr. J. Gunnell; Stephenson, Ruth
Subject: RE: Lendal Bridge Bus Lane Fine

Dear Mr. xxxx,

Thank you for your e-mail and taking the trouble to contact us, and I am sorry that you feel aggrieved about being fined for breaching the Lendal bridge restriction.

The council has worked to ensure that the changes have been extensively signed - you can see all the signs & their locations on a map on the City of York Council's website on the Lendal Bridge page <http://www.york.gov.uk/citycentreimprovements> , and obviously the key signs are national standards that all motorists should understand.

We are nonetheless obviously looking carefully at the feedback we are getting. There clearly is an issue with the use of SatNavs and we have been/ are encouraging drivers to give more credence to observing the road and legal signage, rather than being solely reliant on their advisory SatNavs. We did contact all the SatNav companies prior to the trial starting to ask them to alter their maps /

guidance, but had a predominantly negative response as to them being willing to alter their information for a temporary trial of a part time arrangement, which was disappointing to say the least. We were told this is the case for all such type of restrictions across the UK. We have continued to lobby them to do this, and some journey planning sites that mobile phone apps make use of have subsequently moved on this issue, though there is obviously the further difficulty of motorists needing to update their individual Sat Navs as well.

We are also continuing to review the signing. We did erect some additional signs and make adjustments very early on in the trial in response to observations and feedback, but equally we waived all the charges for that period. Nonetheless, I will feed your comments in to the ongoing review of the trial and signing arrangements to see what more we can do to improve the arrangements.

Yours sincerely,

Dave Merrett
Cabinet Member for Transport, Planning & Sustainability.

From: Cllr. J. Gunnell
Sent: 01 November 2013 15:05
To: xxxx
Cc: Cllr. D. Merrett
Subject: RE: Lendal Bridge Bus Lane Fine

Hi xxxx

I have passed to the Cabinet Member Dave Merrett who is the lead person and will deal with your issue.

I have copied Dave into this for ease of contact

Kind regards

Julie Gunnell
Micklegate Ward Councillor, Lord Mayor of York 2013 - 14
Email: Cllr.jgunnell@york.gov.uk
Mobile: 07715 103747
Follow me on twitter JulieGunnell@joolesGun

Civic Office : 01904 551011
Email: civicenquiries@york.gov.uk
Fax: 01904 551052

From: xxxx
Sent: 31 October 2013 15:24
To: Cllr. J. Gunnell
Subject: Lendal Bridge Bus Lane Fine

Dear Councillor Gunnell,

I am emailing you in exasperation at the attitude of the company that sends out fines on your councils behalf with regard to the Lendal Bridge Bus Lane.

My wife and I come from Bedfordshire and we had been on Holiday in Northumberland.

My wife has been to York before (a few years ago) and mentioned that she would like to visit again on the way home as she said it was a very pretty place with lots to see and do.

I agreed as it would also give me the opportunity to visit the NRM.

We arrived in York on the 9th of September and stayed overnight at the Best Western Monkbar Hotel.

On leaving for home the following day (10th). Being unfamiliar with York, we followed the SATNAV direction from the hotel to get to the A1 South.

It took us over Lendal Bridge. I have now received a fine for driving in a bus lane.

I appealed against this fine and it was rejected (see attached rejection letter).

Now I have several issue with this fine.

1. My wife and I were totally unfamiliar with York, and did not notice any signs for the bus lane.
2. If there were signs, they were not that prominent. I did not notice any road markings.
3. It would appear that the council may have increased the signage since our visit due to many complaints that the bus lane is not clear.
4. Having spent valuable money in York (we made several purchases of clothing and souvenirs as well as meals and coffee/tea) I am disappointed and disgusted to have our holiday spoilt because we accidentally went into a bus lane.

If this is the way that York is treating its visitors, people like us who bring money into your local businesses, then I will certainly not be coming back again.

I would like you to consider cancelling my fine. Had I been using the bus lane on purpose to save time (we were in no hurry) then I would accept the fine. In this instance it was totally accidental, caused mainly by following our SATNAV.

Thank you and I look forward to hearing from you.

xxxx

From: Cllr. I. Gillies
Sent: 28 November 2013 13:54
To: Cllr. D. Merrett
Cc: Richardson, Darren
Subject:RE: Lendal Bridge

Dave,
Certainly happy to meet with yourself and Darren.

As you are aware I did not criticise the experiment when it was suggested, I even questioned whether or not the times were appropriate, however the way it has been introduced and subsequent evidence provided does not fill me with confidence regarding the closure, and I honestly believe the reputation of the City is being damaged.

I fully accept we cannot stand still, and perhaps the eventual solution will be more drastic than closing just one bridge. I am not sure that we will learn much more in the second three months of the trial than we have learned in the first three months, and I do not want it to extend a day beyond the projected time. There is however a suspicion in the City that it will never re-open and last thing we need is to keep it closed whilst academics from outside the City look at the data.

Happy as always to work with you, but remain convinced that in isolation, this is not the answer.

Regards,

Ian.

From: Cllr. D. Merrett
Sent: 27 November 2013 18:04
To: Cllr. I. Gillies
Cc: Richardson, Darren
Subject: FW: Lendal Bridge

Ian,

Thank you for your and the Conservative Group's formal comments, although I would express my disappointment that despite your previous and repeatedly expressed personal support for an even more radical approach in terms of closing Lendal bridge, once again you and you're group have rushed to judgement (not for the first time either) on the current trial without actually waiting to see the end results or any detailed analysis – some of your points / conclusions below I believe are in fact erroneous as a consequence. I would endorse Darren's comment below about a further reply, or perhaps alternatively the three of us meeting together to discuss the issue in more depth.

Dave Merrett

From: Richardson, Darren
Sent: 27 November 2013 17:33
To: Cllr. I. Gillies
Cc: Cllr. D. Merrett
Subject: RE: Lendal Bridge

Dear Cllr Gillies,

Thank you for raising your concerns, I will reply in more detail following discussion with Cllr Merrett. They are certainly noted and they will be considered as part of the ongoing review of the Lendal Bridge trial.

Darren Richardson | Director of City and Environmental Services
t: 01904 551330 |e: darren.richardson@york.gov.uk

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From: Cllr. I. Gillies
Sent: 25 November 2013 14:05
To: Cllr. D. Merrett; Richardson, Darren
Subject: Lendal Bridge

Dave/Darren,

Following our group meeting last week my Group are calling for an end to the Lendal Bridge closure experiment prior to its scheduled conclusion in February saying that statistics have shown that the trial is not working.

Whilst I do not criticise the administration for trying something new, the recently published statistics show there have been no appreciable gains in any of the areas such as bus journey times and usage where the Council was anticipating improvement, while on the other hand problems have been stacking up all over the City.

“The issues have been many:

- *Poor Signage resulting in an increase in of P.C.N.s.
- *Loss of reputation for the City as a tourist destination and accusations that the City is using bridge fines as a cash cow;
- *A contributing factor in the decrease in footfall in the City Centre as a result of people not making the journey and subsequent reduction of trade for City Centre businesses;
- *No noticeable improvement in Park and Ride punctuality;
- *No evidence of increased usage of service buses;
- *Closing an integral part of the Inner Ring Road resulting in increased journey time, and increased congestion and pollution in other area of the City
- *Increased speed of authorized vehicles driving over the bridge;
- *No mitigating help for City Centre Traders as promised.

“The Conservative Group has been looking at the evidence. Whilst there still has been no criteria published by which success will be measured, statistics clearly show that this experiment has failed. “If the Labour Cabinet are serious about economic growth in York, the City’s reputation, and the majority opinion of York residents, you should re-open Lendal Bridge.”

I would ask you take our views into consideration and I look forward to your response.

Regards,

Cllr. Ian Gillies
Conservative Group Leader
City of York Council

From: xxxx
Sent: 28 November 2013 08:48
To: Cllr. D. Merrett
Cc: Stephenson, Ruth
Subject: RE: LTP3 reference to Lendal bridge

Dave, it went to the Executive on 15 March 2011(Minute 182) and then as a recommendation to Council (Minute 74) on 7 April 2011, link to minutes:

<http://modgov.york.gov.uk/ieListDocuments.aspx?CId=102&MId=5507&Ver=4>

<http://modgov.york.gov.uk/ieListDocuments.aspx?CId=331&MId=5338&Ver=4>

xxxx | Democracy Officer, Democratic Services
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From: Cllr. D. Merrett
Sent: 27 November 2013 19:03
To: xxxx
Cc: Stephenson, Ruth
Subject: FW: LTP3 reference to Lendal bridge

Xxxx,

Can you confirm who made the decision on adopting LTP3 in 2010/1 and the meeting date and give me the link to the decision papers.

Thanks

From: Cllr. D. Merrett
Sent: 27 November 2013 19:00
To: Stephenson, Ruth
Subject: RE: LTP3 reference to Lendal bridge

Ruth,

When was this approved?

Dave

From: Stephenson, Ruth
Sent: 07 May 2013 16:11
To: Cllr. D. Merrett
Subject: LTP3 reference to lendal

Dave

There are a couple of specific references to the bridge. Table on vii of the exec summary Table – references Ouse bridge in the medium term and Lendal in the long term.

P54 – para 4.16 phase 2 references possible changes to vehicular access across city centre bridges. Also includes reference to reducing bus journey time (phase 1)
Pg 20 para 2.59 references constraints on cycling related to perceived safety due to levels of traffic on IRR, ORR, key bridges & junctions
Pg 23 para 2.69 general comments about bus route journey time variability due to congestion, not specifically on the bridge

<< File: Published Full LTP3.pdf >>

Regards

Ruth Stephenson | Head of Sustainable Transport Service
t: 01904 551372 | e: ruth.stephenson@york.gov.uk

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From: Cllr. J. Alexander
Sent: 27 November 2013 18:18
To: Cllr. D. Merrett
Cc: Richardson, Darren
Subject: Re: Tweet from James Alexander (@jmalexander1982)

Can you please get me a copy of this and let me know where and when it was approved?

James

Sent from my iPad

On 27 Nov 2013, at 18:06, "Cllr. D. Merrett" <cldr.dmerrett@york.gov.uk> wrote:
Could also point out that Galloway included closing Lendal (and Ouse bridge) in the 15 year Local Transport Plan 3 before the LDs left office with no party opposing or calling it in at the time.

Dave

From: Cllr. J. Alexander
Sent: 27 November 2013 17:47
To: Richardson, Darren; Cllr. D. Merrett
Subject: Fwd: Tweet from James Alexander (@jmalexander1982)

FYI - looking at a version of this going out tomo. Press are aware

Sent from Samsung Mobile

----- Original message -----

From: "Cllr. N. Barnes" <cldr.nbarnes@york.gov.uk>
Date: 27/11/2013 17:27 (GMT+00:00)
To: "Cllr. J. Alexander" <cldr.jalexander@york.gov.uk>
Cc: "Cllr. J. Riches" <cldr.jriches@york.gov.uk>, "Wharton, Nick" <nick.wharton@york.gov.uk>
Subject: RE: Tweet from James Alexander (@jmalexander1982)

I've done this in literally ten minutes as I'm rushed off my feet. Not sure when I'll be able to get it out as I'm in meeting all tonight and at work all day tomorrow (until midnight!). Perhaps Nick can help?

Labour councillor questions Tory tricks over Lendal Bridge

A Labour councillor has today called into question the position of York's main 'opposition' party on the Lendal Bridge trial.

Coun. Joe Riches has called on the City of York Council's Conservative Group to clarify where they stand on the Lendal Bridge trial as evidence demonstrates the confusion of the Tory Group's position following mixed media messaging.

Coun. Joe Riches said: "There's nothing wrong with strong, robust opposition, but the Tory position on Lendal Bridge increasingly appears to be opposition for opposition's sake, leading to some concerns about whether they wish to appear all things to all people rather than making a clear stand.

"In 2010, before the local elections, Coun. Ian Gillies used The Press to call for a Lendal Bridge closure. As recently as 2013, Coun. Joe Watt used a scrutiny meeting to praise the trial.

"But now we're hearing Coun. Gillies in The Press calling for a halt to the trial – based on basic observations rather than structured evidence. He appears to be backed '100%' on Twitter by Coun. Paul Doughty – meanwhile Coun. Steward has frequently labelled the trial a 'farce'.

"So where exactly do the Tories stand? It's this uncertainty and 'to-and-fro-ing' that leads one to question their suitability for high office in York. It's time for them to become effective opposition and show some proper alternative policies."

Cllr. Neil Barnes
Hull Road Ward
City of York Council

cllr.nbarnes@york.gov.uk
Flat 3, Cromwell House,
Cromwell Road,
York, YO1 6DU.

From: Cllr. J. Alexander
Sent: 27 November 2013 16:34
To: Cllr. N. Barnes
Cc: Cllr. J. Riches
Subject: Tweet from James Alexander (@jmalexander1982)

James Alexander (@jmalexander1982) tweeted at 4:26 PM on Wed, Nov 27, 2013:
York Tory Group Leader called for Lendal Bridge closure in @yorkpress before local elections:
<http://t.co/qYmliig1xf>. Hattip 'inthesticks'
(<https://twitter.com/jmalexander1982/status/405734355836096512>)

Can you please do a release on this from a non cabinet member. Joe? Can say following Joe watts statements in favour at smc this shows Tory Group in disarray. Suggest you get in line about some will question whether he is suitable for high office

Sent from Samsung Mobile

From: Cllr. D. Merrett
Sent: 27 November 2013 18:06
To: Cllr. J. Alexander
Cc: Richardson, Darren
Subject: RE: Tweet from James Alexander (@jmalexander1982)

Could also point out that Galloway included closing Lendal (and Ouse bridge) in the 15 year Local Transport Plan 3 before the LDs left office with no party opposing or calling it in at the time.

Dave

From: Cllr. J. Alexander
Sent: 27 November 2013 17:47
To: Richardson, Darren; Cllr. D. Merrett
Subject: Fwd: Tweet from James Alexander (@jmalexander1982)

FYI - looking at a version of this going out tomo. Press are aware

Sent from Samsung Mobile

----- Original message -----

From: "Cllr. N. Barnes" <cldr.nbarnes@york.gov.uk>
Date: 27/11/2013 17:27 (GMT+00:00)
To: "Cllr. J. Alexander" <cldr.jalexander@york.gov.uk>
Cc: "Cllr. J. Riches" <cldr.jriches@york.gov.uk>,"Wharton, Nick" <nick.wharton@york.gov.uk>
Subject: RE: Tweet from James Alexander (@jmalexander1982)
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“In 2010, before the local elections, Coun. Ian Gillies used The Press to call for a Lendal Bridge closure. As recently as 2013, Coun. Joe Watt used a scrutiny meeting to praise the trial.

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Sent from Samsung Mobile

From: Cllr. D. Merrett
Sent: 20 September 2013 15:10
To: Cllr. J. Alexander
Subject:Fwd: Amendment to the Lendal Bridge Experimental TRO

JAMES,

SNAG ON THR MINIBUS EXEMPTION - SEE BELOW. WHAT'S YOUR FEELING.

DAVE

Sent from Samsung mobile

----- Original message -----

From: "Richardson, Darren" <Darren.Richardson@york.gov.uk>
Date:
To: "Cllr. D. Merrett" <cldr.dmerrett@york.gov.uk>
Subject: RE: Amendment to the Lendal Bridge Experimental TRO

Dave,

In my view this is a disaster if we tweak the TRO and restart the trial, it would cause more damage that holding the line on the current exemptions.

My advice is don't do it leave it as is, emergency vehicles not on emergencies can cope, operators not providing a public service are commercial.

Is this a chat with James?

Darren Richardson | Director of City and Environmental Services
t: 01904 551330 |e: darren.richardson@york.gov.uk

City of York Council | Directorate of City and Environmental Services
West Offices | Station Rise, York YO1 6GA
www.york.gov.uk | facebook.com/cityofyork | @CityofYork

From: xxxx
Sent: 20 September 2013 12:55
To: Cllr. D. Merrett; Richardson, Darren; Wood, Richard; Stephenson, Ruth; xxx; xxx; Clarke, Tony(Transport Planning)
Subject: Amendment to the Lendal Bridge Experimental TRO

Dear all,

I understand there have been discussions on amending the exemptions for the experiment to allow 8 to 16 seater buses over.

The current restriction permits local buses, taxis and pedal cycles over the bridge.

* Local buses are defined as a public service vehicle used for the provision of a local service not being an excursion or tour.

* Taxi is defined as a hackney carriage for which a licence has been issued under the Town Police clauses Acts and private hire vehicles licensed by the Local Government (miscellaneous Provision) Act

8 to 16 seater buses not carrying out either of the functions or licensed as above are then currently not allowed over the bridge, hence to allow this class of vehicle over the bridge an amendment is required to the order. However, it should be noted that this exemption can not be added to the signs at the start of the restriction. Because permitting this class of vehicle to use the bridge opens up through travel to all vehicles near and far we would not be able to include them on the white list and this would then incur ongoing increased costs to the authority due to vehicles permitted by the order but not on the white list being issued PCN's which then have to be cancelled.

It is suggested therefore that this could be resolved by inserting an exemption for the above vehicles with an operators license issued under the Public Passenger Vehicles Act 1981 provided it has also been issued a waiver by CYC Network Management. This would be an annual waiver issued following proof being given of the license and the registration number.

A further complication in this matter is that there may then be an expectation that these vehicles should also be exempt from other restrictions in the city such as the bus lane, Stonebow and Bishophill bollards, etc. The police have made quite clear in the past that enforcement of restrictions on the ground by officers has to be straight forward and in line with what an officer would expect on any other highway in their area. If this is not the case they would not be able to carry out enforcement with a degree of confidence. The difference with the Lendal Bridge scheme is that CYC carries out the enforcement with an automated camera system rather than the police. This potentially makes introducing very customised restrictions feasible. Bearing this in mind I would suggest that if the above exemption is considered appropriate it is made clear that it is only for Lendal Bridge for the duration of the trial, but that the matter can be reconsidered at a later date when there has been more opportunity to review how the exemption has operated and discuss and agree the issue with the police for a possible wider role out of the exemption.

The other amendments to the Exp TRO being put forward are:

Use by green light medical practitioners

Emergency service vehicles not being used in an emergency

And a minor tweek to the existing land train exemption to tie it in to its licensing arrangement

To take forward amendments to the Experimental TRO will require approval from Cllr Merrett as Exec Member and either Richard Wood or Darren Richardson.

It should also be noted that by implementing an amendment the 6 months running of the experiment is restarted from the date of the amendment.

Bill has drafted up an amended Exp. TRO however now would be a good time to include any other amendments that have may have been discussed and agreed elsewhere. If there are no other amendments I will draft up a brief note on the above for approval.

Welcome all thoughts for/against/additions on the above. Thanks

xxxx | xxxx

t: 01904 55xxxx | e: xxxx@york.gov.uk

City of York Council | Network Management City and Environmental
Services | West Offices | Station Rise | York | YO1 6GA
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From: Wood, Richard
Sent: 06 September 2013 18:37
To: leader@york.gov.uk; Cllr Dave Merrett; Richardson, Darren; England, Kersten
Cc: Stephenson, Ruth; xxxx; Marshall, Leona; xxxx; xxxx; xxxx
Subject: Lendal Bridge - overview reflection

Dear All

There are many detailed issues that we are working our way through with the trial and Ruth, Xxx, Xxx and Darren are doing a good job with Xxx and Leona to work through these, including via twitter. We are being pragmatic, for example we are now close to devising a sound exemption for 9-16 passenger vehicles. Proactive traffic management is working well from the traffic control room and out on the ground (BBAF funded posts to the fore).

I have been out on site with Ruth this week, talking to the police officers and staff involved on the ground. I also take a regular check up with my park and ride driver at Grimston Bar!

All the detailed issues are important and will be addressed. Overlooking this I think there are three key issues that we need to address and we will be working on in particular.

1. Making people read signs. We have a comprehensive and legal signing approach. The police officers on the ground have confirmed this. Unfortunately the DFT traffic signs manual does not include a Las Vegas style illuminated/flashing finger that you can put above existing signs to say "read this sign". So Ruth is co-ordinating a signing review meeting next week to work this through. Extra AA signs are an option but the challenge of getting them read remains. Dave has suggested extra VMS, being looked at.

2. Sat-Navs. As expected many people are just following them, the Police have commented on this. We have tried hard to get this shown without success as its not 24hours. We will be remaking the case, including the police feedback and the fact that many of their customers are relying on their information and ending up in a "fined" situation.

3. Visitors and tourists. Linked to both above points. How can we do more to get the message out. Had a long discussion on site with Jane Grey. Ruth and Leona will co-ordinate a round table with Visit York to work this through.

It's still really early days but very encouraging initial feedback from bus operators and our network managers and controllers. Taking it week by week.

Regards

Sent from my iPad

From: Cllr. J. Alexander
 Sent: 20 September 2013 16:13
 To: Cllr. D. Merrett; Richardson, Darren; xxx
 Subject: Re: Amendment to the Lendal Bridge Experimental TRO

My view is that the trial cannot be restarted. Is there a way of ensuring such local operators are catered for in a new tro after the six months should the trial prove to be successful?

James

Sent from my iPad

On 20 Sep 2013, at 15:10, "Cllr. D. Merrett" <cldr.dmerrett@york.gov.uk> wrote:
 JAMES,

SNAG ON THR MINIBUS EXEMPTION - SEE BELOW. WHAT'S YOUR FEELING.

DAVE

Sent from Samsung mobile

----- Original message -----

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Subject: RE: Amendment to the Lendal Bridge Experimental TRO

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Welcome all thoughts for/against/additions on the above.

Thanks

xxxx | xxxx

t: 01904 55xxxx | e: xxxx@york.gov.uk

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Environmental Services | West Offices | Station Rise | York | YO1 6GA
Follow us on Twitter @york_travel | www.yorklive.info | www.york.gov.uk

From: Richardson, Darren
Sent: 05 September 2013 18:35
To: Cllr. D. Merrett
Cc: Cllr. T. Simpson-Laing; Cllr. J. Alexander; Marshall, Leona; Wharton, Nick; xxxx
Subject: Re: Bridge

Need to note actual levels are 5-600 of actual PCN's chargeable will get the stats for recent reduction just verbal at present. That said key issue is that the initial numbers coming through won't be charged, to give it time to settle down, will chat with Darren tomorrow.

Sent from my iPad

On 5 Sep 2013, at 18:09, "Cllr. D. Merrett" <cllr.dmerrett@york.gov.uk> wrote:
Transgressions on Lendal are falling from what Darren has said - but i have no figures (xxxx how significantly? ditto in regards to Coppergate).

Poss say we have been disappointed at the initial high level despite advertisements in the Press and local radio stations, an individual household level and city centre business leaflett delivery, and considerable extra signing well beyond the legal requirement. However the adherence to the new controls is improving ??significantly?? and we expect that to continue.

Dave

Sent from Samsung mobile

"Cllr. T. Simpson-Laing" <cllr.tsimpson-laing@york.gov.uk> wrote:
Wat do u want me to say. Happy to do but a bit tight 4 time to draught

Regards
Tracey

Sent from my Windows Phone

From: Cllr. J. Alexander
Sent: 05/09/2013 17:45
To: Wharton, Nick
Cc: Cllr. D. Merrett; Dave Merrett; Marshall, Leona; Cllr. T. Simpson-Laing
Subject: Re: Bridge
Suggest comment from Tracey

Sent from my iPhone

On 5 Sep 2013, at 17:24, "Wharton, Nick" <nick.wharton@york.gov.uk> wrote:
Or will see if Tracey can do,
N.

From: Wharton, Nick
Sent: 05 September 2013 17:23
To: Cllr. D. Merrett; 'Dave Merrett'
Cc: Cllr. J. Alexander; Marshall, Leona
Subject: FW: Bridge

Importance: High

Dave,

I have just picked this up but have to go and collect my son from nursery. My suggestion would be that you call Mark direct to give him a comment on this so we have some sort of response in tomorrow's paper. Looks like a common tactic of the Lib Dems sending out late releases.

I will text you to say this email has been sent.

N.

From: Mark Stead [mailto:mark.stead@nqyne.co.uk]
Sent: 05 September 2013 16:53
To: Wharton, Nick
Subject: Bridge

Nick, sorry about this but have only had the figures now. I realise it may be too late for a comment today, but at least I wanted to let you know we have these figures and will be running something tomorrow. I will be using the officers' comments about this matter, but if Dave would want to say anything, can it be sent both to me and to Gav?

Apologies.

Mark

Around 1,000 'non-authorized' vehicles per day crossed Lendal Bridge during the first week of its closure, according to figures obtained by the Liberal Democrats.

The figures cast doubt on the ability of the Labour run Council to enforce the controversial closure which came into effect last Tuesday.

In a chaotic U-Turn earlier this week the Council said it will not issue any £60 fines to the drivers who crossed Lendal Bridge during the first week of the closure after concerns that the signs alerting drivers were inadequate.

Meanwhile, new restrictions on Coppergate, which see the road reserved for buses, taxis and cyclists from 7am to 7pm instead of between 8am and 6pm, have seen 3,000 Penalty Charge Notices (PCN) generated in just two weeks.

Cllr Keith Aspden, Leader of the Liberal Democrat Group on City of York Council, commented:

"These figures are startlingly high and will lead to questions whether the Lendal Bridge closure is enforceable in the long-term. Clearly during the first week a huge number of drivers either ignored the rules or due to inadequate signs missed them. It is a chaotic state of affairs.

"If this pattern continues then it means that as well as causing traffic gridlock and hitting city-centre businesses the Council could be pocketing up to £420,000 a week in fines.

"Labour should also look again at the poorly advertised changes at Coppergate, which are currently acting as another cash-cow for the Council."

The Liberal Democrat Group is questioning who made the decision to introduce the first week 'amnesty' and write-off the fines. They are also asking for city-centre 'footfall' figures since the Lendal Bridge closure amid growing fears that it is already hitting traders in the city-centre. These figures are available on a daily basis to council officers and senior Labour Councillors; however, so far they have not been released.

Cllr Aspden commented:

"The Council now need to release the footfall figures so we can see what impact the closure is having on city-centre trade. Unfortunately, it is typical of this Labour Council that they took the decision to close Lendal Bridge without consulting local businesses and they are now refusing to release figures on the impact it is having on those businesses."

In the light of the statement made today regarding the "amnesty" I would be grateful to know why the media have been told this before Councillors.

Please accept my apologies, I do not know why that occurred.

I would still like to know the answers to my questions and how many transgressions there actually were and if any letters/tickets have already been issued.

In relation to Coppergate - Between 16th August and 1 September, Coppergate generated around 3000 PCNs. This does not mean that 3000 PCNs will be issued we are assuming a cancellation rate of about 10% of these for various reasons e.g. authorised vehicle, partial reading of number plate etc. The PCNs are still being processed but have started to be issued for Coppergate.

No PCNs have been issued for Lendal. The process of recording, reviewing, contacting the DVLA and issuing the PCN takes approximately 7-10 days and we did not start enforcing until 4th September.

Approximately 1000 non-authorised vehicles per day crossed the bridge in the first week (these figures were not checked and verified as we agreed an amnesty period and so we expect that the number of PCNs that would have been issued to be lower) The Police have been actively supporting staff with the closure this week and we have been advising vehicles to turn around and providing route guidance when required. We will continue to monitor to understand whether a week of Police support results in lower numbers of contraventions next week.

Am I correct in thinking that the Council is not processing the ANPR results and if not then who is? Imperial Civil Enforcement Solutions Ltd, Century House, 1 The Lakes, Northampton, NN4 7HD

Does the amnesty apply to Coppergate? No it has been enforced since 16th August

On a slightly different note can you give me daily pedestrian footfall figures for the City Centre for the first week of the trial, the week before and the week after. I am still awaiting the data and will forward on as soon as I have it.

Ruth Stephenson | Head of Sustainable Transport Service
t: 01904 551372 | e: ruth.stephenson@york.gov.uk
City of York Council | Sustainable Transport Service
West Offices | Station Rise | York YO1 6GA
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Mark Stead | Political Reporter

Newsquest (Yorkshire & North East) Ltd
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t: 01904 567156
e: mark.stead@nqyne.co.uk
<image001.png>

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Registered in England, number 3105111. Registered office: 58 Church Street,
Weybridge, Surrey KT13 8DP.

From: Cllr. J. Alexander
Sent: 26 September 2013 16:34
To: xxxx
Subject:Re: City of York Council statement: Lendal Bridge

Are you tweeting this out? I would like to retweet it

Sent from my iPad

On 26 Sep 2013, at 16:25, "xxxx" <xxxx@york.gov.uk> wrote:

26 September 2013
City of York Council Statement:

As the trial traffic restrictions on Lendal Bridge approach the first month of implementation, City of York Council is able to provide a brief summary of its performance before available data for September is published next week.

Overall the traffic network has responded well to the restriction, with preliminary results from automatic counters indicating decreases in traffic volumes on some key routes including Leeman Road and the A1237, against some increases on Foss Island Road and Clifton Bridge. Operators in the Council Traffic Control Centre have also optimised signal timings on key junctions to further improve the flow of traffic. The roads showing the best improvement in traffic flows are Gillygate, Clarence Street and Lord Mayors Walk.

More detailed traffic data will be published after month end and will also be available at the end of October after the traffic count surveys have been repeated.

There has been localised queuing on other junctions at certain times in the day and during York City FC match days, however these have responded positively to new traffic signal timings and will continue to be monitored. Elsewhere on the network the levels of congestion appear to be fundamentally unaffected by the restriction and are inline with traffic volume expectations during school term time.

With regards to signage, a comprehensive and DfT compliant scheme was implemented to inform drivers of the Lendal Bridge restriction, including its timings and that it is to be enforced by cameras. In addition, 34 AA advisory signs have been installed on the Inner Ring Road and key radials providing access into the city centre, both inside and outside of the Outer Ring Road. Following public feedback during the first few weeks of the trial, a further 18 AA advisory signs carrying more specific detail will be installed from early October. All of which are additional signs put in place to help all road users. A map showing the location of all 65 signs can be found at: www.york.gov.uk/citycentreimprovements

To further assist visiting drivers, Visit York recently sent out information to all their members to help them advise their customers of the restrictions over Lendal Bridge. The council is also launching a new online journey planner (available at www.itravel.york.info) that will present tailored transport options for journeys in and around York.

After the month end, the council will be providing more detail on improvements in bus journey times and reliability - two lead indicators for the trial's evaluation. In support of this objective and following public consultation, First Bus recently announced a series of substantial fare reductions to be implemented from 29 September.

ENDS

The council's five key priorities for 2011-2015 are:

- * ?Create jobs and grow the economy
- * ?Get York moving
- * ?Build strong communities
- * ?Protect vulnerable people
- * ?Protect the environment

The council's cabinet member for City Strategy is Councillor Dave Merrett on 07765558514

For further information please contact:

xxxx

Communications & Media

City of York Council

Tel: 01904 55xxxx

Mobile: xxxx

Fax: 01904 551064

From: Richardson, Darren
 Sent: 26 September 2013 09:40
 To: Cllr. D. Levene
 Cc: Cllr. D. Merrett; CYC Cabinet; OCE Communications
 Subject: Re: Communications update: 25 September 2013

I think that is a good and logical thing to do, I will get a view on the points Dave raises and suggest, with comms, how we deal with this.

Sent from my iPad

On 26 Sep 2013, at 09:36, "Cllr. D. Levene" <cldr.dlevene@york.gov.uk> wrote:

I think there's an argument for playing this totally straight: we asked the DVLA if we could do this, and they gave us incorrect info and said no. If you or officers had written this down in an email, release the email to the press to prove it.

Cllr David Levene
Ward Member for Heslington and Cabinet Member for
Environmental Services
cllr.dlevene@york.gov.uk
20 Bootham Crescent, York YO30 7AH

From: Cllr. D. Merrett
Sent: 26 September 2013 08:49
To: Richardson, Darren
Cc: CYC Cabinet; OCE Communications
Subject: RE: Communications update: 25 September 2013

Darren,

Did we actually robustly test the legal position with them in the first place? And how should we respond now – what's our argument against now doing it other than further embarrassment and confusion – especially given the info that the bulk of offenders appear to be non-York offenders without the local knowledge?

Dave

From: Richardson, Darren
Sent: 26 September 2013 07:26
To: Cllr. D. Merrett
Cc: CYC Cabinet; OCE Communications
Subject: Re: Communications update: 25 September 2013

This is a very unfortunate twist of DVLA detail. Good we did all our communications before this has emerged. Clearly if we are working on best available information, at the time, then we should not blame ourselves for it seems late DVLA clarification.

That said given the sensitivities around this it would have been helpful for me to deal with the comms bit, as it is an operational matter and I am happy to deal with the press on the operational complications as they arise.

We will make sure that is so.

Sent from my iPhone

On 25 Sep 2013, at 19:30, "Cllr. D. Merrett" <cllr.dmerrett@york.gov.uk> wrote:
Item 2 - how unhelpful. Another piece of incorrect initial advice from officers to an idea I originally asked about in regard to Lendal which could have significantly eased its introduction and which only gets corrected when someone external asks the question again!!! And I only find out from the comms team!!

Dave

Sent from Samsung mobile

----- Original message -----

From: "Marshall, Leona" <leona.marshall@york.gov.uk>

Date:

To: CYC Cabinet <cyccabinet@york.gov.uk>, CYC Management Team <cycmanteam@york.gov.uk>

Cc: OCE Communications <OCECommunications@york.gov.uk>, "Rush, Eoin" <eoin.rush@york.gov.uk>

Subject: Communications update: 25 September 2013

Hi all,

Please find today's update:

* We have sent the below comment to The Press and Minster FM in response to a letter by Julian Sturdy re the planning app to extend the Osbaldwick travellers site. We also added background details on some of the points raised by Mr Sturdy including crime, site management, fly tipping. Mike Slater, assistant director of City and Environmental Services, at City of York Council, said: "Planning legislation dictates that applications of this scale and character are normally determined by the local planning authority, in this case the council, regardless of whether the local planning authority is the applicant i.e. a new school. An exception would be where the Secretary of State has directed that they wish to determine the application, instead of the local planning authority. Normally only applications for large developments of regional or national significance are called in. At this moment in time the Secretary of State has not called in the Osbaldwick application. It should be borne in mind that the proposal is of a small scale (six additional caravan pitches with amenity buildings) and of purely local significance."

* Following an enquiry from Minster FM on Gillian Cruddas's suggestion that we should issued a yellow card, red card approach to Lendal Bridge, we have explained it was considered prior to the trial but the council was advised by the DVLA that we could only access their database to obtain addresses where we were intending to issue a charge in relation to an offence and not to issue warning letters.

Since then, the policy team at the DVLA have confirmed that it would be possible to issue warning letters if the intention was to prosecute any future offences and the original offence was not cancelled. However, by this point PCNs had already been issued and paid, Coppergate had been in operation for considerably longer and the decision was taken not to change the process. In addition to this, there is also a cost to the council for issuing warning letters which is not sustainable longer term.

* We have advised The Press that they should contact North Yorkshire Police and the RSPCA in regards to an incident which occurred early this week involving a crossbow attack on farmer's cattle on council owned land on Bootham Stray (adjacent to Rowntree factory).

* We've provided a comment from Cllr Alexander to OneandOther for their article on the latest research indicating that York has the second lowest shop vacancy rate to be found in any 'large centre' in the country. <http://www.oneandother.com/articles/york-leads-upturn-in-britains-high-streets/>.

* We've re-issued the release with photo's from today's launch of Parent Track in the city's Children's Centres. We also arranged an interview for Minster FM with a parent re: the challenges of parenting and available support in York.

- * We've also issued media releases on:
- * The sixth annual 'No Wrong Door' conference at York Racecourse next week (Friday 4th October) by YorOK;
- * CYC's Trading Standards successfully applying to the Magistrates court to return proceeds of crime to a victim for the first time;
- * National Local Democracy Week - the council and the University of York launching the country's first ever accredited Certificate in Local Government;
- * The Civic Party inviting budding artists to submit entries with Christmas sparkle for this year's Civic Christmas Card Competition;
- * Copmanthorpe's Neighbourhood Plan consultation (which starts today);
- * And York being the first UK city outside London to throw its hat into the ring to help shape a Nesta community initiative based on the successful US Cities of Service movement, which was launched in 2009 in New York by Mayor Bloomberg and has since spread to 169 cities across the United States.

Thanks,

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