

Notice of meeting of

Decision Session - Executive Member for Neighbourhoods and Housing.

To: Councillors Reid (Executive Member)

Date: Tuesday, 21 December 2010

Time: 4.00 pm

Venue: The Guildhall, York.

AGENDA

Notice to Members- Calling In:

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

10am on Monday 20th December 2010, if an item is called in *before* a decision is taken, *or*

4pm on Thursday 23rd December, if an item is called in *after* a decision has been taken.

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

1. **Declarations of Interest**

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

2. Minutes

(Pages 3 -
6)

To approve and sign the minutes of the meeting of the Executive Member Decision Session for Neighbourhoods and Housing held on 16th November 2010.

3. Public Participation - Decision Session

At this point in the meeting, members of the public who have registered their wish to speak at the meeting can do so. The deadline for registering is **5:00 pm on Monday 20th December 2010.**

Any written representations should be with Democratic Services by 5pm on Friday 17th December 2010.

Members of the public may speak on item on the agenda, an issue within the Executive Member's remit, or an item that has been published on the Information Log for the current session. There are no information only reports for this session.

4. Highway Maintenance, Advanced design on (Pages 7 - 22) programmes for 2011/12

This report outlines the preparation of the provisional highway maintenance surfacing programmes. It recommends and seeks approval to begin advanced design for a list of schemes in each category of work.

5. Update on Area Based Approach to (Pages 23 - 28) Installing Energy Efficiency Measures.

This report advises the Executive Member of the successful outcome of the area based home insulation scheme and the potential funding opportunities through the Community Energy Saving Programme to extend the scheme.

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

Democracy Officers:

Name: Laura Bootland

Contact Details:

- Telephone – (01904) 552062
- E-mail- laura.bootland@york.gov.uk

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

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

Contact details are set out above.

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If you would, you will need to:

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

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

Further information about what's being discussed at this meeting

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

Access Arrangements

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Holding the Executive to Account

The majority of councillors are not appointed to the Executive (38 out of 47). Any 3 non-Executive councillors can 'call-in' an item of business from a published Executive (or Executive Member Decision Session) agenda. The Executive will still discuss the 'called in' business on the published date and will set out its views for consideration by a specially convened Scrutiny Management Committee (SMC). That SMC meeting will then make its recommendations to the next scheduled Executive meeting in the following week, where a final decision on the 'called-in' business will be made.

Scrutiny Committees

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

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

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

Committee Minutes

MEETING	DECISION SESSION - EXECUTIVE MEMBER FOR NEIGHBOURHOODS AND HOUSING.
DATE	16 NOVEMBER 2010
PRESENT	COUNCILLORS REID (EXECUTIVE MEMBER)

22. DECLARATIONS OF INTEREST

The Executive Member was asked to declare any personal or prejudicial interests in the business on the agenda. None were declared.

23. MINUTES

RESOLVED: That the minutes of the Decision Session for Neighbourhoods and Housing on the 19th October be signed by the Chair as a correct record.

24. PUBLIC PARTICIPATION - DECISION SESSION

It was reported that there had been no registrations to speak under the Council's Public Participation Scheme.

25. AIR QUALITY GRANT UPDATE

The Executive Member considered a report which provided an update on the outcome of the recent Air Quality Support Grant (AQSG) applications made to the Department for Environment, Food and Rural Affairs (DEFRA). Three AQSG bids were made in relation to the council's ongoing Local Air Quality Management (LAQM) work. The report provided an overview of the planned expenditure of the AQSG to be accepted from DEFRA and a general update on local air quality management in York.

Officers outlined the report and advised the Executive Member that York had been awarded the fifth highest allocation of grants in the country, despite the amounts awarded being well below the amounts bid for.

RESOLVED: That Option A at paragraph 35 of the Officers report should be accepted and the Council should accept air quality grants from DEFRA totalling £77,090 and to request that York be considered for any further grant that may become available later in the year.

REASON: It represents the most appropriate way of funding the continuation of LAQM in the city and projects in relation to the Council's Low Emission Strategy. LAQM is a statutory undertaking that contributes towards the corporate priorities on Thriving City, Sustainable City and Healthy City.

26. MID SUMMER CLEAN-UP REVIEW AND LITTER POLICY

The Executive Member considered a report which summarised the work undertaken during June under the banner of the Mid Summer Clean Up Campaign. It outlined how Officers engaged with the voluntary sector and communities and how this led to the development of the proposed Anti-Litter Strategy.

Officers outlined the report and advised that the work undertaken built on the York Pride programme and that progress had been made towards the performance indicators and increasing the levels of satisfaction with local cleanliness.

A similar campaign would be run next year but in March and April and would be named the 'Spring Clean' which would again focus on the city centre, back lanes, riverside walks and open spaces. Officers advised that this campaign should be run in a more structured way and for a longer period of time alongside the anti litter policy.

The Executive Member was happy to approve the Spring Clean alongside the Anti-Litter Policy and hoped that the Press would be offering support for the campaign as they did for the Mid-Summer Clean Up.

RESOLVED: That the Executive Member endorsed the plan for a 'Spring Clean' Campaign for 2011 within the overall anti-litter policy statement.

REASON: There will be significant environmental and Safer City implications that will benefit the City and its residents.

27. HEALTH AND SAFETY RISK MANAGEMENT

The Executive Member considered a report which requested support for the Health and Safety Executives (HSE) published strategy 'Health and Safety of Great Britain – Be Part of the Solution'.

The health and Safety Commission and the Health and Safety Executive merged to form a single body, the Health and Safety Executive in April 2008. The newly formed body is responsible for promoting the cause of better health and safety at work within Great Britain. It continues to work in close partnership with local authorities. One of the first tasks that the newly formed HSE undertook was to consider the direction of health and safety in Great Britain and published the strategy document 'Health and Safety of Britain – be Part of the Solution'.

Officers advised that the Corporate Health and Safety Team focus their efforts on activities at work which pose the greatest risk and that pledging support for the strategy would confirm the Council's commitment to the promotion and application of sensible risk management.

The Executive Member commented that support for the strategy would be the sensible way forward.

RESOLVED: That the Executive Member pledges the Council's support for the HSE strategy document 'Health and Safety of Great Britain – Be Part of the Solution'.

REASON To demonstrate the Council's commitment to sensible health and safety risk management and to allow the Council's external health and safety team to comply with the requirements of the 'Section 18 Standard'.

28. RESPONSE TO PETITION ON WASTE PRESENTATION

The Executive Member considered a report which advised of the receipt of petitions from residents of the Holgate Ward regarding the presentation of waste at the front of houses. The report set out recommended actions in response to these petitions.

Officers advised that on the 15th July 2010 they were presented with 4 slightly different petitions all registering concern at the new refuse and recycling collection arrangements in the area. Initial consultation took place prior to 15th July 2010 and further consultation again on the 25th August in light of the petitions, to gather further information as to why the refuse arrangements were working in some streets and not others.

Following consultation, for streets in the Poppleton Road and Acomb area, there were 3 options for residents to choose from to identify their preference for how refuse should be collected and in the Leeman Road area residents were given 2 options as outlined in the report.

Officers advised that the new scheme is now up and running and are satisfied that they have worked alongside residents to deliver a service which best fits the area.

RESOLVED: That the Executive Member noted the work undertaken during the development of the recycling roll-out programme and the response to the petitions.

REASON: To address the issue raised by the petition through the implementation of a comprehensive and partnership approach to tackle the problem of waste presentation in the areas.

29. NEIGHBOURHOODS AND COMMUNITY SAFETY GROUP LEGAL ACTIONS

The Executive Member considered a report which reviewed the results of legal actions (prosecutions, cautions and fixed penalties) undertaken by Environmental Health, Trading Standards and Licensing Services in the Communities and Neighbourhoods Directorate for the period 1st July 2010 – 30 September 2010 and asked for approval for the continuation of the current enforcement policy.

Officers outlined the report, in particular a difficult case which had recently been unsuccessful. The Executive Member thanked the Officers involved for their hard work.

RESOLVED: That the Executive Member approved the report and the continuation of the current enforcement policy.

REASON: So that the Executive Member reviews formal enforcement activity undertaken by Environmental Health, Trading Standards and Licensing Services.

30. QUARTER 2 PERFORMANCE REPORT

The Executive Member considered a report which presented an overview of the key performance issues for the portfolio at Quarter 2. The report was for information only and had been brought to the meeting at the request of the Executive Member,

The report updated on the headline performance indicators for both the Neighbourhoods and Housing elements of the portfolio.

The Executive Member noted the report and thanked Officers for all their hard work.

RESOLVED: That the Executive Member noted the report.

REASON: To keep the Executive Member informed on key performance issues for the portfolio at Quarter 2 2010/11.

Councillor Reid, Chair

[The meeting started at 4.00 pm and finished at 4.35 pm].



Decision Session - Executive Member for Neighbourhoods and Housing

21 December 2010

Report of the Director of Communities and Neighbourhoods

HIGHWAY MAINTENANCE, ADVANCED DESIGN ON PROGRAMMES FOR 2011-2012

Summary

1. This report outlines the preparation of the provisional highway maintenance surfacing programmes. It recommends and seeks approval to begin advanced design for a list of schemes in each category of work.

Background

2. With the approval of next year's programme we can begin to carry out advanced design of some of the schemes and minimise any delay at the start of the year. This approach has proved very successful over the last ten years and it is proposed to continue with these arrangements. It is a requirement under the Traffic Management Act (TMA) 2008 to serve a minimum three months notice of intention to carry out major works.

Surveys

3. In order to produce the programmes of highway works for the next year information is drawn from a number of sources:
 - Visual safety survey of all our roads and footways.
 - Detailed condition survey of all our roads and footways.
 - UK PMS visual and machine surveys of all roads and approximately 22% of the footway network.
4. As in previous years we carried out a full coarse visual condition survey of all our roads and footways in June and July – “the annual condition survey”. This allowed us to grade them into three categories, grade 1 (good), grade 2 (average), and grade 3 (poor). By comparing with previous years’ survey results the survey informs us whether the condition of the city's infrastructure is improving or deteriorating and identifies those streets which need to be looked at more closely with regards to future maintenance schemes.
5. A number of modifications to the survey were introduced in 2010 as part of ongoing measures to improve the quality and efficiency of the data collection:
 - The survey was carried out by the highway asset team within highway maintenance services to provide a more consistent assessment of the condition

grading.

- The introduction of hand held technology was used to record the surveyed grading. The devices are mapped based and results can be displayed in a GIS format.
 - Survey results have been loaded into the computerized highway management system to improved quality and provide reporting functionality.
6. The use of hand held technology gave the opportunity to identify those sections of a street where the condition was variable along its length. Previously it was not possible to record differing condition grades and a more general assessment was given for the whole street. This modification will give an accurate measure of the length of each condition grade for both the footway and carriageway network.
 7. Changes in the survey method over the last 2 years mean that direct comparisons of recorded condition are not reliable. However, the results of the 2010 survey indicate an improvement in the overall condition of the roads and footpaths in York. The footways and unclassified roads show a steady improvement over the last 5 years, whilst the condition of the non principal (B and C) classified roads has remained steady. The proportion of principal (A) roads recorded in poor condition increased from last year, though the survey was carried out before the A19 (south) was resurfaced. This improvement in overall condition follows 2 years of significant additional investment in the road and footway network, together with an additional programme of large scale patching to repair the damage caused by last years severe winter weather.
 8. The results of the 2010 visual survey of the highway network are shown in Annex 1. The survey results will be made available on YorkMap following this Decision Session and a computer link will be sent to all members. The exact format for the survey in future years is under consideration in conjunction with national guidance and asset valuation financial reporting requirements.
 9. In August and September of 2010 a detailed condition survey was undertaken of all the following highways.
 - Streets identified as grade 3 by 2010 annual condition survey
 - Streets where the UK PMS survey showed that sections of them breached national intervention levels
 - Requests by Members
 - Requests by residents
 - Recommendations of the Council's Safety and Area Highway Reactive Inspectors along with other officers of the Council.
 10. Each road and footway is assessed and given a condition rating (score) based on engineering criteria and experience, with a treatment solution determined. The detailed condition survey is compiled into a listing, a copy of which will be available at the meeting.

11. Machine surveys to identify the skid resistance value and other highway defects of all principal roads and other classified roads are undertaken on an annual basis.
12. With all this condition information we are in a better position to identify where we should direct our maintenance activities and develop the programmes of work.

Programme Development

13. The standards we have adopted when improving the footway or road are that even though economic designs are required they should be to the highest possible standard of quality in terms of materials, surface evenness and value for money consistent with a whole life costing approach. We would expect that full thickness surfacing of the footways should last for at least 20 - 30 years depending on whether it is a bituminous surface or cementitious and that renewal of binder course and running course for roads should last around 20 years with only minimal repair work necessary provided they have not suffered damage from third parties in the intervening period.
14. The priorities for selection are based on a number of weighting factors: -
 - Condition - we try to achieve a reasonable balance between dealing with those roads and footways in the worst condition, i.e. structural maintenance and those where early preventative work will save more costly work in the future, i.e. preventative maintenance.
 - Safety - is the road or footway safe to use and will it deteriorate within the next twelve months to make it such that it becomes unsafe?
 - Location - is it near a school, elderly persons accommodation, public buildings, shops, post offices etc.?
 - Usage - is there a heavy use by pedestrians, cyclists, public transport?
 - Accident record - is there a history of pedestrian/vehicular traffic accidents, has there been a high level of third party highway insurance claims?
 - Hierarchy - the importance of the road and/or footway to the traffic management, public transport and the pedestrian priority route.
 - Affordability - the cost of carrying out the scheme when balanced against other potential schemes and the maintenance liability if left.
 - Structural and preventative - obtaining the right balance to extend the life of the asset. Achieving the right balance is difficult when the choices are so wide and there is insufficient funding to bring the whole infrastructure up to the desired standard in one year.
15. Our approach to preparing the programmes has been as follows:-
 - LTP funding is mainly restricted to the structural maintenance of the Council's classified roads and footways network
 - CYC funding is primarily targeted at local and residential roads and footways including the city centre.

- Over the last three years the funding split has been set at 50/50 on footways and roads. The survey results in Annex 1 and the Highway Asset Management Plan indicate that we need to invest more in our road network if we are to halt the deterioration. It is therefore recommended that the funding split be revised to 40/60 on footways and roads respectively. The provisional programme of works has been compiled on this basis, however, should the executive member approve an alternative split in the funding, this will be reflected in a revised programme of works that will be brought to Executive Member Decision Session in March 2011 as part of the Annual Highway Maintenance report.
 - The city centre, because of the high pedestrian use, should continue to receive special attention in the form of its own maintenance budget.
 - The government announced its comprehensive spending review on the 20th October 2010 and the base line reduction in the structural maintenance element of the integrated transport budget is in the region of 7% from the 2010/11 levels. In addition to the reduction in the overall budget there will be a data refresh and amendments to the funding allocation formula. At the time of writing this report the LTP structural maintenance allocation for the City of York Council (CYC) is unknown.
 - For the purpose of this report it is assumed that both the LTP and CYC capital funding levels will decrease by some 20 percent from those of 2010/11. The actual budget allocation will be confirmed in the annual highway maintenance report published in March 2011.
16. In terms of surface material choices the programmes are developed in accordance with the Council's current Paving Policy for footways. Although there is no similar approved policy for road surfaces materials, common practice has been developed which uses nationally recognised materials and techniques as follows:-
- Surface dressing on rural and minor residential roads where turning movements and event sections are minimal
 - Thin overlays on minor residential roads and junctions where turning movements are more numerous and severe
 - Bituminous macadam on more heavily trafficked roads
 - Asphalt on urban principal and urban classified roads
17. The choice of asphalt will very much depend on the scope of the work we are carrying out, in the main if there is a good foundation we will continue with the use of stone mastic asphalt as this does not require a chipping spreader and therefore means resurfacing can be carried out quicker, with less disruption and in a safe manner. However, where the base is not considered adequate for stone mastic asphalt then hot rolled asphalt will be the material of choice either 30% with pre-coated chippings or high stone content, 55% aggregate.

Proposals

18. Taking account of all the policies and procedures, the provisional programme and schemes are listed in Annexes 3 - 12.

19. Over the remaining part of this year Communities and Neighbourhoods will begin work preparing schemes so that an early start on construction can be made in the new financial year.
20. Any adjustments to the programme for next year as a result of changes in the LTP and CYC budgets will be reported to Members in the March Annual Highway Maintenance report.

Consultation

21. The Council's finance manager has read the report and is satisfied with its contents.

Options

22. There are no options applicable to this report as it only seeks approval for a programme of works.

Analysis

23. Due to paragraph 21 no analysis is required.

Corporate Priorities

24. Maintenance of the city's highways has a direct impact on several of the Council's corporate aims and priorities:
 - Decrease the tonnage of biodegradable waste and recyclable products going to landfill
 - Increase the use of public and other environmentally friendly modes of transport
 - Improve the actual and perceived condition and appearance of the city's streets, housing estates and publicly accessible spaces
 - Improve the health and lifestyles of the people who live in York, in particular among groups whose levels of health are the poorest.
 - Through the proposed schemes in this report Communities and Neighbourhoods support delivery of the Thriving City, Sustainable City, Safer City, Inclusive City and Effective Organisation themes from the corporate strategy.

Implications

Financial

25. The report has been prepared using the latest indications for the highway maintenance budget for 2011/12. However, there may be changes prior to the budget finally being approved at the Budget Council in February/March 2011. The Annexes can therefore only be classed as an indicative list only. Any adjustments to the budget for the next financial year will be reflected in the programme of work and reported to Members in the March 2011 Annual Highway Maintenance report.

Human Resources (HR)

26. Staff from Communities and Neighbourhoods will be engaged in the detailed design and management of the programme of works. The quantity of work, comparable with previous years, will not impact on staffing levels.

Equalities

27. There are no equalities implications. The Council in its capacity as the Highway Authority has a duty under Section 41 of the 1980 Highways Act to maintain the public highway.

Crime and Disorder

28. There are no crime and disorder implications.

Information Technology (IT)

29. There are no IT implications in this report.

Property

30. There are no property implications.

Other

31. There are no other implications in this report.

Risk Management

32. In compliance with the Council's risk management strategy, the main risks that have been identified in this report are:

- Strategic Risk, arising from judgements in relation to medium term goals for the service
- Physical Risks, arising from potential underinvestment in assets
- Financial Risk, from pressures on budgets
- People Risks, affecting staff if budgets decline

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

Recommendations

33. The Executive Member is recommended to:
- note the results of the 2010 condition surveys on the city's roads and footways.
 - approve the split in funding between footways and roads on a 40/60 basis.

- approve the provisional programme of work listed in Annex 3 - 12 of this report.

Reason: To ensure the Highway Maintenance budget is expended in the most cost effective way based on the Council's assessed priorities and approved policies.

Contact Details

Author:

Andy Binner
Head of Highway Infrastructure
Tel : (01904) 553231

Chief Officer Responsible for the report:

Sally Burns
Director of Communities & Neighborhoods

**Report
Approved**



Date 03/12/2010

Specialist Implications Officer(s)

Implication: Financial
Name: Rachel Harrison
Title: Finance Manager, Communities and Neighbourhoods
Tel No: 553210

Wards Affected:

All

For further information please contact the author of the report

Background Papers:

There are no background papers

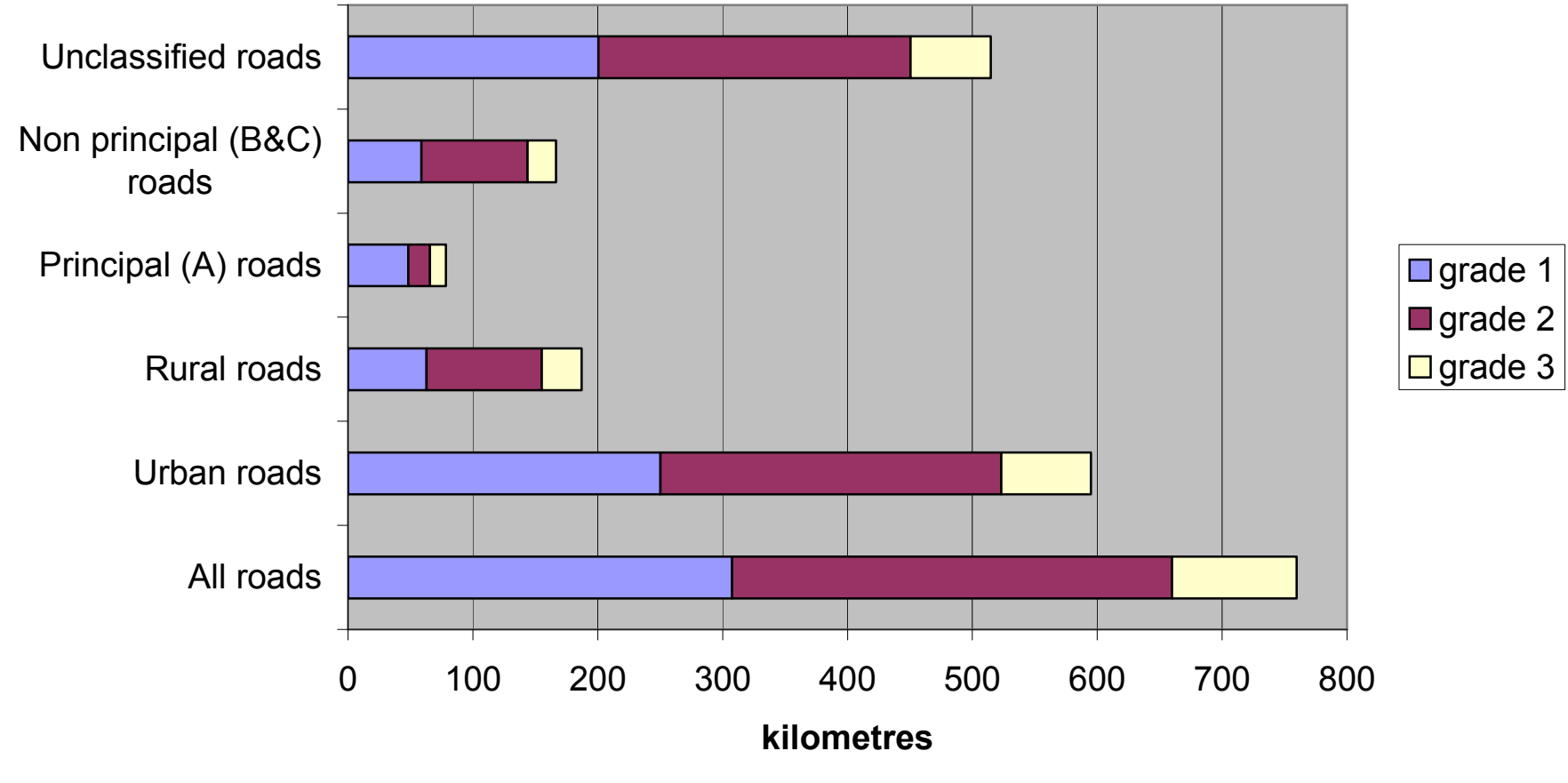
Annexes

- Annex 1 - Results of the 2010 Highway Condition Survey
- Annex 2-12 - 2011/12 Advance Design Programmes

	% Grade 1 - Condition Good						% Grade 2 - Condition Average						% Grade 3 - Condition Poor					
	2005	2006	2007	2008	2009	2010	2005	2006	2007	2008	2009	2010	2005	2006	2007	2008	2009	2010
All roads	29	26	28	27	34	41	52	57	56	57	48	46	19	17	16	16	18	13
All footways	30	31	31	30	38	45	62	62	62	62	55	52	8	7	7	8	7	3
Urban roads	29	28	29	28	38	43	54	57	56	57	45	45	17	15	15	15	17	12
Rural roads	28	22	26	24	22	34	47	55	55	57	57	49	25	23	19	19	21	17
Principal roads	35	34	30	27	33	62	49	51	59	63	54	22	16	15	11	10	13	16
Non-principal roads	35	28	32	30	28	35	48	58	56	56	54	51	17	14	12	14	18	14
Unclassified roads	26	25	27	26.5	36	39	54	57	55	56.5	45	49	20	18	18	17	19	
Community footpaths	16	27	31	39	28	42	81	67	63	57	67	52	3	6	6	4	5	
Back Lanes	12	11	13	15	25	26	68	70	67	65	64	57	20	19	20	20	12	

	% Grades 1 and 2 - Satisfactory						% Grade 3 - Condition Poor											
	2005	2006	2007	2008	2009	2010	2005	2006	2007	2008	2009	2010						
All roads	81	83	84	84	82	87							19	17	16	16	18	13
All footways	92	93	93	92	93	97							8	7	7	8	7	3
Urban roads	83	84	85	85	83	88							17	15	15	15	17	12
Rural roads	75	77	81	81	79	83							25	23	19	19	21	17
Principal roads	84	85	89	90	87	84							16	15	11	10	13	16
Non-principal roads	83	85	88	86	82	86							17	14	12	14	18	14
Unclassified roads	80	82	82	83	81	88							20	18	18	17	19	12

Highway Condition Survey 2010



Estimated Capital Budget Allocation 2011/12

LTP Allocation 2011/12	£1,284,000
CYC Capital – R&R	£1,000,000
CYC Capital – Bridge Maintenance	£160,000
	£2,444,000

Deduct	
Bridge Maintenance (CYC)	£160,000
Street Lighting (LTP)	£68,000

Balance	£2,216,000
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R&R Budget Allocation

40/60 Split between Footway & Carriageway/Drainage	
Carriageway & Drainage	£1,330,000
Footway	£886,000

R&R Scheme Allocation

Carriageway Schemes from LTP funding	£866,000
Footway Schemes from LTP funding	£350,000
Carriageway & Drainage Schemes from CYC Capital funding	£464,000
Footway Schemes from CYC Capital funding	£536,000
Balance	£2,216,000

Estimated Revenue Budget Allocation 2011/12

Carriageway Surface Dressing	£149,000
Footway Slurry Sealing	£55,000
Balance	£204,000

Total Budget	£2,420,000
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ANNEX 3**LTP - Principal Roads Advanced Programme 2011/12**

	Road	Ward	Estimate (£)
1.	A166 Stamford Bridge Road (Part)	Derwent	51,250
2.	A1036 Malton Road (Part)	Heworth Without	147,000
3.	A19 Selby Road (Part)	Fulford	70,250
		Total	<hr/> 268,500

ANNEX 4**LTP - Non Principal Roads Advanced Programme 2011/12**

	Road	Ward	Estimate (£)
	B Roads		
1.	B1224 Wetherby Road (Part1)	Rural West York	18,250
2.	B1224 Wetherby Road (Part2)	Rural West York	14,500
3.	B1227 Micklegate (Part)	Micklegate	81,000
4.	B1228 Elvington Lane (Part)	Wheldrake	99,750
5.	B1227 Clifford Street	Guildhall	110,000
6.	B1228 Elvington Lane (Part)	Derwent	97,000
	C Roads		
1.	C308 Naburn Lane (Part)	Wheldrake	14,750
2.	C300 Howden Lane (Part)	Wheldrake	15,250
3.	C408 Tang Hall Lane (Part)	Hull Road	75,250
4.	C413 Thanet Road (Part)	Dringhouses & Woodthorpe	37,000
5.	C90 Sheriff Hutton Road (Part)	Strensall	34,750
		Total	<hr/> 597,500

LTP - Footway Advanced Programme 20011/12

	Road	Ward	Estimate(£)
A Roads			
1.	A1036 Bishopgate Street (Part)	Micklegate	9,500
2.	A1036 Tower Street (Part)	Guildhall	13,000
B & C Roads			
1.	B1222 York Road (Part)	Wheldrake	48,500
2.	C419 Water Lane (Part)	Skelton, Rawcliffe & Clifton Without	9,000
3.	Leeman Road (Part)	Holgate	12,500
4.	Huntington Road (Part)	Huntington & New Earswick	9,000
Unclassified			
1.	Chatsworth Terrace (Part)	Holgate	16,000
2.	Danebury Drive (Part)	Acomb	14,000
3.	Osbalwick Lane (Part)	Osbalwick	90,000
4.	Lansdowne Terrace (Part)	Hull Road	8,000
5.	School Lane (Part)	Bishopthorpe	35,000
6.	Harington Avenue	Hull Road	57,000
7.	Shipton Road (Part)	Skelton, Rawcliffe & Clifton Without	19,000
8.	Heslington Close (Part)	Fulford	9,500
Total			350,000

ANNEX 6**CYC Capital - Local Roads Advanced Programme 2011/12**

	Flexible Construction	Ward	Estimate (£)
1.	Burton Stone Lane (Part)	Clifton	29,000
2.	Hempland Lane (Part)	Heworth	100,000
3.	Tranby Avenue (Part)	Osbaldwick	120,000
4.	Fordlands Road (Part)	Fulford	15,000
			Total 264,000

	Rigid Construction	Ward	Estimate (£)
1.	Bramham Road	Westfield	7,000
2.	Flaxman Avenue	Hull Road	12,250
3.	Navigation Road	Guildhall	35,500
4.	Heslington Croft	Fulford	8,250
			Total 63,000

ANNEX 7**CYC Capital - Surface Dressing Advanced Programme 2011/12**

	Carriageway	Ward	Estimate (£)
1.	A1237 A59 Rbt to A19 Rbt	Rural West York	54,000
2.	B1222 Naburn Lane (Part)	Fulford	29,000
3.	Stockton Lane (Part)	Heworth Without	26,000
			Total 109,000

ANNEX 8**CYC Capital - Footway Advanced Programme 2011/12**

	Road	Ward	Estimate (£)
1.	Acorn way	Dringhouses & Woodthorpe	62,000
2.	Moorcroft Road (Part)	Dringhouses & Woodthorpe	30,500
3.	Rawcliffe Drive (Part)	Skelton, Rawcliffe & Clifton Without	34,000
4.	Eastholme Drive (Part)	Skelton, Rawcliffe & Clifton Without	57,500
5.	Dennis Street	Guildhall	4,500
6.	Brockfield Park Drive (Part)	Huntington & New Earswick	18,000
7.	Burnholme Drive (Part)	Heworth	56,000
8.	Fosten Grove	Heworth	16,000
9.	Highmoor Road	Dringhouses & Woodthorpe	21,250
10.	Abbots Gait (Part)	Huntington & New Earswick	14,000
11.	Fulford Cross	Fishergate	45,000
12.	Fordlands Road (Part)	Fulford	54,000
13.	Howe Hill Road (Part)	Holgate	24,500
14.	Ox Carr Lane (Part)	Strensall	19,250
15.	Church Lane Remote Footway (Part)	Haxby & Wigginton	41,250
		Total	<hr/> 497,750

ANNEX 9**CYC Capital - Footway Advanced Slurry Sealing Programme 2011/12**

	Road	Ward	Estimate (£)
1.	Bowland Way/Coldbeck Close	Skelton, Rawcliffe and Clifton Without	5,250
2.	Beckfield Lane (Part)	Acomb	20,250
3.	Coniston Drive	Hull Road	1,750
4.	Foxwood Lane (Part)	Westfield	7,000
5.	Huntsman Walk	Westfield	4,000
		Total	<hr/> 38,250

ANNEX 10**CYC Capital - Drainage Programme 2011/12**

	Road	Ward	Estimate (£)
1.	Various Issues	Various	28,000
			Total 28,000

ANNEX 11**CYC Revenue - Surface Dressing Advanced Programme 2011/12**

	Road	Ward	Estimate (£)
1.	C301 Wheldrake Lane	Wheldrake	97,500
2.	Brackenhills	Rural West York	9,000
3.	Dikelands Lane	Rural West York	19,500
4.	Old Moor Lane	Dringhouses & Woodthorpe	11,000
5.	Field Lane Access Road	Heslington	12,000
			Total 149,000

CYC Revenue – Slurry Sealing Advanced Programme 2011/12

	Road	Ward	Estimate (£)
1.	Broome Close	Huntington & New Earswick	750
2.	Broome Road/Way	Huntington & New Earswick	2,750
3.	Garth Road (Part)	Huntington & New Earswick	2,000
4.	Briergate	Haxby & Wigginton	8,500
5.	Springwood	Haxby & Wigginton	3,000
6.	Appleby	Haxby & Wigginton	2,750
7.	Pinelands	Haxby & Wigginton	2,750
8.	Bracken Close	Huntington & New Earswick	1,500
9.	Fern close	Huntington & New Earswick	1,500
10.	Greenn Way	Huntington & New Earswick	750
11.	Greenacres	Huntington & New Earswick	6,500
12.	Lea Way	Huntington & New Earswick	7,250
13.	Moor Way	Huntington & New Earswick	1,000
14.	Wood Way	Huntington & New Earswick	4,500
15.	Woodland Way	Huntington & New Earswick	9,500
		Total	<hr/> 55,000



Executive Member Decision Session- Neighbourhood Services (Including Housing)

21st December 2010

Report of the Director of Communities & Neighbourhoods

Area based home insulation scheme - Update

Summary

1. This report advises the Executive Member of the successful outcome of the area based home insulation scheme and the potential funding opportunities through the Community Energy Saving Programme to extend the scheme.
2. It advises that there is significant work currently being undertaken by Leeds City Region on the Domestic Energy Efficiency Programme (DEEP) which if successful will have a positive impact on any future area based insulation work undertaken by the council.

Background

3. In December 2008 members asked officer to develop an area-based insulation scheme aimed at improving energy conservation standards in homes in the city and agreed to funding of £100k in for the works to be carried out during 2009/10. A further £25k was allocated for 2010 to complete the areas identified and to extend the scheme in to the Guildhall ward. Carbon Emissions Reduction Target (CERT)¹ funding, funding allocations from the Regional Housing Board along with government grants (Warmfront) to install **free loft insulation and cavity wall insulation** (where appropriate) in all **private** homes in the eligible areas along with Community Energy Savings Programme (CESP) funding² supplements this funding.
4. It was initially agreed to targeted the scheme, having regard to the fuel poverty report and the private sector stock condition survey, at the wards with the lowest Standard Assessment Procedure (SAP)³ ratings and highest levels of fuel poverty, Fishergate, Hull Road & Guildhall Wards.

¹ The Carbon Emissions Reduction Target (CERT) - came into force on the 1 April 2008 and will run until 2011. The programme sets an obligation on energy suppliers, with 50,000 or more domestic customers to reduce carbon dioxide emissions, by promoting energy efficiency and micro renewables to domestic energy users.

² The Community Energy Saving Programme (CESP) has been created as part of the government's Home Energy Saving Programme. It requires gas and electricity suppliers and electricity generators to deliver energy saving measures to domestic consumers in specific low-income areas of Great Britain. CESP has been designed to promote a 'whole house' approach and to treat as many properties as possible in defined areas.

³ SAP is the Government's Standard Assessment Procedure for Energy Rating of Dwellings. SAP 2005 is adopted by government as part of the UK national methodology for calculation of the energy performance of buildings.

5. We have now completed the Fishergate ward and almost completed the Hull Road ward.

Phase	Timetable	Area
Phase 1	September 2009	Fishergate /Hull Road 759, 807, 840
Phase 2	November/ December 2009 -	Fishergate /Hull Road Area - 631, 753, 655
Phase 3	May 2010	Fishergate /Hull Road 560, 791
Phase 4	July/ August 2010	Fishergate /Hull Road Areas 554, 672
Phase 5	September 2010	Guildhall Areas 871 and 996
Phase 6	October 2010	Hull Road Area 564 (CESP funded area)

6. The scheme is run by a unique partnership of the Energy Partnership, the Energy Savings Trust advice centre and the Neighbourhood Management Unit
7. Only **private homes** benefit from this scheme. The Neighbourhood Management Team contacts each eligible householder. Initially through a short leaflet asking householders to contact Energy Savings Trust advice centre on their free phone number.
8. Where the resident either asks for a visit someone from the NMU will visit the home and complete a short questionnaire. This ensures that we are reaching as many eligible householders as possible. Using the information we then arrange through the Energy Partnership the free installation of loft and/or cavity wall insulation where it is practicable.
9. The outcomes for individual residents are that:
- All residents are able to receive free advice and where they either complete a questionnaire they receive a personalised report offering them advice how to improve the energy efficiency of their home.
 - Eligible residents will benefit from free loft and/or cavity wall insulation if appropriate. To date more than **791 householders** have had measures (**advice, loft and /or cavity wall insulation installed**)
 - The Neighbourhood Management Unit have also found that residents often ask a range of questions, as a result of which residents have been referred to other services
10. The City of York council benefits in that the information collated helps to report back not only measures installed but also it delivers a reduction
-

- a) in fuel poverty and
 - b) CO2 emissions (such savings benefit and contribute to the city's Climate Change Framework and Action Plan)
11. Households that spend more than 10% of their income on keeping warm are deemed to be fuel poor. Whilst the incidence of fuel poverty in York is lower than that found nationally our stock condition survey found that these areas had the highest rates. By providing loft and cavity wall insulation it is estimated that each year a household can save more than £200 per year in reduced fuel bills.
 12. In 2008, 37% of York's CO2 emissions were from domestic sources (source DECC 2010). This equates to approximately 436,000t of CO2 emissions. The Area based scheme through each measure installed can also contribute to CO2 savings for the city. It is estimated that the scheme has resulted in a 17,882t (4.1%) reduction of CO2 emissions. Such a scheme therefore supports delivery of the climate change framework (2010-2015) and action plan (2010-2013) and also the Sustainable Community Strategy – Sustainable City Chapter (2008).
 13. Phase 6 will be different to previous phases, as it will seek to gather sufficient information to ascertain whether a:
 - a) Community Energy Saving Programme (CESP) bid should be submitted in the only qualifying super output area in the city. CESP is a programme, which allows a council to work with an energy supplier to look at whole house solutions in areas where there are low income. The scheme particular focuses on those measures, which can make a substantial difference to a household CO2 emissions (not just loft or cavity wall insulation). However the Executive member may want to note that officers are envisaging that if a CESP bid is to be successful that it will require more project management time than previous phases due to the housing stock (an area with a high level of houses with non traditional – construction) and also it will require some match captial funding.
 - b) Following a successful bid to Department of Energy & Climate Change (DECC) as part of the Leeds City Region's (LCR) project work on Domestic Energy Efficiency Programme (DEEP) the survey will also help to collect information which will test some of the principles (highlighted below) in particular the survey collection stage

Domestic Energy Efficiency Programme

14. As part of the Leeds City Region a project is being led by Bradford City Council, called the Domestic Energy Efficiency Programme (DEEP). The DEEP aims to provide
 - Quality information to each house using a whole house carbon saving approach
 - Transparency of any subsidy or access to 'Pay As You Save' opportunities to allow customer to decide best value for themselves

- Maximising customer choice including which carbon saving measure(s), when they have the measure installed and who installs the measure
 - Supporting small and large businesses create quality jobs in the local low carbon economy
 - Reducing the market costs of low carbon technologies for householders
15. A small project group of officers (including York) along with representatives from the Energy Savings Trust, National Energy Action are helping to develop the business case and financial plan. It is intended that a Regional Growth Fund (RGF) will be submitted in the New Year. A further report will be brought to the Executive Member confirming the outcome the survey work in the possible CESP funded area and the RGF bid, to advise the of the implications of any funding opportunities.

Consultation

16. The existing area based insulation scheme was agreed through the development of the private sector housing strategy. Part of the survey work for the CESP funded scheme will include feedback from residents.

Options

17. Option 1 – To agree that officer continue to work as part of the LCR to submit a bid to the Regional Growth Fund to support the development of the Domestic Energy Efficiency Programme.
18. Option 2 – To not support the bid for Regional Growth Funding.

Corporate Priorities

19. The council's corporate strategy identifies wanting to make York an Inclusive city, sustainable city and Healthy City as a priorities. Ensuring any risk to health as a result of fuel poverty clearly and supports these and by having a single point of contact supports the Effective Organisation priority.

Implications

20. The implications arising from the report are:
- **Financial** – Funding of the current area based scheme for capital works is through the capital programme currently £148k has been allocated. This year the revenue costs to support the Neighbourhood Management Unit work will be funded from within existing budgets. The full cost implications of the CESP funded area and DEEP project will be reported when the detailed business case stages have been completed.
 - **Human Resources (HR)** - None
 - **Equalities** - None
 - **Legal** – None

- **Crime and Disorder** - None
- **Information Technology (IT)** - None
- **Property** - None
- **Other** - None

Risk Management

19. The risks associated with the proposals in this report are low and score less than 16. In compliance with the Council’s risk management strategy there are no direct risks.

Recommendations

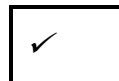
20. That the Executive Member notes the information in this report and approves Option 1 and gives authority to officers to seek further funding opportunities through CESP and the RGF for the Domestic Energy Efficiency Programme.
Reason: To ensure that the council meets its fuel poverty and sustainability targets

Contact Details

Author:
Ruth Abbott
Housing Standards &
Adaptations Manager

Chief Officer Responsible for the report:
Steve Waddington
Assistant Director – Housing & Public Protection

**Report
Approved**



Date 10th Dec 2020

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

All

For further information please contact the author of the report

Annexes – 1

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