



**Notice of a public meeting of  
Economic Development and Transport Policy and Scrutiny  
Committee**

- To:** Councillors Cuthbertson (Chair), D'Agorne (Vice-Chair), Cullwick, Gates, Looker, D Myers, K Myers and Wartors
- Date:** Wednesday, 10 May 2017
- Time:** 5.30 pm
- Venue:** The Thornton Room - Ground Floor, West Offices (G039)

**AGENDA**

**1. Declarations of Interest**

At this point in the meeting, Members are asked to declare:

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

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

**2. Minutes (Pages 1 - 6)**

To approve and sign the minutes of the last meeting of the Economic Development & Transport Policy & Scrutiny Committee held on 8 March 2017.

**3. Public Participation**

It is at this point in the meeting that members of the public who have registered their wish to speak can do so. The deadline for registering is **5:00pm on Tuesday 9 May 2017**. To register please contact the Democracy Officer for the meeting, on the details at the foot of this agenda.

## **Filming, Recording or Webcasting Meetings**

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- 4. Report of York Civic Trust - Proposed Transport Policy**  
(Pages 7 - 48)  
This report informs the Economic Development & Transport Policy & Scrutiny Committee of the findings from York Civic Trust workshops focusing on a future transport policy for the City.
- 5. Annual Report from Make it York** (Pages 49 - 66)  
This report and its annex updates Members of the Economic Development & Transport Policy & Scrutiny Committee (EDAT) on the progress being made by Make it York (MIY).
- 6. Six Monthly Report on Major Projects** (Pages 67 - 96)  
This report provides Members of the Economic Development and Transport Policy and Scrutiny Committee with an overview and update on major projects currently being progressed in the City. This includes major transport initiatives.

- 7. Economic Strategy Update** (Pages 97 - 102)  
This report provides an update for the committee on progress of the key actions outlined in York's Economic Strategy 2016-20.
- 8. Air Quality Scoping Report** (Pages 103 - 114)  
This report presents the Economic Development & Transport Policy & Scrutiny Committee (EDAT) with information to help members decide ways to progress a scrutiny review into air quality in the city.
- 9. Update Report on Implementation of Recommendations from Grass Verges Scrutiny Review** (Pages 115 - 126)  
This report provides Members with the first update on the implementation of recommendations (Appendix A) arising from the previously completed Protection of Grass Verges Scrutiny Review.
- 10. Urgent Business**  
Any other business which the Chair considers urgent under the Local Government Act 1972.

Democracy Officer

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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 and
- For receiving reports in other formats

Contact details are set out above.

**This information can be provided in your own language.**

我們也用您們的語言提供這個信息 (Cantonese)

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

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

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

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

 **(01904) 551550**

City of York Council

Committee Minutes

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Meeting	Economic Development and Transport Policy and Scrutiny Committee
Date	8 March 2017
Present	Councillors Cuthbertson (Chair), D'Agorne (Vice-Chair), Cullwick, Looker, D Myers, K Myers, Warters and Richardson (Substitute for Councillor Gates)
Apologies	Councillor Gates

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#### **40. Declarations of Interest**

Members were asked to declare any personal interests not included on the Register of Interests or any prejudicial or disclosable pecuniary interests which they may have in respect of the business on the agenda.

During discussion of Item 45. Castle Gateway Project Councillors Cuthbertson and Gates declared a non-pecuniary interest as they were council appointed trustees of York Museums Trust.

#### **41. Minutes**

Resolved: That the minutes of the meeting of 18 January 2017 be approved as a correct record and then signed by the Chair.

#### **42. Public Participation**

It was reported that there had been one registration to speak at the meeting under the Council's Public Participation Scheme on the following item.

##### 8. Air Quality Report

Mr Dave Merrett spoke on issues relating to Air Quality and Public Health and the failure to implement a Clean Air Zone (CAZ).

**43. 2016/17 Finance and Performance Monitor 3 Report – Economic Development and Transport**

Members considered a report which provided details of the 2016/17 forecast outturn position for both finance and performance across services within the Economy and Place Directorate. The paper incorporated data to December 2016, as reported to the Executive on 9 February 2017.

Officers gave a brief background to the report and answered Member questions stating that:

- The recent statutory increase in planning fees would be used to improve the speed with which applications were handled.
- Penalty charges were not included in the figures for parking operations.
- The roll out of fibre optic in the City would undoubtedly have an impact on roads and pathways, however CYC were satisfied that, after completion of works, they would be left in a condition which met statutory requirements.
- It was too early to tell what the impact of increased business rates would be.

In response to a question on the gender pay gap it was suggested that an Economic Strategy & Policy Officer provide an update for the next meeting.

Resolved: That the report be noted.

Reason: To update the scrutiny committee of the latest finance and performance position.

**44. York Business Improvement District**

Members considered a report which provided an update on the work of the York Business Improvement District (BID).

The Executive Director of York BID was in attendance and provided further information on the issues raised at the meeting in September 2016, as outlined in paragraph 5 of the report.

During discussion with members the following answers were given:

- There were no major overlaps in street cleansing with the work already undertaken by the Council. Businesses could call if there were cleanliness issues outside of their premises. Deep cleansing generally took place in the evenings.
- In relation to aggressive begging and 'chugging', BID rangers had been trained to deal with these issues and ways to tackle them were currently being trialled. The main remit of the BID rangers was prevention and there had been discussion of the possible promotion of river safety and the use of taxi rank marshals.
- Additional recycling bins were being discussed and there would be a further meeting later in the month to progress this.
- BID were supporting Make It York to add value to existing events and festivals – for instance sponsoring ice sculptures on streets with less footfall to encourage more visitors.
- 'Indie York' was not being led by the BID but they were fully supportive of this initiative to promote the City's independent offering.
- Provision of additional street furniture and secure cycle racks was also under discussion.
- Employee salary details were confidential but they were currently meeting or exceeding the living wage.
- There appeared to be no general consensus among BID members as to the impact of the 'A Board' ban.
- The 'Winter Lights' would be in place again from November 2017 to February 2018 after the success of 2016/17. The BID funded lights on the medieval Bars and are looking to extend the Winter Lights programme.

Resolved: That the update on the work of York Business Improvement District be noted.

Reason: To inform the committee on the progress of the York BID.

#### **45. Castle Gateway Project**

Members considered a paper which presented the report on the Castle Gateway project that had been considered by the Executive at their meeting in January 2017. Members were invited to consider the economic development and transport implications of the recommendations that had been set out in the report, all of which had been approved by the Executive.

Members were also asked to identify any area of ongoing scrutiny.

Officers gave a brief background to the report and in response to Member questions stated:

- The Foss Basin had been identified as an area that could be put to greater use. The Environment Agency were advising on use of this area more widely.
- In terms of traffic on Tower Street, this issue would be dependant on the location of replacement car parks.
- Governance arrangements for the development were yet to be finalised.
- It was important that there be urban accommodation alongside commercial properties within the area to create the right balance in the heart of the City.

Resolved: That the report be noted.

Reason: To enable the committee to consider the Executive approval for the vision and delivery of the Castle Gateway regeneration project.

#### **46. Update on Access Fund York Project and CITS Grant**

Members considered a report which outlined key elements in York's Access Fund Project and which identified ways in which the work to be undertaken would enable better traffic flow, reduce pollution and support modal shift to sustainable forms of transport. It was noted that the impact on air quality would be particularly relevant to potential future scrutiny reviews.

Officers gave a brief background report and answered questions from Members. They clarified that vehicles could be fitted with connectivity technology. This would allow smoother transitions which would have a positive effect on air quality and maintain the momentum of traffic flow. Just 10% connectivity would be enough to allow a more efficient flow of traffic.

Resolved: That the report be noted.

Reason: To inform Members of Access Fund York 2017-2020 and the Cooperative Intelligent Transport System.



#### **47. Air Quality Report**

Members considered a report which presented information on a Motion around Air Quality which had been submitted to Council for consideration in accordance with Standing Order 23.1. The Motion was detailed in paragraph 5 of the report.

Officers gave a brief background to the report and explained that the motion had originally been referred to CSMC, ahead of Members deciding that it was best considered by this Committee, given their level of expertise and the regular Air Quality reports they received.

The Corporate Director of Economy and Place reiterated to Members that it was important that the motion be dealt with by a committee who had the expertise to understand the impact it may have. It was therefore recommended not to refer the motion back to Council until a cost benefit analysis had been considered.

In response to questions from members Officers stated:

- The implementation of a Clean Air Zone (CAZ) would be subject to an Economic Impact Test.
- Park & Ride buses in the City met Euro 6 emission standards.
- York tour buses were in the process of being retrofitted to meet Euro 6 standards.

Members then considered the options that were available to the Committee, as detailed in paragraphs 6 and 7 of the report.

Resolved: That;

1. Members agree the Motion raises issues that require further and more detailed scrutiny and agree to initiate a scrutiny review.
2. A Task Group be formed to undertake this review, comprising of Councillors D. Myers, D'Agorne, Cuthbertson and Richardson.

Reason: To ensure air quality issues affecting the city are given the due consideration they require.

#### **48. Impact of the Arts and Culture Sectors on the Economy of York**

Members considered a report which provided the information gathered to date by the Task Group set up to examine the Impact of the Arts and Culture Sectors on the Economy of York.

Councillor Looker gave a brief update on the work of the Task Group. Members were invited to suggest any additional organisations which might make useful contributions to the review.

Resolved: That;

1. The work on the review to date be noted.
2. To enable there to be meetings with the remaining consultees, the review be carried over into the new municipal year.

Reason: To enable the Task Group to proceed with work on the agreed scrutiny review.

#### **49. Work Plan**

Members gave consideration to the committee's work plan for 2016/17.

Resolved: That the work plan be approved subject to the following:

- Air Quality Task Group report back (May)
- Verbal report back on progress towards Modal Shift Scrutiny Review (May)

Reason: To ensure that the committee has a planned programme of work in place.

Councillor Cuthbertson, Chair

[The meeting started at 5.35 pm and finished at 8.25 pm].

**Economic Development & Transport Policy & Scrutiny Committee**

10 May 2017

York Civic Trust's Policy on Transport for the City of York.

**Summary**

1. This report informs the Economic Development & Transport Policy & Scrutiny Committee of the findings from York Civic Trust workshops focusing on a future transport policy for the city.
2. York's current Local Transport Plan was drafted in 2010, and sets out a long term strategy for the city's transport system for the period from 2011 to 2031, and a more detailed programme over the period to 2015. It is probable that the City of York Council will wish to update its Local Transport Plan to reflect the proposals in the Local Plan which is currently being drafted.

**Background**

3. As an input to this process, and with the encouragement of the Council, York Civic Trust held two workshops on transport policy in February 2017, in which 89 members participated. A separate workshop for Councillors and CYC officers was held later in February 2017.
4. The workshops focused on the big picture: the type of transport system which participants wanted to see in York and the broad types of policy measure which might be adopted, given the Trust's and the Local Plan's aspirations for York. They were designed to provide a context for more detailed, specific schemes such as those which the Trust is pursuing under its programme of Transport Improvement Projects.
5. To this end, the workshops were designed to provide answers to the following questions:
  - What are the main problems which York's transport system needs to overcome in the period to 2030, bearing in mind the likely proposals in the Local Plan?
  - What thus should be the principal objectives of a new transport strategy for York?
  - What are the most important elements of a strategy to achieve these objectives?

- What are the most appropriate transport policy measures for York to pursue within that strategy, and where should they be applied?
  - How can these policy measures best be implemented?
6. These discussions were designed to stimulate a new approach to strategy development, rather than as a replacement for the more detailed analysis and appraisal that will be needed in due course. The conclusions below should be read on this basis.

### **Statement**

7. The principal findings from the workshops have been used to formulate a statement of York Civic Trust's policy on transport for the City of York, which has been endorsed by the Trust's Board. This statement is set out below and is being offered to the City of York Council as an input to the development of its next Local Transport Plan.
- 1) The problems of congestion, air pollution, poor accessibility for some people and journeys and danger on the roads are particularly acute, and are aggravated by the constraints imposed by York's road network, use of inappropriate freight vehicles and the growth in delivery van traffic.
  - 2) There needs to be a better understanding of the scale of these problems, to allay misperceptions and to avoid unreasonable expectations (see (7)).
  - 3) The potential effects of population growth on these problems, and the likely effects of changes in travel behaviour, need to be better understood.
  - 4) York's transport policy should focus on the twin over-arching objectives of enhancing quality of life and the economic vitality of the city.
  - 5) Contributing to these, the most important underpinning objectives are achieving improved accessibility for all (and hence equality of opportunity), enhanced air quality and reduced impact on climate change, greater efficiency and reliability of the transport system, and improved safety. These objectives should be treated as being of broadly equal

importance, and should be defined in more detail as SMART objectives specific to York.

- 6) The vision in any revision of York's LTP should reflect these objectives in broad terms and at the same time set realistic targets for achievement in each of them overall and for different categories of user.
- 7) To this end the Council should establish an agreed set of outcome indicators reflecting each of these objectives, and monitor performance against them.
- 8) To achieve these objectives, York needs an integrated transport strategy which makes effective use of the full range of potential policy interventions.
- 9) The strategy needs to be developed in compatible ways in the three key sectors of the city: the centre within the Bar Walls; the city between the Outer Ring Road and the Bar Walls; and the city's outer suburbs. It also needs to consider separately the needs of residents, commuters, tourists and business.
- 10) Since (subject to (3)) population growth is likely to exacerbate York's transport problems, the strategy should focus on reducing car use and the underlying need to travel. Improvements to public transport, walking and cycling, freight and the use of the road network will be important in complementing these elements of the strategy.
- 11) The strategy should draw on as wide a range of policy measures as possible, and combine them so that they reinforce one another. In that context, paragraphs 12-20 suggest policy measures which might be worth considering, bearing in mind that the Trust has not attempted to study most of them in detail.
- 12) Land use planning is essential in reducing the need to travel. Land use and transport therefore need to be planned together. All new developments should be built as sustainable local communities, at high density, and with support and priority for public transport, walking and cycling.

- 13) Some new infrastructure will be needed. Park and ride sites should be increased and better connected; the possibility of river-based park and ride for tourists might also be considered. It is worth considering using the rail network more intensively and building new local stations. There is a case for improving the outer ring road, provided that the extra capacity is used to reduce the impact of traffic within the city.
- 14) The potential for smaller public electric vehicles to provide access to York's mediaeval street network should be considered. Charging points for electric vehicles and electric bikes need to be expanded.
- 15) More can be done to use the road network more effectively, by enforcing existing regulations, reallocating road space, using intelligent traffic signals and improving the operation of the inner ring road. At the same time, traffic should be removed from more of the city centre, allowing the foot street network to be expanded.
- 16) The cycle route network should be made more comprehensive, with more provision for off-road cycling. The pedestrian network also needs to be improved, with wider, better maintained pavements and better crossing facilities at junctions. Where cyclists and pedestrians share facilities, priorities need to be effectively signed.
- 17) The public transport system cannot continue to rely solely on conventional buses. An innovative approach is needed which makes better use of on-demand services to fill the gaps, and extends services, particularly for park and ride, into the evenings and weekends.
- 18) The lack of a freight strategy is particularly apparent. In developing such a strategy, a clear assessment is needed of the case for transhipment facilities and district delivery points to allow larger freight vehicles to be removed and delivery van traffic reduced. Appropriate provision for a transhipment depot should be made in the Local Plan.
- 19) Behavioural change will continue to be a key element of the strategy. It should focus in particular on company and school travel plans and on wider education, training and health

promotion. Smarter information on transport services should be provided to reinforce these messages.

- 20) Consideration should be given to a comprehensive pricing package for York's transport system, which provides contactless smart card charging for public transport, enables parking charges, work-place parking levies and congestion charging to be included, and offers credits for green travel.
- 21) The City of York Council should ensure that its planning, economic development and transport plans reinforce one another, and should encourage the closest possible collaboration with developers and transport operators as key delivery agents.
- 22) While York's new Local Transport Plan can be largely free-standing, the future of public transport services and fares in particular will need to be planned and financed in conjunction with West Yorkshire Combined Authority, the East Riding of Yorkshire and North Yorkshire County Council.
- 23) The strategy will only be deliverable if it is affordable. The City of York Council needs to make an honest assessment of the funds likely to be available to finance the strategy, and to seek financial support from a wider range of bodies, including developers and the beneficiaries of new investment. All potential funders need to work together to expand the funding base, seek continuity of funding, and ensure that the measures in the strategy provide best value for money.
- 24) Above all, the strategy will need to be acceptable to both stakeholders and the wider public. The City of York Council needs to encourage public and stakeholder engagement in the understanding of problems, the need for the strategy, the effectiveness of the different policy measures and the steps required to implement them. It also needs to demonstrate the benefits of the strategy and its constituent parts.
- 25) Within the resources available to it, York Civic Trust stands ready to support the City of York Council in the further development of its new Local Transport Plan. Areas in which the Trust can offer expertise include the development and analysis of a set of outcome indicators (7); the design of

sustainable local communities (12); the management of the road network (15); expansion of the cycle route network (16); development of an innovative public transport network (17); and public and stakeholder engagement (24).

8. A description of the approach adopted in the workshops and their findings is at Annex A. The workshops were informed by a briefing paper on key issues, which is at Annex B. Extracts from the 2010 Local Transport Plan used in the workshops are at Annex C.

### **Annexes**

Annex A – The workshops' findings

Annex B – Briefing paper

Annex C – Extracts from York's 2010 Local Transport Plan

Annex D – Summary of CYC Members' workshop



**York Civic Trust – York Futures  
A Policy on Transport for the City of York  
Tony May and Greg Marsden**

**April 2017**

**Annex A: The Workshops' Findings**

**A1 The approach adopted**

The workshops were designed to focus on the big picture: the type of transport system which Civic Trust members want to see in York and the broad types of policy measure which should be adopted, given the Trust's and the Local Plan's aspirations for York. The outcome was intended to provide a context for more detailed, specific schemes such as those which the Trust is pursuing under its programme of Transport Improvement Projects.

With that in mind, the workshops were structured to provide answers to the following questions:

1. What are the main problems which York's transport system needs to overcome in the period to 2030, bearing in mind the likely proposals in the Local Plan?
2. What thus should be the principal objectives of a new transport strategy for York?
3. What are the most important elements of a strategy to achieve these objectives?
4. What are the most appropriate transport policy measures for York to pursue within that strategy, and where should they be applied?
5. How can these policy measures best be implemented?

These short discussions were designed to stimulate a new approach to strategy development, rather than as a replacement for the more detailed analysis and appraisal to will be needed in due course. While the views expressed on problems, objectives and strategy may reflect those of the wider membership of the Trust, the suggestions on specific policy measures are based on a limited understanding of their effectiveness and will need to be subjected to further analysis.

The workshop format was organised by two Trust members with expertise in the subject area: Professor Tony May, Emeritus Professor of Transport Engineering, and Professor Greg Marsden, Professor of Transport Governance, both of the Institute for Transport Studies at the University of Leeds.

All Trust members were invited to participate. Applications were managed through Eventbrite, with the aim of facilitating attendance both in the evening (on Thursday 9<sup>th</sup> February) and the daytime (on the morning of Friday 10<sup>th</sup> February). Participation was limited to around 40 in each of the two workshops. This allowed discussion groups of up to ten in each workshop. In addition the Trust invited members of its Planning Committee to serve as facilitators and students from its Planning Club to act as rapporteurs. A total of 89 members of the Trust participated in one or both workshops.

The aim was to devote most of the workshop to discussing each of the questions above and comparing opinions. To avoid the need to spend too much time on factual background, the workshop organisers prepared a briefing paper, included at Annex B, which was circulated to all participants a week in advance. Where possible the organisers took the 2010 Local Transport Plan for York as their starting point. Excerpts from the Plan presented in the workshop are at Annex C.

The Institute's Knowledgebase on Sustainable Urban Land use and Transport (KonSULT: [www.konsult.leeds.ac.uk](http://www.konsult.leeds.ac.uk)) was used as an additional resource during the workshops. On the Thursday evening this was used by the discussion groups in answering question 4 above, while on the Friday morning it was used by the workshop organisers to identify the measures suggested by KonSULT based on the discussion groups' answers to questions 2 and 3. Both approaches generated a similar set of suggested policy measures.

KonSULT uses a six-fold categorisation of possible strategies. These were used to structure the more detailed answers to questions 4 and 5 by asking each group to focus on a specific strategy:

- Reducing the need to travel: Thursday group 1
- Reducing car use: Friday group 2
- Improving the use of the road network: Thursday group 2; Friday group 3
- Improving public transport: Thursday group 4; Friday group 4
- Improving walking and cycling: Thursday group 3
- Improving freight: Friday group 1.

The rapporteurs were asked to record key messages on flip-chart sheets and to summarise them in each of the four report-back sessions. This report is based on these inputs, and reflects in turn answers to each of the five questions. Where appropriate it shows the number out of the eight groups which supported a particular argument.

A draft of this report and the key messages was then circulated to all participants for further comment to identify any errors or omissions. This final version takes account of the 15 sets of comments received.

## A2 The transport problems which York faces

Discussion groups were invited to identify the problems with the current transport system, and those which might emerge over the period to 2030. The most frequently mentioned current problems (identified by six groups in each case) were congestion, air pollution and poor access.

Congestion is a concern particularly on and approaching the inner ring road and on the single carriageway section of the outer ring road. One group also mentioned congestion on the A64 north east of York, which it was felt causes traffic to take unsuitable routes. It was noted that congestion adversely affects bus operations, adding to operating costs, delays and unreliability.

Air pollution is of concern given the increasing evidence of the impacts of oxides of nitrogen and micro-particulates on health and premature death. The problem is most serious on and close to the inner ring road. The principal contributors were seen to be buses, particularly with engines kept running, heavy goods vehicles, taxis and diesel cars and vans.

The problems of poor access arise in a number of ways. Among users, elderly residents and disabled travellers are the most seriously affected, and it was noted that this problem is likely to become worse as society ages. Among locations, access is particularly problematic for cross-town movements, which are not well served by public transport. Several groups also mentioned the problems for evening travel, when park and ride services no longer run and bus services are less frequent, and Sunday travel when there are far fewer buses.

Five of the groups mentioned danger as a problem. The main sources are excessive speed, particularly by delivery vehicles, and the complexities of mixed traffic. Perceptions of danger result in turn in constraints on the travel options for children and elderly residents.

Perhaps surprisingly, only one or two groups mentioned problems of traffic noise, obesity and the lack of resilience of the transport network to flooding and other emergencies.

York was seen as particularly vulnerable to this set of problems as a result of its historic street network and the barriers to movement caused by its rivers and rail network. Four groups noted that larger freight vehicles are particularly unsuited to York's road network, and that the growth in delivery vehicle flows resulting from internet shopping is aggravating many of the problems. It was also felt that poor and inconsistent signing and markings is adding to congestion and the sense of danger. It was noted that the problems differed in nature and severity by area of the city.

Looking to the future, most groups noted that the planned 20% population growth is likely to exacerbate many of these problems, particularly if new settlements encourage car-based travel. Doubts were expressed as to the possible impacts on demand of new forms of transport, such as on-demand taxis and increasingly automated vehicles.

Participants generally accepted that these assessments were based on perceptions rather than on factual information. There was a general feeling that more evidence is needed on the scale of these problems as they affect York, and on the underlying trends. There is a particular need for data on congestion and delays, poor access, air pollution and accidents.

### A3 What should be the objectives of a transport policy for York?

Prior to this discussion, the summary statement of vision and objectives from York's Local Transport Plan (see Annex C) was presented. Groups were invited to consider, in the light of their discussion of problems, whether the vision and objectives remained valid for York.

Six of the groups identified quality of life as an overarching objective which was absent from the Local Transport Plan summary. The concept of quality of life was seen to include liveability, choice and opportunity, and freedom from danger and health hazards. Four groups also noted that support for the city's economic growth was missing from the Local Transport Plan's vision. There was a general sense that economic vitality and quality of life are mutually supportive

overarching objectives, which any future transport strategy should be designed to address.

Within this context, the most frequently mentioned objectives were improved accessibility for all; enhanced air quality and reduced impact on climate change; greater efficiency and reliability in the transport system; and improved safety. There was no sense that any of these four objectives was more important than the others.

Improved accessibility, mentioned by seven groups, contributes directly to quality of life by increasing choice and opportunity, and to economic growth by reducing costs. There was some doubt as to whether the concept of equality of opportunity, as expressed in the Local Transport Plan, was realistic, and it was suggested that the opportunities for improvement differed by area of the city.

Improved air quality, identified by six groups, was the most frequently mentioned environmental objective. However it was noted that other improvements to York's natural and cultural environment are needed, and would also contribute to both quality of life and economic growth.

Five groups mentioned efficiency and improved reliability, largely in terms of reductions in congestion, travel time and waiting time for public transport. Such improvements should help support economic growth, but should also enhance quality of life by improving accessibility and reducing stress.

Four groups mentioned safety, with a particular focus on children and the elderly and on pedestrians and cyclists.

While none of these objectives was seen as paramount, there was a general acceptance that there were trade-offs between them. For example, while improved access is important, it should not be provided in ways which adversely affect the environment or compromise the city's heritage. Moreover the balance between them should differ by area of the city and for different types of user. The strategy could usefully consider separately the requirements for the city within the Bar Walls, the area between the Bar Walls and the outer ring road, and the suburbs beyond the outer ring road. It also needs to address separately the needs of residents, commuters, tourists and business.

Several groups noted that the current statement of vision and objectives was rather general, and could have been written for any city. There was a general sense that more specific measurable (SMART) objectives were needed which were specific to York.

Indeed, the strategy would be much improved if based on an agreed set of quantifiable outcome indicators and targets.

#### A4 What should the strategy involve?

The third discussion session considered the type of strategy to be adopted to meet the agreed objectives, and also the specific policy measures which might contribute to that strategy. The discussion on strategy was prompted both by the categorisation of types of strategy used in KonSULT and by the five elements of the strategy adopted in York's Local Transport Plan (Annex C). In practice, discussion groups focused more on policy measures than on strategy.

Of the six types of strategy in KonSULT, the most frequently advocated, by five groups, was reducing car use. This strategy is consistent with York's Local Transport Plan's hierarchy of users, which places car-borne shoppers and visitors in seventh place, and car-borne commuters in eight (and last) place in terms of priority for movement. This in turn is justified on the grounds that reducing car use can contribute to reductions in pollution and environmental damage, congestion and accidents. The groups identified an increasing need to control car use in response to projections of a 20% population growth. They advocated an approach which enhances the alternatives to car use, stimulates behavioural change and imposes controls on the demand for car-based travel.

Four groups identified reducing the need to travel as a key element of strategy. Several noted that this did not form part of the Local Transport Plan strategy, and was now even more important given the anticipated growth in population. The key to this strategy, it was argued, is the promotion of sustainable communities in which residents do not need to travel so far to reach shops, leisure and employment opportunities, and which thus facilitate the use of more sustainable transport modes.

A further four groups identified improving public transport as a key strategy element. The principal justification, as in York's Local Transport Plan strategy, is to provide quality alternatives to the private car. However, as illustrated later, most groups argued that simply relying on conventional bus services would not be a sufficient basis for the improvements needed.

The other three strategy elements in KonSULT attracted fewer mentions. Three groups considered the strategy of improving the use

of road space, but this was interpreted in a variety of ways, including providing additional capacity, managing traffic more efficiently, and reallocating road space to pedestrians, cyclists and public realm. Only two groups directly mentioned strategies of improving walking, cycling and freight, but these were reflected more strongly in the types of policy measure advocated.

The majority of groups stressed the importance of adopting an integrated strategy. The strategy thus needs to adopt all six elements identified above, and to design each to reinforce the others. Several groups referred to the concept of sticks and carrots, with the carrots reflected by improvements to public transport, walking and cycling and the sticks by the controls and charges adopted for car and commercial vehicle use. Integration is also needed between the modes of transport, between passenger and freight transport, between transport and land use planning, between the approaches adopted for different areas of the city, and between the sub-strategies for residents, commuters, tourists and business.

## A5 What policy measures should be adopted?

Discussion groups proposed policy measures in outline in the third discussion session and in more detail for their assigned elements of strategy (see A1 above) in the final discussion session. On the Thursday evening they were able to use KonSULT to inform their initial thinking. On the Friday morning the organisers used the objectives and strategy formulated in earlier discussions (see A3 and A4 above) to identify the most promising policy measures, as summarised in A5.8 below.

It should be stressed that, with the exception of KonSULT, the groups did not have access to information on the potential effectiveness of the measures which they proposed, or the ways in which they had been used elsewhere. Inevitably, therefore, there were differences of view on their merits. The proposals in the summary which follows should therefore be considered as initial suggestions for further analysis. They are listed following the classification of types of policy measure adopted in KonSULT.

### A5.1 Land use measures

Six of the discussion groups saw the need to plan land use jointly with transport strategy. Most focused on the need for the new settlements

envisaged in the draft Local Plan to be sustainable. This includes making them high density, with mixed development providing facilities where possible within the community, and hence supporting local travel on foot and by bike. They also need to incorporate public transport services from the outset, making this the mode of choice for access to the remainder of the city, and discouraging the development of car-based communities. These principles were set out more fully in the Trust's report on York Futures.

Many groups were concerned that current planning and procurement procedures might not guarantee that these principles are met, and that the new settlements as currently envisaged might be too small to support them. Again, the Trust's York Futures report, which advocates a new approach to the financing and governance of new developments, addresses these issues.

Several groups suggested that similar principles should be applied to York's existing district centres, such as Acomb, Haxby, Huntington and Strensall, thus further reducing the need for longer distance travel. It was generally agreed that new development within the city should be on brownfield sites, and that further expansion of the current out of town centres should be resisted.

## A5.2 Infrastructure and vehicles

Six groups identified measures in this category. The most common infrastructure proposal was the expansion of park and ride sites, which were seen to have been successful. Any new sites need to be located outside the outer ring road, so that users avoid congestion in reaching them. The possibilities of rail-based park and ride in conjunction with rail service improvements and a river-based park and ride service for tourists were also raised.

Three groups proposed enhancements to the rail network, through a combination of a more frequent tram-train service on the Harrogate and Scarborough lines and new stations at Strensall, Haxby, York Hospital and York Business Park. The current proposal for a new transport hub at York station was also strongly endorsed.

Two groups advocated upgrading the single carriageway outer ring road, with one suggesting that dualling it or at least providing flyovers would be preferable to the proposed improved roundabouts. However, there was widespread concern that such improvements might simply attract additional traffic, unless steps were taken in parallel to divert



traffic from within York to the ring road. This is an example of the integrated approach advocated above. Otherwise there was no enthusiasm for further additions to the road network.

The other infrastructure-related measures proposed were an increase in cycle parking, not least at stations, and improvements in road maintenance in the interests of all road users.

Three groups envisaged the development of a fleet of small electric vehicles suitable for use in York's historic streets. These would principally be used to replace cars and conventional buses within the Bar Walls, but might also be used for freight transshipment. The provision of additional charging points for electric cars, support for the introduction of electric bicycles, and the possibility of a trishaw service for those unable to cycle were also mentioned.

### A5.3 Traffic management measures

All but one group advocated measures to use road space more effectively. Three groups focused specifically on the need for more effective enforcement of speeding, parking and traffic control violations. The perceived misuse of blue badge parking in the centre was a particular concern; one group suggested the development of smart badges and automated enforcement to discourage misuse, while protecting bona fide users.

Three groups proposed that more road space should be allocated to buses and cyclists, and two groups explored the possibility of making part or all of the inner ring road one way. The final two groups focused on the operation of traffic signals, which they felt contributed to congestion, and might be replaced by more intelligent traffic controls which reflect the variations in traffic demand, while providing fully for the needs of pedestrians.

Six of the groups proposed an increase in regulatory control of traffic. Most wanted to see the foot street network extended throughout the centre, with one proposing the closure of Ouse Bridge other than to buses and taxis. Two groups went further in suggesting that the whole of the centre should be traffic free, or at least car free, and two groups specifically advocated further limits on access times for servicing and on permitted vehicle size. Two groups suggested that a system of zones might be introduced, with restrictions on movement between zones other by car or commercial vehicle, while others advocated extending 20mph zones.

Five groups wanted to see further provision for cyclists, and four for pedestrians. The most common proposal was the extension and completion of the cycle route network, including the possibility of improved access within the city centre. There were mixed views on whether cyclists should be separated from pedestrians, or whether more effort should be made to encourage shared use and to ensure that priority provisions are clearly signed. The possibility of routes for those wishing to commute by bike was also raised. Apart from foot streets the most commonly mentioned improvements for pedestrians were wider, better maintained pavements and improvements to crossings at junctions. In particular, four-way crossing facilities should be used more widely, and signed so that it is clear to pedestrians that the facility exists.

#### A5.4 Service provision

As noted in A4 above, there was a widespread view that public transport provision could no longer rely solely on the conventional bus. All but one group explored ideas for public transport improvements. There was particular interest in the potential of new on-demand taxi services such as Uber. Four groups developed this concept to explore the possibility of an innovative public transport network, with conventional buses and tram-trains being used for longer journeys, smaller electric vehicles providing greater penetration of the city centre, and flexible feeder services in the suburbs using minibuses and on-demand taxis. If the latter could also serve the park and ride sites, they could then be used to provide access to wider areas of the inner city.

Three groups suggested in parallel that improvements should be made to the schedules for conventional public transport, to make them simpler, more regular and better integrated, with better coverage in the evenings and on Sundays. In particular the park and ride services need to be extended into the evenings to support the night time economy. One group took the view that such changes could only be achieved if bus services were to be re-regulated or franchised.

Three groups explored the opportunities for improving freight services. There was a general sense that a freight strategy for York is needed, involving operators, shippers and retailers as well as those affected by freight traffic. It was noted that the idea of transshipment facilities had often been advocated, but that a clear economic case still needed to be developed, including consideration of depot site provision, financing, ownership and security. A further suggestion was the

establishment of more community delivery centres, similar to that at York hospital, to reduce the need for local delivery traffic. One group outlined a proposal for an extended version of such a service. Such measures should be reinforced by the regulatory controls advocated in A5.3 above.

#### A5.5 Behavioural measures

Six groups proposed ways of achieving behavioural change through “nudge” policies, noting the success that had been achieved in policy areas such as smoking and recycling. Five groups argued for wider development of company travel plans, including the promotion of cycling and flexible working hours. Four advocated further application of school travel plans, including the use of “walking buses” and supervised cycling. More generally there was encouragement for promotional activities alerting residents to the health and environmental benefits of sustainable travel; one group suggested a similar programme targeted at tourists. These measures were seen as representing excellent value for money, but need to be sustained over time.

#### A5.6 Information provision

All but one group suggested ways in which more effective use could be made of information technology. Most advocated smarter information on the alternative services available, including real time pre-trip and on-board information. It was also noted that information technology could be used to promote both car- and bike-sharing and, through telecommunications and video-conferencing, to offer an alternative to travel. Two groups also argued that more needed to be done to improve conventional fixed signing and markings, particularly where they appear to give mixed messages to car users, cyclists and pedestrians.

#### A5.7 Pricing measures

All but one group developed proposals for improving the ways in which transport is charged and paid for, noting that this could help send appropriate signals to all transport users. Five groups proposed the use of congestion charging to make drivers aware of the social costs of their journeys, and to help reduce traffic within the outer ring road. Four groups suggested that parking charges should be reviewed with a similar aim in mind; two groups advocated the introduction of workplace parking levies. It was noted that each of these would also

provide an income stream to help overcome the serious financial shortfall which the City Council is facing, and hence support other policy measures.

Two groups developed the concept of a system-wide contactless smart card, which could be used for both public and private transport, and could offer credits for journeys made on foot or by bike. One group suggested that free travel for the elderly should be replaced by a low flat fare, which could be levied using the smart card, thus freeing up funding for other policy measures.

#### A5.8 The measures suggested by KonSULT

The KonSULT website's measure option generator provides a facility for identifying policy measures which might be of benefit in a given context. The user specifies the type of area, the objectives and their relative importance, and the strategies to be adopted, again weighted in terms of importance. The measure option generator then lists the 64 policy measures currently included in KonSULT in descending order of potential contribution.

The workshop organisers ran the measure option generator in the Friday morning session to reflect the objectives and strategies which that workshop's groups had advocated. The top ten policy measures for the city as a whole, in descending order, were:

- Land use planning to support public transport
- Road user charging
- Denser mixed development
- School travel plans
- Regulatory restrictions (on vehicle use)
- Promotion of sustainable travel
- Pedestrian areas
- Limited parking provision in new developments
- New rail stations and services
- Company travel plans.

It is interesting to note that all of these measures were suggested by one or more groups over the two days.

#### A6 How can these measures best be implemented?

In the final discussion session, groups were also asked to consider how their proposed policy measures might best be implemented. This

discussion highlighted three potential barriers to implementation: governance, finance and public acceptability.

Five groups considered governance issues. Most noted that, while much of York's transport policy can be developed within the city, the Council is dependent on the West Yorkshire Combined Authority, the East Riding of Yorkshire and, to a lesser extent, North Yorkshire for policies related to longer distance services, fares and commuting patterns. It was suggested that the City of York Council needs to work closely with all of these authorities in the development of its public transport policies, and particularly with WYCA in the establishment of a common fares policy.

Given the earlier conclusions (see A4 above) on the need for an integrated approach, these discussion groups advocated the integration of the City of York Council's land use, economic development and transport policies, steps to require the providers of public transport to work more closely together, and closer collaboration with developers. It was noted that such an approach should also help cushion the Council against the effects of further cuts in its staff budget.

Five groups considered the financial requirements of the strategy, noting that central government funding was declining and becoming less predictable, and that the Council would increasingly be restricted in its ability to finance transport management and service provision. They suggested that the Council should aim to widen the funding sources available, looking in particular at the beneficiaries of its policies, including developers. Closer cooperation between funding bodies could also help to increase the funding available and provide greater continuity and certainty in funding. In particular, participation in the West Yorkshire Combined Authority could provide access to additional funds, as is already happening for infrastructure development, and might enable a common fares structure and a franchising model for public transport to be introduced. Two groups noted that funding would continue to be tight, and that the strategy should focus on low cost measures which offer greater value for money.

Only two groups considered issues of public acceptability, but both stressed that the City of York Council needs to encourage public and stakeholder engagement in the understanding of problems, the need for the strategy, the effectiveness of the different policy measures and the steps required to implement them, and to demonstrate the benefits of the proposed strategy and its constituent parts.

**Annex B: The briefing paper**

**York Civic Trust – York Futures  
Transport Policy Workshops  
9 and 10 February 2017  
Briefing Paper**

**Tony May, Emeritus Professor of Transport Engineering and Greg Marsden, Professor of Transport Governance Institute for Transport Studies, The University of Leeds**

**Workshop objectives**

The workshop will focus on the big picture: the type of transport system we want to see in York and the broad types of policy measure which should be adopted, given the Trust's and the Local Plan's aspirations for York. It will provide a context for more detailed, specific schemes such as those which we are pursuing under our programme of Transport Improvement Projects.

With that in mind, the workshop is designed to provide answers to the following questions:

- What are the main problems which York's transport system needs to overcome in the period to 2030, bearing in mind the likely proposals in the Local Plan?
- What thus should be the principal objectives of a new transport policy for York?
- What are the most appropriate transport policy measures for York to pursue and where should they be applied?
- How can these policy measures best be implemented, and what should be the role of the City of York Council?

This briefing paper provides some background for participants under the following headings:

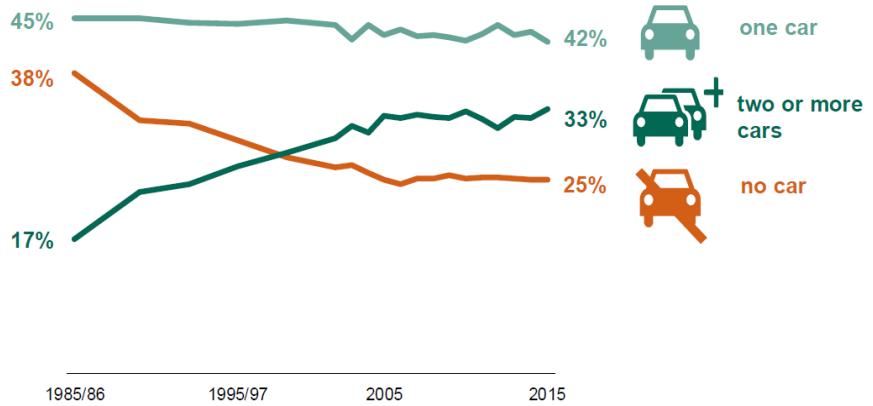
- Trends in travel and communication, and projections to 2030.
- Responsibilities for transport planning: the changing context.
- The approach to Local Transport Plans, the York 2011-16 LTP and related documents.
- The policy measures available and newly emerging.
- The role of KonSULT in supporting urban transport planning.

## Trends in travel and communication to 2030

### Nationally, household car ownership has flatlined

Car ownership per household is now more or less flat. There are different trends which might influence the future of

Household car availability: England 1985/86 to 2015 [NTS0205]

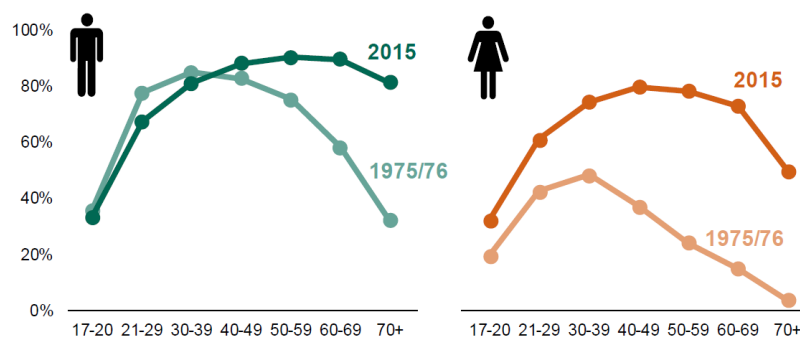


car ownership in cities like York. Single-person households are significantly less likely to own and use cars, but their average per capita motorisation rate can still be higher than for larger households. If single person household growth is in areas well served by alternative options then it further reduces the likelihood of ownership.

### Driving Licence Uptake is falling amongst younger people, particularly males

Over the past decade there has been a significant reduction in driving

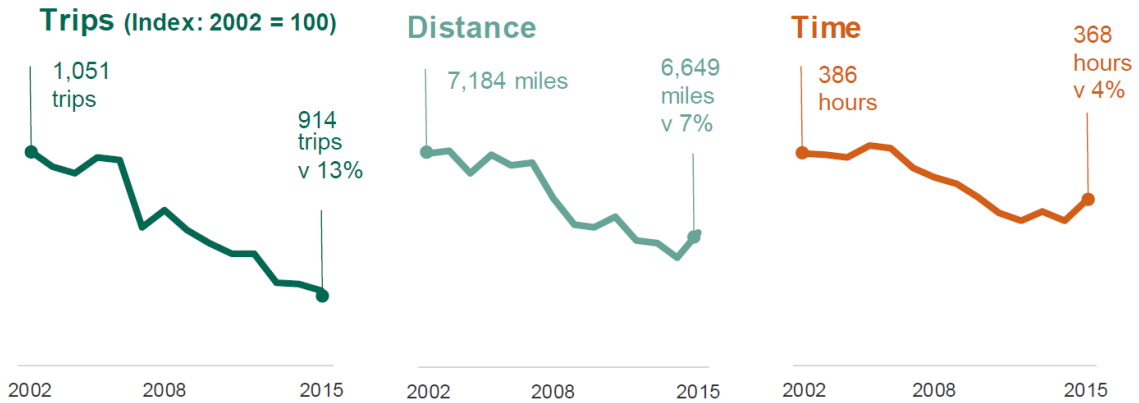
Full car driving licence holders by age and gender: England 1975/76 and 2015 [NTS0201]



licence uptake and a reduction in distances travelled by young people. This has been attributed to a range of factors such as rising insurance costs, falling disposable income, greater urbanisation. No one factor dominates.

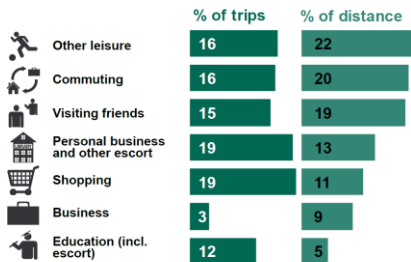
**Overall, trip rates and distances travelled per capita have been falling**

Trends in trips, distance travelled and time spent travelling: England 2002 to 2015 [NTS0102]

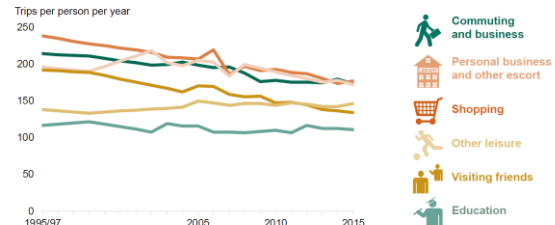


Whilst much of the focus of the review of York’s draft Local Plan has been on the negative impacts of population growth on peak period travel, it is worth noting that commuting trips represent only around 16% of all trips and 20% of distance. With the exception of education (stable) and other leisure (slightly increasing) the trip rates for a range of other activities have been falling.

Purpose share of average number of trips and distance travelled: England, 2015 [NTS0401, NTS0402]



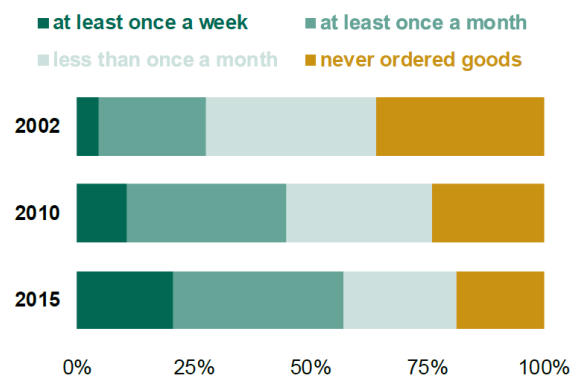
Average number of trips, by purpose: England 1995/97 to 2015 [NTS0403]



**There has been a significant rise in Light Goods Vehicle Traffic**

Freight traffic is generally poorly understood. Light goods vehicles cover a wide range of purposes from domestic through to freight functions. There has been a substantial rise in LGV traffic across the UK and it is the fastest growing source of traffic at around 5% per annum. Some of this can be attributed to the significant

Frequency of household delivery of goods and services: England, 2002, 2010 and 2015 [NTS0806]





increases in on-line shopping and also business to business exchanges which are now possible. There is also an increase in domestic servicing (cleaning, dog walking).

Within York trends match those nationally, but car use by long distance commuters is increasing

Between the two censuses in 2001 and 2011, car use for commuting within York fell by 10%, while public transport, walking and cycling saw a 10% increase. More recently, park and ride usage, bus usage and walking for all activities have risen by around 2% per annum, while cycling and general traffic levels have remained static.

However, while only 47% of commuters within York travel by car, 80% of those coming from outside do so, and commuting flows by car from Leeds, Selby and the East Riding rose by 37%, 28% and 12% respectively between 2001 and 2011.

**Responsibilities for Transport Planning**

York developed its current Local Transport Plan when responsibilities were clear-cut

Since 2000, unitary authorities such as York have been responsible for producing Local Transport Plans (LTPs), which set out the authority's transport strategy for a five year period within a longer context period. The City of York Council produced its third LTP in 2010, setting out a long term strategy for the period from 2011 to 2031, and a more detailed programme over the period to 2015. This LTP is still the governing document for York's transport strategy, and we will be reviewing elements of it during the workshop. In the following section we explain in more detail the government's expectations for the third round of LTPs and, in outline, the content of York's 3<sup>rd</sup> LTP.

Since 2010 the context has become much more complicated

The coalition government's first step in 2010 was to indicate that, in the interests of localism, it would no longer be specifying requirements for, or monitoring the outcomes of LTPs. LTPs remain statutory documents, and there is a requirement on York to update its LTP as needed, but no encouragement or support from government in the process. Subsequently the government abolished regional development agencies (such as Yorkshire Forward) and replaced them with Local Enterprise Partnerships (LEPs), which are business-led and, in relation to transport, have a primary interest in the development of infrastructure to support the regional economy. In parallel the government supported the development of City Regions as

sub-regional strategic planning bodies. The Department for Transport has also introduced the concept of Sub-national Transport Bodies (STBs) to oversee strategic transport provision. York is included in both the York, North Yorkshire and East Riding and Leeds City Region LEPs, the Leeds City Region itself and Transport for the North.

More recently, the government has been encouraging devolution of powers to regions for a number of policy areas including transport. Initially this was done by establishing Combined Authorities in the provincial conurbations, which subsumed the pre-existing Passenger Transport Executives. West Yorkshire now has a Combined Authority (WYCA), and prior to 2015 discussions were well advanced on including York within its area of coverage (as WYCA+). In 2014, George Osborne introduced the concept of Mayoral Combined Authorities (MCAs), to which more powers (for example for the franchising of bus services) would be devolved provided that the area concerned elected a mayor. Greater Manchester is in the vanguard on this, but MCAs are in varying stages of development in Merseyside, South Yorkshire, Teesside and the West Midlands. Three alternative proposals were submitted in September 2015 for the rest of Yorkshire, involving two MCAs in West Yorkshire and the remainder (York, North Yorkshire and the East Riding); a variant of that in which York and other towns in the Leeds City Region would join an expanded West Yorkshire MCA; and a single MCA for "Greater Yorkshire". Sixteen months later, the government is still to respond to these proposals.

#### Higher level decisions now influence any future York Local Transport Plan

While the City of York Council remains responsible for any new Local Transport Plan, it thus has to produce it in the context of the proposals from two LEPs, the Leeds City Region and Transport for the North. In practice Leeds City Region, through WYCA+, has had the greatest influence. It has been developing a £1bn Transport Fund for WYCA+, of which the government has committed £750m, with the remainder to be raised by a committed levy on Council Tax. The £1bn has been allocated to those infrastructure projects which were predicted to make the greatest contribution to economic growth. Four of these projects, totalling roundly £100m, are in York: the upgrading of seven roundabouts on the Outer Ring Road; provision of access to York Central, including an upgraded interchange at York Station; city centre public transport improvements; and, potentially, a new park and ride site at Clifton Moor with related corridor improvements. CYC has recently committed itself to participating in the Transport Fund; thus these projects are likely to be funded. At present WYCA+ is

developing a Leeds City Region transport strategy, which will be published in April, and will provide a context for any future York LTP; in parallel Transport for the North is currently consulting on its Strategic Transport Plan.

### **The approach to Local Transport Plans, the York 2011-31 LTP and related documents**

#### Clear guidance is available on the approach which might be adopted to producing a Plan

The guidance under which York's 2011-31 LTP was developed is set out in the Department for Transport's *Guidance on Local Transport Plans* (2009). Broadly, the guidance recommended, or required:

- the development of a longer term strategy and a shorter term implementation plan
- flexibility in the time horizon and spatial coverage of the LTP
- integration with regional strategies
- consistency with Local Development Frameworks (Local Plans)
- reflection of the (then) government's national transport objectives of
  - supporting economic growth
  - reducing carbon emissions
  - promotion of equality of opportunity
  - contributing to better safety, security and health
  - improving quality of life and supporting a healthy natural environment
- local prioritisation among these objectives, and the freedom to add others
- identification of the problems or challenges to be solved
- proposing an overall strategy for addressing these challenges
- generation of a wide range of options to contribute to that strategy
- appraisal of these options against the objectives
- selecting preferred options and deciding on priorities
- implementing the agreed strategy.

In the workshop we will follow this broad approach, by:

1. identifying the problems to be overcome
2. considering in that light what the objectives of a transport strategy should be, and what the priorities might be among those objectives
3. generating a list of the most appropriate transport policy measures (options) and considering where they might be implemented
4. discussing how these measures might best be implemented.

It is worth noting a number of considerations which underpinned that guidance, and which we will need to reflect in the workshop:

- a. objectives may well be in conflict with one another (for example as between economic growth and environmental protection); hence the need to be clear which objectives are most important
- b. there is often a confusion between objectives and strategy; for example, reducing car use is often presented as an objective; in practice it is one possible element of a strategy for achieving the agreed objectives
- c. there is a very wide range of possible policy measures, as discussed in the next section, but local authorities are often very limited in the range of measures which they consider
- d. availability of finance will be a continuing barrier to implementation, and any strategy needs to be affordable and cost-effective; unfortunately government policy still makes it easier to finance expensive infrastructure projects than lower cost management measures, even when the latter are shown to be more cost-effective
- e. public acceptability is typically the other serious barrier to effective strategies; with this in mind the guidance stresses the importance of stakeholder involvement and public participation in strategy development.

York's 2011-31 LTP provides an appropriate starting point for the workshop

The York 2011-31 LTP ([www.york.gov.uk/downloads/file/3725/ltp3pdf](http://www.york.gov.uk/downloads/file/3725/ltp3pdf)) was developed under this guidance, and still represents the Council's transport policy. In the workshop we will be looking in turn at:

- the problems which CYC identified in preparing its LTP, and the objectives which it specified
- the strategy on which York's 2011-16 LTP was based
- the policy measures proposed and the extent to which they have been adopted.

Several subsequent policy documents will also influence any future Local Transport Plan

Since 2010, the Council has commissioned a series of reports of potential relevance to any future transport plan, including:

- Baxter Associates (2011): York Central Historic Core Conservation Area Appraisal
- CYC (2011): York City Centre Movement and Accessibility Framework

- CYC (2012): City of York Streetscape Strategy and Guidance
- CYC (2013): York Historic Environment Characterisation Project.

Of most importance, however, is the emerging Local Plan. The latest consultation on preferred sites (July 2016) provides for 16,800 dwellings and 144,000 sqm of employment over the 20 year plan period. Four of the strategic housing sites, providing around 4,000 dwellings, and two of the strategic employment sites, providing up to 90,000 sqm of employment, are located outside the Outer Ring Road. These sites are still in principle governed by the sustainable access policy as specified in Policy T1 of the (unpublished) 2014 draft consultation document:

“Development will be supported where it minimises the need to travel and provides safe, suitable and attractive access for all transport users to and within it, including those with impaired mobility, such that it maximises the use of more sustainable modes of transport.”

We understand that an analysis of the transport implications of these developments is currently under way.

### **The policy measures available and newly emerging**

#### The approach to urban transport planning has changed dramatically

The traditional approach to urban transport was an engineering and management one, involving building new infrastructure and managing the way in which that infrastructure was used. The urban transport toolbox included measures such as new roads and rail lines, multi-storey car parks, traffic signals and one way streets, parking controls, bus priorities and traffic calming. Today a much wider range of disciplines is involved, including town planning, computing and information science, economics and applied psychology. Land use planning, with a focus on higher density mixed development, is now seen as crucial in reducing the need to travel and in facilitating walking, cycling and bus services. Information technology has expanded to provide real-time guidance on service patterns and delays, and to facilitate the use of shared cars, bicycles and taxis; communication technology is also increasingly offering an alternative to travel. Behavioural (“nudge”) measures have been introduced to encourage residents to consider alternative means of travel and to promote school and workplace travel plans. Pricing has been applied not just to public transport and parking but also more controversially to road use, while smart card technologies are now facilitating more flexible and targeted pricing strategies. Of the 64 policy measures included in our KonSULT knowledgebase (as outlined in the next

section) only around half were available 40 years ago, and many have only emerged in the last decade.

### But cities rarely make use of this extended toolkit

This wider range of measures offers considerable potential for developing more effective transport strategies. However, cities are often over-reliant on pre-conceived ideas and tend to focus more on conventional infrastructure and management solutions, while overlooking land use, information, behavioural and pricing measures. This is compounded by a lack of evidence on the performance of many of the newer policy measures. As the Eddington Report (Eddington (2006) put it: *“Unless a wide range of appropriate options is considered, there is a risk that the best options are overlooked and money could be wasted. A good option generation process is crucial to ensure that the transport interventions that offer the highest returns can be found. The full range of options should look across all modes and include making better use of the existing transport system, including better pricing; investing in assets that increase capacity ....; investment in fixed infrastructure; and combinations of these options.”* Our KonSULT knowledgebase was designed to improve the option generation process. However, even with a more effective approach to option generation, it will be important to keep abreast of new developments, as illustrated in the following paragraphs.

### Major changes to transport in the period to 2030 will happen, facilitated by smartphone technology

Smartphone ownership, whilst not ubiquitous (see 2016 data from Ofcom below), has reached very high levels of penetration and this is set to continue. Early developments have focused on improving existing functionality (e.g. real time information or buying train tickets). However, it is the recent advances in mapping, GPS positioning and payment systems which will make a change in how people get around.

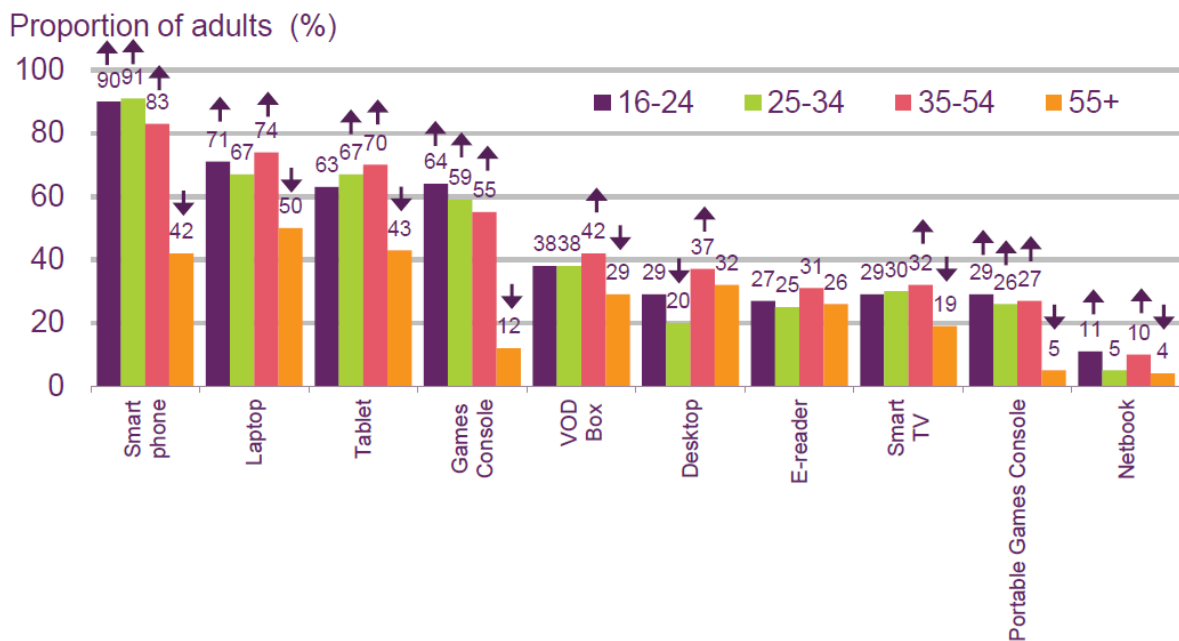
Uber works on the principle of matching users to drivers and supply to demand in real-time. This will very quickly become an expectation for quality and responsiveness. This type of functionality also makes accessing shared car club vehicles easier (e.g. Enterprise Car Club in York) and is beginning to be integrated into bus ticketing.

In cities such as Helsinki and Birmingham, a new concept of Mobility as a Service is being trialled with an app developed by MaaS global called WHIM. Here, the app integrates all mobility options under one payment app so you type in where you want to go from and to, it works

out the options, you select your preferred choice and it books and resolves payment. It provides walking maps to bus stops or pick up points. It is possible to set up different subscription levels per month or pay as you go. The app learns your preferred choices. Whilst in its infancy now, such a way of getting around is likely to be fairly widespread by 2030. The implications for a city like York could be significant given the fairly tight geography of the core city area and strongly radial bus services.

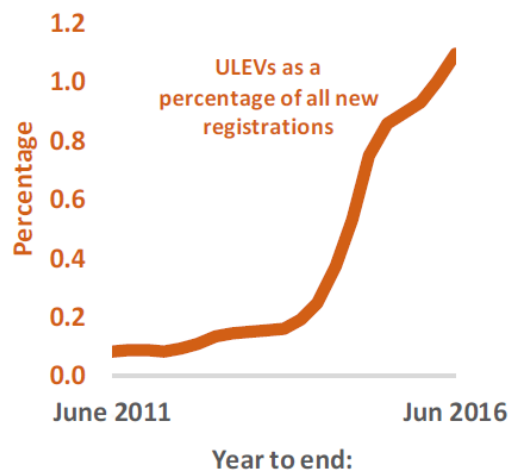
In the US, cities are experimenting with paying Uber to ensure that the urban periphery can have a guaranteed 10 minute pick up time, since they cannot achieve this with buses. Other cities are subsidising Uber trips to public transport interchanges to make multi-modal trips more competitive and to reduce the need for car park expansion.

**Figure 5.11 Take-up of internet-enabled devices, by age**



There will be a substantial increase in electric vehicles by 2030

There is an international momentum behind the development of clean vehicles and the UK is a supporter of the early adoption of electric vehicles through a range of purchase grants and the development of charging



infrastructure. Whilst Ultra Low Emission Vehicles form only around 1% of new vehicle registrations, the growth trajectory is steep and so one might anticipate 30 to 40% of new cars being electric by 2030. The range for EVs is now quite substantial (around 220 miles) and so it may mean that charging at work or in town rather than at home becomes less important over time. However, there will need to be a change in the provision of rapid charge points and this could have urban realm implications.

E-bikes present a major opportunity for a city the size of York given that some of the strategic development sites are around the outer ring road. E-bikes can support cycling at up to 15mph making most edge of York to centre journey times potentially of the order of 20 minutes.

### Shared vehicle schemes are more likely than high levels of automation

Much news points to the race to introduce fully autonomous vehicles. Whilst we will see trials of autonomous vehicles on roads and in urban areas (Milton Keynes), it seems likely that the period to 2030 will feature increased amounts of driver support rather than full automation, particularly in complex city networks like York.

There is greater potential in the adoption of increasing shared transport use. The current car club is one where you have to return the vehicle to the point of hire. BMW already run a DriveNow system of one way car rental where you can leave the car in a range of places. In addition, many cities have shared central area bike hire schemes for final mile journeys and for tourists. Some of these have also introduced e-bikes. Schemes range from relatively small numbers of bikes (100) to several thousand (London, Paris, Madrid). These schemes become an important part of an integrated multi-modal system which could form part of the Mobility as a Service concept.

### Cities with excellent transport systems do not achieve them overnight

It is tempting to look at cities like Copenhagen and Utrecht and ask why York does not have the same high levels of sustainable transport use. Anywhere which has achieved very high levels of bike, walk and public transport use has done so by taking a long-term view and by building up a set of mutually consistent policies which use land-use, management, regulation, pricing, information and nudge measures and, where necessary, new infrastructure. A recent study found that Vienna had achieved a reduction in car mode share from 40% to 27% between 1993 and 2014 by adopting just such an approach.



## The role of KonSULT in supporting urban transport planning

As noted above, we designed our Knowledgebase on Sustainable Urban Land use and Transport (KonSULT: [www.konsult.leeds.ac.uk](http://www.konsult.leeds.ac.uk)) to help cities in the process of effective option generation. We will be making it available in the workshop so that delegates can explore a wider range of possible policy measures.

The knowledgebase currently contains information on 64 policy measures, using a consistent format for describing and assessing each measure. Assessment is based both on first principles (“how might this work?”) and on empirical evidence (“how has this worked?”), and the knowledgebase now contains in excess of 200 case studies. A simple scoring system is used to assess the contribution of each policy measure to different objectives and strategies, and also to identify the principal barriers to its implementation. These scores are used to drive a measure option generator.

On opening the measure option generator, the user finds a first screen which asks whether the focus is on the whole city or on specific areas. The next screen invites the user to specify whether to focus on meeting objectives, overcoming problems or improving performance indicators. In choosing, for example, objectives, the user can identify up to seven possible policy objectives, such as environmental protection, safety and economic growth, and specify their relative importance. In the next screen the user can indicate the strategy which s/he wishes to adopt, such as reducing the need to travel or improving walking and cycling, and can again indicate the relative importance of the selected strategies. This immediately generates a list of the 64 policy measures in descending order of potential effectiveness for the user’s specified context. The aim of this output is not to dictate which measures should be adopted, but to encourage policy makers to consider other relevant measures. By clicking on any measure in the list the user is transferred to the fuller information on it in the knowledgebase.

As a final stage the user is able to generate packages of possible measures. This can be done in two ways: by specifying a chosen measure and identifying those which would best complement it, or by specifying up to ten measures and identifying the packages of up to five measures at a time which would be most effective. In doing either of these, the user can generate combinations which help achieve synergy, or ones which reduce the barriers to implementing the measures concerned.

We hope that you will find this an informative and interesting introduction to the challenge of choosing possible policy measures for York. We should stress, however, that KonSULT does not yet include those measures which we anticipate becoming available in the future – not least because we do not yet have evidence of their effectiveness. We look forward to meeting you at the workshop.

## **Annex C: Extracts from York's 2010 LTP**

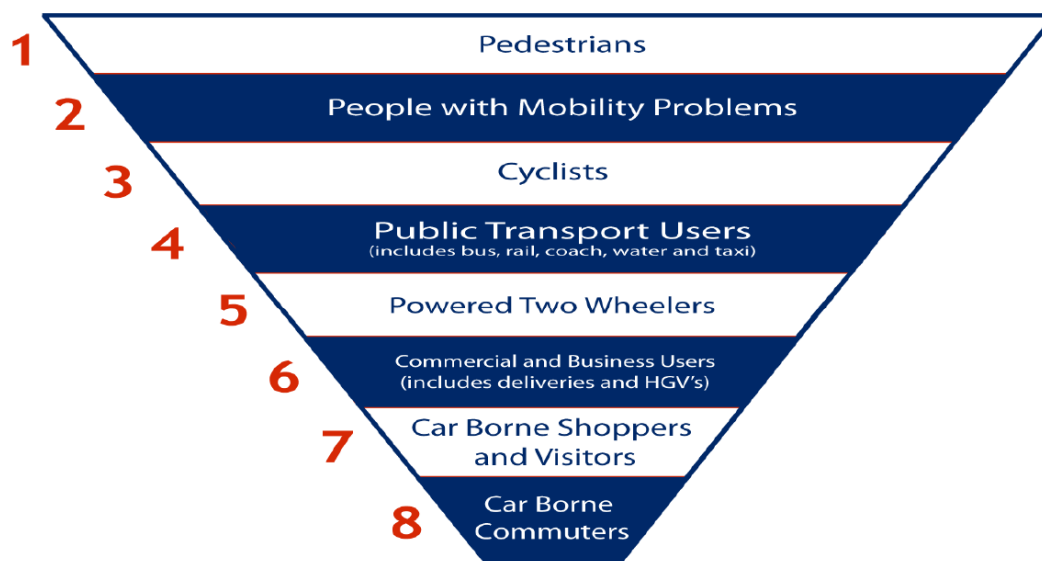
### **The LTP vision and objectives**

To enable everyone to undertake their activities in the most sustainable way and to have a transport system that:

- Has people walking, cycling and using public transport more;
- Makes York easier to get around with reliable and sustainable links within its own area, to adjacent areas and cities and the rest of the UK;
- Enables people to travel in safety, comfort and security, whatever form of transport they use;
- Provides equal access to opportunities for employment, education, training, good health and leisure for all, and
- Addresses the transport-related climate change and local air quality issues in York.

### **The hierarchy of transport users**

**Figure 1.2: Hierarchy of Transport Users**



\* Note: Pedestrians with mobility problems are given the highest priority

### **The five elements of the LTP strategy**

1. **Providing quality alternatives to the car**
2. **Improving strategic links**
3. **Supporting and implementing behavioural change**
4. **Tackling transport emissions**
5. **Enhancing public streets and spaces**

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On 15 February 2017 Profs Tony May and Greg Marsden led a transport workshop for City of York Council members and Officers, on the lines of the two earlier York Civic Trust events.

#### **A. Key problem areas identified:**

1. *Air pollution* – perceived as primarily a city centre issue, during the day time (measurable increases during peaks), this is affected by weather (temperature/humidity/wind/cloud cover) and peak usage times. It is also perceived as ‘lumpy’ – not always same time and place and may depend on freight/bus traffic/weather. Health, social and economic cost implications arise from increased air pollution and poor air quality.
2. *Congestion* – affects journey times, leads to reduced reliability/regularity of public transport and gives a poor impression of City to visitors. It causes delays (deliveries, journeys to work, public transport) with consequent economic and social costs. Consider prioritising use of buses/walking/cycling (and manage any feelings of guilt for not cycling). Investigate making more efficient use of assets, e.g. by using river, cycle, walking and rail more effectively.
3. *Effect of growing population* – affects city-wide and local growth areas. The need for more housing and business premises, thus increased jobs, contributes to increased transport demand and expectations and longer commuting distances. The Local Plan could limit expansion to fit existing urban areas and brownfield sites rather than a wider spread of development. Expected to get worse without more walking/cycling/use of public transport (e.g. bus and rail), increased multi-occupancy of vehicles, reduced dependency on cars, good habits acquired by providing public transport at start of new developments.
4. *Schools* – effects of ‘school run’, school league table changes arising from more academies and free schools, leading to possible increases in journey length, loss of support for transport to faith schools.
5. *Condition/state of highway infrastructure* – perceived as a city-wide problem which particularly affects more vulnerable users e.g. cyclists. Expected to get worse unless infrastructure can be kept in good state. Need better control of key junctions (e.g. where radial routes intersect with inner orbital routes), fabric of city’s roads (e.g. Walmgate Bar) maintained (vibration/noise/fumes etc). Planning should allow for

public right of ways as part of transport network and that the network's limited overall available capacity must be shared between all users.

6. *Limitations of infrastructure (carriageway widths/old buildings)* – seen as primarily a problem of the city centre, but affects most road users. There is a need for integrated lights and signals at junctions and crossing points with appropriate sequencing. There is a public perception of junction gridlock –the Outer ring road is arguably seen as a classic example. In some cases it may possibly be there by design (e.g. Micklegate/Blossom Street junction). Perception of traffic speeds (too slow in some cases, too fast in others) is an issue that can be designed-out using street furniture, signage and vegetation rather than needing carriageway re-engineering.
7. *Accidents* – vulnerable groups (e.g. cyclists). Is there a lack of data, e.g. reports only of accidents and not near-misses? What data is available?
8. *Limitations of public transport services* – affects visitor economy, night-time economy, labour force, business economy. Impact of this could increase unless there is a better park and ride (late evening) service and improved Sundays, early morning, late evening and integration of rural bus services. There is a need to raise awareness of /promote city's evening economy. Funding to extend services could be a problem. For new developments, consider the need to provide mass transit/public transport as alternative to car so as to get residents in the habit of using public transport.
9. *Parking* – city centre vs. out of town. *This* contributes to congestion and air pollution. Pricing is an issue (out of town 'free', charging in city centre), seen as expensive by visitors, though pricing mechanism could support modal shift. Could annual pass pricing re-vamp help? Could pricing for child passengers or for number of vehicle occupants contribute here? Is there a need to re-evaluate ResPark charging, corresponding re-assessment of supply and demand is needed. Inconsiderate or unsafe parking contributes to difficult access for blue light services alongside perceived issues re commuter parking and displacement due to restrictions/pricing/congestion. This is expected to get worse without management, change in perceptions re parking in city centre (not enough spaces/charges too high) although most car parks (not Castle) are under-used except at Christmas and in school holidays, conflict of increase in P+R role helping keep traffic out of

centre vs making parking in centre easier, nature of Respark schemes (pricing, supply & demand). Clarity on Castle Gateway parking solutions may be needed (e.g. on which side of River Foss or possibly Tower Street dual carriageway is it best)?

10. *Cycling* – confidence in infrastructure (increase in individual activity and health improvement), better access (e.g. rail) for increased numbers. Perceived lack of cycle parking – could unused areas in city provide a solution (or possibly wide roads e.g. Micklegate)?
11. *Freight* – perceived increase (70%?) in white van delivery journeys. Consider creating transshipment depot (Askham Bryan/Naburn?), or national transshipment centres. Area to be serviced? Viability? Reduction in city centre delivery hours?
12. *Reduce need to travel* – more personalised journey plans, encourage use of minibuses for clubs, communities and schools.
13. *City Centre* – consider ways of resolving perceived conflict between cars, cyclists and pedestrians. Central pedestrian zone could define (more) footstreets with appropriate timing in medieval city centre and contribute to avoiding build-up of air pollution (e.g. Lawrence Street flats with special ventilation). Need to assess effects of office conversions – student vs residential vs 2<sup>nd</sup> homes vs holiday lets. Establish role of Coppergate route – how changeable?
14. *Behaviour/expectations* – conflict between people vs space: driving standards and expectations, frustration over delays leading to impatient or dangerous driving, possibly causing collisions.

## **B. Review of the LTP's objectives**

Although most attendees felt that the LTP objectives remain appropriate, one group proposed a re-prioritisation based on (1) affordability, (2) hours of access and more pedestrianisation, (3) reliability of public transport, (4) limiting cut-throughs in city centre (e.g. by closure of Lendal Bridge)

### Get people walking, cycling and using public transport:

The majority felt that this objective is still relevant and should have high priority. Encouraging people to walk/cycle leads to health improvements. There is a need to increase supporting infrastructure. (e.g. cycle parking, routes)

Alternative/new objectives – build cyclists' confidence re safety and state/extent of infrastructure, increase emphasis on 'healthy' agenda

Easier to get around overall:

Again, most attendees felt this remains relevant and should have high priority. The need was seen to integrate transport network nodes better and to promote leaving car at home. There is also a need to support economic growth yet sustain existing businesses suffering impacts of congestion. We should plan for reducing congestion and delay wherever possible. It would be helpful to provide cycle routes from A to B.

Alternative/new objectives: We should place more emphasis on the need for better and more competitive priced bus services/routes

Safety/comfort/security:

This objective is still considered relevant and should have high priority. Some felt that the health benefits of active travel could be better argued in the LTP and that the use of 'walking bus' or 'walking train' approaches could reduce school run issues. The effect of school holidays on traffic levels and congestion could be extended by promoting the use of cycling, walking to work or even working from home on a one day in every five basis so as to reduce pressure.

Alternative/new objectives: Consider a changed approach to sharing road space so that cars share with pedestrians and cyclists, constraining drivers to slower/safer driving (e.g. Fishergate triangle)

Equal access to all facilities for all:

This objective was still felt to be relevant and should have a high priority. A small number felt that bus services need improving, not equalising, with the aim of a minimum standards guarantee. There was a common feeling that peak time travel demand needed to be reduced e.g. through staggered hours, reducing the impact of freight/haulage, improving rail access, reducing congestion. Lack of early morning and late evening bus services was considered to affect rural areas, evening economy, socialising, early/late shift working, late study at college etc. Public transport fare levels were seen as a barrier in many cases. It was felt we should consider integrating P+R services with rural services or joining P+R with other bus routes where possible. We should also make full use of technology (eg ticket on phone app, timetable app, smart ticketing/M-card/cross-ticketing)



Alternative/new objectives: Greater emphasis on increased working from home to reduce travel demand at peak times; re-appraisal of impact/influence of P+R growth and infrastructure services

### Combating climate change:

Most attendees felt this objective was still relevant and should have high priority. The commercial delivery of bus transport and (perceived) low patronage remains an issue; better take-up could be achieved by creating new routes/services for existing centres. and new developments to establish habit of using public transport. Many felt that the city's freight strategy should be addressed; the use of transshipment hubs should be considered. We should examine the impact of changing to smaller/lighter/ULEV delivery vehicles on emissions and foot streets.

Alternative/new objectives: Greater emphasis on impact of air pollution. We should aim to create new routes/services for new developments early to establish habit of using public transport.

## **C. Approaches to LTP Strategies**

### Reduce the need to travel:

Increased working from home (travel, personal journey plans); Promoting better ways to travel (times, mode, route used); Helping communities to be more self-supporting; Ensure services and public transport are available for new developments; Consider use of local delivery services e.g. Deliveroo, or use of Amazon drop-off points; Promote/support internet shopping; Promote shared vehicle use (minibuses e.g. 3<sup>rd</sup> sector, car sharing); Use of river; Examine local rail options e.g. halt at Haxby/York Hospital; Expand car-free areas or create pedestrianised city centre; Improve local shops/facilities

### Reduce private car use:

Increased working from home and/or promoting better ways to travel (see under Reduce need to travel); Need credible/cost-effective alternatives e.g. car-sharing to replace ownership; Emphasise use of car sharing/car clubs; Give a clearer steer on parental trips (e.g. school drop-off then work); Discourage non-essential car use; Give explicit guidance (argument not just economic but social and environmental); Consider use of workplace parking levy; Incentivise employers towards home working; Consider congestion charge;

Promote cycle hire; Consider Uber/Whim-based approaches; Investigate guided bus/tram network (e.g. Nottingham); Provide cycle routes from A to B; Limit city centre access

#### Equality of access for all:

Use technology to improve safety through better control and signage; Implement smart ticketing across different modes; Provide orbital bus services to access and/or interconnect P+R sites; Extend P+R hours (also supports evening economy); Reduce car use overall; Incentivise or use 'nudge' approaches to promote behavioural change

#### Improve/maximise highway performance/operation:

Must include provision for pedestrians and cyclists; Use technology to get better junction control and signage; Improve junctions on outer ring road; Consider use of Uber-based approach; Discourage single-occupancy use of cars; Reduce car traffic in city centre; Allow overnight use of P+R sites; Integrated transport system; Improve station entrance/appearance (new entrance on 'teardrop' side?); Provide digital access to transport data, timetables via apps for all generations; Levy congestion charge for freight traffic; Consider use of freight transshipment hub(s)

#### User hierarchy

Most attendees felt this should remain the same.

### **D. Measures to implement individual strategies**

Measures to deliver four different strategies were considered by the groups present.

#### 1. Reducing the need to travel

- i. Integrate/improve access to key local amenities, services, schools and employment – needs to be done for new developments and for sites in Local Plan.

*Barriers:* commercial viability, competition with existing facilities, sources of funding

- ii. Emphasise this as key consideration in urban planning – integrate in creating new/enhancing existing communities.

Barriers: developer 'buy-in', impact on commercial viability (eg number of houses, roads, footpaths, amenity space), Green Belt, overall area of space/land available

- iii. Embedded domestic technology – include fibre/broadband, phone network, utility metering, remote home systems control, placing increased focus on outlying communities.

Barriers: level of provider interest, commercial viability (and limits on planning conditions?)

- iv. Flexible working policies – concentrate on existing businesses and employers, seek ways to include new businesses/employers.

Barriers: public transport services, location (access on foot and effects of existing congestion)

## 2. Reducing non-essential car use and barriers to other forms of travel

Invest more time/money in achieving behavioural change whether by regulation, incentivisation or more subtle 'nudge' approaches

Encourage cross-party working to get common view and wider political commitment

Review city centre areas suitable for pedestrianisation

Demand management approach to city centre traffic. Discourage non-essential car use by providing alternative means of transport.

Take revenue-based approach with capital support. Revenue: cycling training, bus incentives, journey planning/timetables, website signposting to car-share clubs. Capital: integrated ticketing, more/better tarmac on roads, improved/new technology signage, provide bus timetable information on screens

## 3. Improving public transport and take-up

- i. Aim for better integration – timetabling, cost of fares, hubs, flexibility and reliability.

Barriers: Commercial operation after de-regulation, Technology (diesel emissions/leaving engine running in cold weather, ULEV battery life/cost), Viability of/pump-priming this work?

- ii. Provide free/low cost shuttle bus for city centre or possibly free/low cost use of existing routes for city centre only journeys?

Barriers: Cost of provision, booking via hotel or smartcard for residents, inconvenience of broken journey if used for cross-city travel

- iii. Link rural feeder services to P+R.

Barriers: timetabling, length of service day, fare structure

- iv. Provide free services (e.g. University area).

Barriers: cost, route, possibly limited regulatory routes to such a service, credibility/cost of incentivisation approach

- v. Encourage buy-in from major employers, to move towards addressing freight/workforce travel needs.

#### 4. Freight transshipment depot considerations

Issues – One depot or several? Where to site it/them? Who pays? Very few nationally (?6 or 7 and none in W Yorkshire) Is it viable for York alone or would it need to serve larger area? Need to consult business.

How and why – Hours of operation, Size of local vehicles to use (smaller vehicles better), what changes needed for national carriers? Possibly provide drop-box facilities at larger employers for Amazon deliveries. Freight depot might need to cover larger area than just York – best road/area for site? Possibility of CoYC subsidy or subscription by/levy on users? Can CoYC control HGVs, commercial waste vehicles – use of electric vehicles instead?



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## **Economic Development & Transport Policy & Scrutiny Committee**

10 May 2017

Report of the Managing Director, Make It York

### **Make It York Update Report**

#### **Summary**

1. This report and its annex updates Members of the Economic Development & Transport Policy & Scrutiny Committee (EDAT) on the progress being made by Make it York (MIY).

#### **Background**

2. In November 2016 the Committee received a report from the managing Director of Make It York which provided an update on the progress of MIY and its plans for the future. The Committee asked for a further update report in six months time.

#### **Activity**

3. The information in Annex 1 provides information on MIY activity across five key areas within its Service Level Agreement (SLA):
  - i. High value jobs growth initiatives:
    - Work with expanding businesses to be anchor tenants on key sites
    - Hold key accounts with 100 high value companies
    - Deliver improve web and digital marketing if the city to a business audience
    - Target inward investment through senior advocates and intermediaries
    - Brokerage to private sector/regional business support and funding opportunities
  - ii. Initiatives making a fresh statement of cultural and visual identity
    - Creative marketing and PR to change perception of city

- iii. Initiatives bringing people together in creative low-cost ways
  - Enable sustainable private/voluntary sector cultural events and festivals
  - Director forums and/or private sector-led sector networking
  - Rollout of Bishopthorpe Road model
- iv. Events and city centre management
  - Market management
  - City centre, events and festivals management
- v. Visitor economy developments
  - Visitor economy produce development
  - Visitor information and marketing
  - Business tourism

### **Options**

- 4. This report is for information only and there are no options to consider.

### **Analysis**

- 5. As this report is for information only there is no analysis.

### **Council Plan**

- 6. This report relates to 'A Prosperous City for All' element of the Council Plan 2015-19.

### **Risks and Implications**

- 7. This report is for information only and there are no risks or implications to consider.

### **Recommendations**

- 8. That Members note and comment upon the information provided in this report and its annex.

Reason: To ensure Members are aware of the progress of Make It York

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Report Approved  Date 28/04/2017

### Wards Affected:

All

**For further information please contact the author of the report**

## Annexes

Annex 1 – Update on MIY Activity

## Abbreviations

ASFF – Aesthetica Short Film Festival  
BAFTA – British Academy of Film and Television Arts  
CYC – City of York Council  
EDAT – Economic Development & Transport policy & Scrutiny Committee  
FERA – Food and Environment Research Agency  
KAM – Key Account Management  
MIY – Make It York  
PAPI – Product and Process Innovation  
PBS – Public Broadcasting Service  
SCY – Science City York  
SIAFS – Stimulating Innovation in the Agri-Food Sector  
SLA – Service Level Agreement  
SME – Small and Medium Enterprises

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SLA ACTIVITY	MIY ACTIVITY TO DATE (April 2016 to March 2017)
<b>High value jobs growth initiatives</b>	
<b>WORK WITH EXPANDING BUSINESSES TO BE ANCHOR TENANTS ON KEY SITES</b>	<ul style="list-style-type: none"> <li>• Over the 12 months (April – March), Make It York received 287 commercial premises enquiries. Enquiries have spanned a broad spread of sectors including financial and professional services, creative and digital, retail, manufacturing, and biotechnology. Promotion of key sites has been limited due to CYC development progress. However opportunities across the wider city are actively being pursued/promoted.</li> <li>• MIY have worked with several key indigenous businesses to support key longer term expansion plans at various sites across the city. This includes working closely with CYC planning and local plan teams where relevant to determine future opportunities.</li> <li>• MIY has worked closely with a number of upcoming developments including Yorkshire House, Hudson House, Stonebow and Guildhall.</li> <li>• MIY attended MIPIM UK in October alongside the team from the Leeds City Region, promoting key inward investment and development opportunities.</li> </ul>
<b>HOLD KEY ACCOUNTS WITH 100 HIGH VALUE COMPANIES</b>	<ul style="list-style-type: none"> <li>• Make It York has identified over 100 businesses across a range of key sectors with which it is developing KAM relationships. Regular meetings are taking place and will inform regular business insight reports going forward. The first report covered the final quarter January – March 2017.</li> <li>• MIY hosted the first of a series of special business events in February. Andrew Percy MP, Northern Powerhouse Minister addressed an invited audience of 100 senior business and political leaders from across York and North Yorkshire. The event brought the audience together to network and hear about the latest Northern Powerhouse plans and how businesses can get involved.</li> </ul>

	<ul style="list-style-type: none"> <li>• Science City York ran their director forum dinner series for 90 key accounts in Creative, Bioscience and IT &amp; Digital business sectors. These take place quarterly. Science City York is also developing a new network of Agri-food and Agri-tech businesses through the SIAFS project, working with FERA.</li> </ul>
<p><b>DELIVER IMPROVED WEB + DIGITAL MARKETING OF THE CITY TO A BUSINESS AUDIENCE</b></p>	<ul style="list-style-type: none"> <li>• A new 'Invest in York' website was launched as a part of the Make It York website.</li> <li>• A soft landing package and guide to living in York have been developed. These offer easy access to tailored professional, legal, recruitment and accountancy support alongside interim easy terms property offers and provide useful information to help relocating staff find the information they need to settle in quickly.</li> <li>• An Inward Investment App is in development. The App will provide easy offline access to key Inward Investment data and information. It will initially be targeted at our 20 new Inward Investment ambassadors, allowing them to carry a full suite of relevant information in their pocket. More standard collateral in the form of printed and online brochures and leaflets are also available.</li> <li>• Twitter and Linked in are being proactively used to target business messages. @York_Means_Biz twitter handle is being used as the primary business feed and now has 3,097 followers. This is showing a steady increase year on year.</li> <li>• A new and improved York Means Business brand website <a href="http://www.yorkmeansbusiness.co.uk">www.yorkmeansbusiness.co.uk</a> is now live as part of a soft launch. This is more flexible and modern and will allow better access to relevant information for York's businesses. The website will be developed further over the coming year.</li> <li>• Science City York have refreshed their web site <a href="http://www.scy.co.uk">www.scy.co.uk</a> and now have 2,260 twitter followers on @sciencecityyork, 5,393 followers on @creativeyork and 5721 on @illuminateyork</li> </ul>

**TARGET INWARD INVESTMENT THROUGH SENIOR ADVOCATES AND INTERMEDIARIES**

- An Inward Investment ambassador's programme has been formally launched. The programme has initially attracted 20 influential business leaders in the city. The ambassadors have been furnished with the latest information and marketing collateral, to enable them to consistently sell the city to prospective investors as part of their national and international business. The scheme will run as a 'pilot' for 6 months with the aim of rolling out more widely with further recruitment of ambassadors. The aim is to grow the scheme to 50 over the coming year.
- MIY has built a strong relationship with the National Agri-Food Innovation Campus on the edge of York, working closely with them to attract new sector-specific businesses to the site. Recent success includes the location of drug development business, Covance taking 17,000 sq ft of space. A number of other live opportunities are currently being followed up.
- Work has begun, in conjunction with Leeds City Region and across Leeds, Bradford and Harrogate, to promote the strong investment proposition within financial technologies. MIY has partnered with the LEP to attend a number of targeted trade shows including Fintech Connect (Dec), Finnovate Europe (Feb) Innovate Finance Global Summit (10/11 April) and Fintech North in Leeds (26 April).
- Make It York has helped facilitate visits from Department for International Trade overseas leads for the Digital Software and IT and Agri/Biotechnology sectors and overseas business delegations for both Biotechnology and Digital and IT technologies
- York's proposition has been promoted to international audiences at several sector specific business events including events in Industrial Biotechnology, Biorenewables and Insurance.
- Working with local partners and with the Leeds City Region China Business Club, MIY has hosted several delegations of senior business people from China,

	<p>supported the Lord Mayors Visit to China in November and supported the formal visit from York's official sister city Nanjing in March, building business to business relationships.</p> <ul style="list-style-type: none"> <li>• An initiative to attract fresh, contemporary retailers to the city is underway. 80 prospects have been identified and contact is being made with all of them. The ambition is to try and create a pipeline of new retailers interested in York. Initial response has been positive.</li> </ul>
<p><b>BROKERAGE TO PRIVATE SECTOR/REGIONAL BUSINESS SUPPORT AND FUNDING OPPORTUNITIES</b></p>	<ul style="list-style-type: none"> <li>• Over the course of the year Make It York has assisted 382 businesses across a range of sectors to access growth support and advice. Support has been wide ranging including access to finance, skills and recruitment support, start up advice and property search assistance. 81 of those businesses were start-ups and those meetings have generated 94 referrals into other, mostly York based, providers. For example, 4 businesses were referred into Hiscox Business Club to discuss their needs for office space, 23 were introduced to local accountants and 13 were referred for start-up loan support.</li> <li>• Over the same period, 18 of those businesses have been supported to successfully secure investment finance of £339,000.</li> <li>• 69 companies have been introduced into the LEP Skills Service, helping them to secure £166,000 of funding to help meet the cost of training and developing their staff.</li> <li>• Delivery of targeted business masterclass events continues with 18 delivered across the financial year in partnership with local service providers has attracted over 400 delegates. 5 masterclasses are already published for the next financial year with a target of delivering 2 per month across the year. We have developed a strong network of service providers, eager to use our events as a method of marketing their services. Events are regularly fully booked days in advance and waiting lists set up to manage over capacity.</li> </ul>

- Our Insomnia events started in March. This monthly programme brings together a small cohort of business owners with facilitation from Make It York and a local mentor to encourage knowledge and experience sharing to help owners work towards solving business issues that keep them awake at night. The programme will run for 6 months and, if successful, we will roll out more widely.
- MIY is working with the Hoteliers Association in York to address the acute skills shortage currently being felt in the sector.
- MIY supported York Business Week 14-18th November 2016. The event had over 30 registered events. MIY hosted 2 Masterclasses alongside running Venturefest Yorkshire. Planning is underway for a stronger involvement in York Business Week 2017 including development of a York 'top 100 companies' initiative in conjunction with York St John Business School.
- MIY has worked with Leeds City Region to develop the Ad;Venture start up programme. The programme offers funding and support to people running early stage (up to 3 years) or wishing to start a business across Leeds City Region including York.
- Considerable work went into delivering Venturefest Yorkshire on 16th November at York Racecourse. In advance of the event, SCY ran a series of roadshow events across the region, contributing to the marketing of the main event. The main conference had a packed programme of business speakers, investment competitions, workshops, seminars and exhibitors attracting almost 1000 delegates and over £100k of sponsorship. Over £1m of business was created on the day and a number of companies took part in two investment competitions; Pitchfest and Innovation Showcase. The winners of these competitions went on to take part in a national pitching event to 85+ investors in London in February, supported by Science City York.
- In addition to our core activities the team provide regular mentoring support in

	<p>partnership with organisations / events including York St John University, Venturefest, Archbishop Holgate School and Young Enterprise. Two members of the team are also in the process of applying to be mentors with the Prince's Trust.</p>
<p><b>Initiatives making a fresh statement of cultural and visual identity</b></p>	
<p><b>CREATIVE MARKETING + PR TO CHANGE PERCEPTION OF CITY</b></p>	<ul style="list-style-type: none"> <li>• MIY has supported the Great Yorkshire Fringe, Illuminating York, ASFF, the Literature Festival and all the other festivals in York.</li> <li>• MIY has worked on an initiative with York St John University to encourage students to make more of the city while they are here : “100 things to do in york before you graduate.”</li> <li>• Taking place in Autumn 2018, and every two years thereafter, plans for the inaugural York Mediale festival are being developed by Creative Director Tom Higham. This festival will build on York’s designation as a UNESCO City of Media Arts and will be an important platform to showcase York as a dynamic, creative, contemporary city. This re-positioning of York is vital to attracting students and inward investment and is important for projects such as York Central.</li> </ul>
<p><b>Initiatives bringing people and businesses together in creative low-cost ways</b></p>	
<p><b>ENABLE SUSTAINABLE PRIVATE/VOLUNTARY SECTOR CULTURAL EVENTS + FESTIVALS</b></p>	<ul style="list-style-type: none"> <li>• The York Food and Drink Festival taster took place in early June and the main festival was held in September. An extended Great Yorkshire Fringe was held from 15-31 July 2016. ASFF took place in November 2016 and the Literature Festival in March 2017. All events were strongly supported by MIY.</li> <li>• MIY supported the BAFTA qualifying ASFF in November as a main sponsor, also hosting the festival and ticket office within the VIC in the run up and during the event.</li> <li>• A new events strategy/framework is being finalised in consultation with the BID, Welcome to Yorkshire and CYC.</li> </ul>

<p><b>DIRECTORS FORUMS AND/OR PRIVATE SECTOR LED SECTOR NETWORKS</b></p>	<ul style="list-style-type: none"> <li>• The first York Food and Drink Conference was held at the Park Inn on 28th September. Hosted by Chris Stott, KPMG’s national sector lead for food and drink, with speakers including Food and Drink Federation, Harrogate Water Brands, Nestle and Morrison’s, the event was attended by over 100 delegates. The next conference is now being planned and will take place on 14 September 2017.</li> <li>• MIY is working with a number of partners including Deliciously Yorkshire, Leeds City Region Food Group, Food Innovation Network and the Food Industry Network to identify gaps in the supply chain for food and drink production, and the barriers to growth, in particular issues that inhibit scalability.</li> <li>• MIY working through its Science City York brand established the ‘Agri-Food Yorkshire’ platform and network which brings together over 15 of the region's food and farming networks.</li> <li>• MIY is working with the Rail Alliance, National Skills Academy for Rail, and the Rail Industry Association to establish a regional apprentice/company matching service, helping to address entry level skills recruitment issues in the sector, particularly for SMEs. MIY also continues to work with York based rail companies to bring them together and understand the further needs of the industry.</li> <li>• Science City York has partnered with FERA Science Ltd to develop and launch the ERDF funded £1.6m Stimulating Innovation in the Agri-Food Sector programme. The programme which launched in October is aimed at encouraging investment and growth in the agri-food sector and will provide access to specialist support and grant funding to catalyse business innovation. The programme will provide innovation grants of between £2k and £5k and deliver 48 workshops and networking events over the coming 2 years. The project has also generated 3 new part-time posts in Science City York.</li> <li>• Science City York has continued to engage strongly with Bioscience and Creative, Digital and IT Businesses. Several Directors Forum have taken place and a</li> </ul>
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	<p>number of supplementary events have also been run to engage the business community including Dot York, Tech Scene York, Digital Catapult partnership event, Agrifood Yorkshire events, and Technology Digest, collectively attracting over 500 delegates.</p> <ul style="list-style-type: none"> <li>• Make It York/Science City York has strategically partnered with the University of York to develop and deliver the Product and Process Innovation programme. PAPI is an EU funded small capital grants scheme that will provide financial support to regional SMEs, helping them to innovate through the development of new products and processes. The first round of funding has now been completed and the second opened on 13<sup>th</sup> March 2017.</li> </ul>
<b>ROLLOUT OF BISHOPTHORPE ROAD MODEL</b>	<ul style="list-style-type: none"> <li>• Work is continuing to support a number of initiatives including Fossgate, Micklegate, Acomb, and the Shambles traders.</li> <li>• MIY have also had initial discussions with Haxby and Wigginton to assess how we might help them establish their own groups.</li> <li>• The aim in 2017/18 is to develop a ‘toolkit’ that can be used by any local trade/retail organisation.</li> </ul>
<b>Events, city centre and market management (funded by license agreements with City of York Council)</b>	
<b>MARKET MANAGEMENT</b>	<ul style="list-style-type: none"> <li>• Work is ongoing to improve the Shambles Market environment and footfall, including new infrastructure in the Shambles Food Court, which has become a major driver of footfall into the market.</li> <li>• A new weekly food zone, operating under the brand Taste York was launched in Shambles Market in July. This will be developed in the new financial year with support from the York Food and Drink Festival team who will be putting on weekly cooking demos and activities in the market.</li> <li>• A review of the monthly Farmers’ Market was undertaken and The Farmers’ Market contract has been awarded to Yorkshire Farmers Markets. This will deliver a</li> </ul>



	<p>monthly Farmers' Market in St Sampson's Square. The first Market took place in February 2017 with 20 traders.</p> <ul style="list-style-type: none"> <li>• As mentioned above, the development of the new Shambles Food Court saw the installation of undercover seating and festoon lighting in the area. The Shambles Food Court was officially launched during the Illuminating York Festival in October alongside a night market in the main market area. This was a successful event beneficial to our food vendors, market traders and the line-up of local buskers who performed to the crowds in the space.</li> <li>• The first summer evening event 'Shambles Street Feast' was held in June. Further Street Feast events took place over the summer attracting up to 300 people each evening. The event will resume in summer.</li> <li>• The Shambles Market Christmas Party weekend attracted increased footfall in the Shambles Market during the last weekend of the St. Nicholas Fair. Minster FM's roadshow vehicle and set list of activities and entertainment helped create a vibrant, festive atmosphere for traders and shoppers. Shambles Market trader feedback was very positive compared to the previous Christmas.</li> <li>• Ongoing work with local charity, Edible York, has seen the installation of community planters in the market during March.</li> </ul>
<p><b>CITY CENTRE, EVENTS &amp; FESTIVALS MANAGEMENT</b></p>	<ul style="list-style-type: none"> <li>• Organised by MIY, Illuminating York took place October 26<sup>th</sup> to 29<sup>th</sup>. With one ticketed and 7 free installations around the city, the event was well received with feedback much improved over 2015. There were approx. 20,000 visitors to the festival generating around £1.1m for the city.</li> <li>• The York Christmas Festival took place 17 November to 23<sup>rd</sup> December. The market housed over 100 chalets with over 140 different traders taking part over the 5 weeks throughout Parliament Street, St Sampson's Square and Coppergate, feedback from a number of small local businesses involved was extremely positive.</li> <li>• A 'Small Business Christmas' area ran very successfully at Judges Lodgings</li> </ul>

	<p>courtyard with 6 small chalets providing opportunity for 26 small businesses from across York and North Yorkshire to showcase their products and promote small businesses and independent traders. Following last year's success Judges Lodgings courtyard will once again host Small Business Christmas in 2017. The application process for this year's 'Small Business Christmas' is now open, available via <a href="http://yorkmeansbusiness.co.uk">yorkmeansbusiness.co.uk</a>. The Ice Trail was a particularly popular event from the content programme.</p> <ul style="list-style-type: none"> <li>• The 2017 Easter Family Festival and York Chocolate Festival took place over the Easter period. Feedback to date has been very positive.</li> <li>• 2 new requirements have been added to the SLA and will be reported on in future documents :</li> <li>• MIY will produce a "cultural framework" for the city identifying priorities, strategies and funding models for the city's cultural product to deliver on the York Economic Strategy "To Do": <i>Make a fresh loud statement of cultural and visual identity</i>. MIY will lead and resource this activity, working in collaboration with the Council (through Charlie Croft) and the Cultural Leaders Group. The framework will seek to provide practical co-ordination of the sector as well as a clear statement of the city's strategic priorities for the benefit of external funders such as the Arts Council (England)</li> <li>• MIY will produce an "events framework". This will mirror the "cultural framework", focussing specifically on the development of events for the city.</li> </ul>
<p><b>Visitor economy development in addition to the above initiatives (funded by other income streams and shareholder subsidy to move towards long term self-sufficiency)</b></p>	
<p><b>VISITOR ECONOMY PRODUCT DEVELOPMENT</b></p>	<ul style="list-style-type: none"> <li>• Substantial progress has been made in uplifting the quality of marketing collateral for Visit York.</li> <li>• Visit York continues to work closely with the Hoteliers Association, Visit York</li> </ul>

	<p>members and partner organisations to enhance the overall visitor experience</p> <ul style="list-style-type: none"> <li>• Through the Visit York Advisory Board, the tourism strategy for York is going to be reviewed and refreshed.</li> </ul>
<p><b>VISITOR INFORMATION &amp; MARKETING</b></p>	<ul style="list-style-type: none"> <li>• The ‘Original City Adventure’ campaign has now been shortlisted for 2 key awards. CIM Awards and Travel Marketing Awards.</li> <li>• The York video has now had over 300,000 known views to date across various channels.</li> <li>• The ‘York Christmas’ marketing campaign was a huge success with over 450 coaches booked in over the season. We targeted regional and national visitors with a £30k marketing programme.</li> <li>• Visit York is working closely with Marketing Manchester and Manchester Airport on China activity, supporting Hainan Airlines new Manchester Beijing route, a familiarisation trip with Hainan staff and Chinese Tour operators was organised.</li> <li>• Visit York met with all VisitBritain overseas tour operators at the recent VisitBritain Explore GB event in Brighton and attended the VisitBritain organised China Sales Mission in November meeting with key operators already using and considering Britain and the North of England</li> <li>• Attended the New York Times and Travel Show with Visit Leeds promoting Yorkshire as a great destination for filming, including Victoria which is now showing on PBS in the USA.</li> <li>• Partnered with the House of Britain in the Netherlands for the Dutch market.</li> <li>• Launched the Year of the Viking theme. Including the annual Viking festival and details of the re-opening of JORVIK in April and the new VIKING legend exhibition at the Yorkshire Museum.</li> <li>• Visit York has hosted numerous Press Visits from across the globe. The Yorkie PR initiative has generated extensive coverage in 71 publications to date from local, regional, national and international publications and newspapers –securing</li> </ul>

	coverage in, among others, France, Pakistan and South Africa and China.
<b>BUSINESS TOURISM</b>	<ul style="list-style-type: none"> <li>• The VisitYork4 Meetings team continue to refocus activity on targeting high value association conferences aligned with key York business sectors. Both enquires and confirmations through VistYork4meetings continue to grow year on year.</li> <li>• A new conference guide detailing York’s offer was published in March 2017 with a sector specific focus, to be distributed at all trade shows and online and to our client database</li> <li>• A business tourism short film was launched, showcasing the city for conferences and business events and including footage of the cities areas of expertise.</li> <li>• VisitYork4Meetings attended The Meeting Shows show at London Olympia, generating 163 new leads and 5 enquiries including a conference for over 1,000 delegates. The team also attended the Square Meal Venues and Events show in London on 21/22 September.</li> <li>• Working with partners, VisitYork4Meetings attended The Associations Forum targeting York relevant sector specific associations to bring their events to York. Enquiries were generated for biosciences and digital conferences.</li> <li>• The Liberal Democrats held their spring conference in York for the third time in 2017, attracting 1,400 delegates.</li> <li>• In the final stages of being implemented the new enquiry handling facility, the GRATIS venue finding system enables venues to log on and respond to enquiries online meaning a faster turnaround for the proposal to client. The client proposal also includes more detailed information including maps.</li> <li>• Working with Visit Britain, the VisitYork4 Meetings team is providing ongoing support for the 2016/17 campaign “Incentive England” to promote York in this high end corporate market.</li> <li>• VisitYork4Meetings Twitter channel @VisitYork_4M was launched and continues to grow with industry specific followers</li> </ul>



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## Economic Development & Transport Policy & Scrutiny Committee

10 May 2017

Report of the Corporate Director of Economy and Place

### An Update Report on Major Projects in York

#### Summary

1. This report provides Members of the Economic Development and Transport Policy and Scrutiny Committee with an overview and update on major projects currently being progressed in the City. This includes major transport initiatives.
2. Separate reports on Major projects and individual transport schemes are presented to the Executive Members on a regular basis and to Executive where updates and approvals are required. The overall capital programme is monitored through the year with the latest report submitted to the April Executive Member Decision Session.
3. A summary report for each Major project and transport initiative is provided in Annex A.

#### Strategic Context

4. The Major projects and transport initiatives are driven through the Council plan, the Without Walls city strategy, the York economic strategy, the Local plan and the Local Transport plan (LTP).
5. The Without Walls city strategy and the Council plan set the framework for the strategy for the City. The Council plan specifically focuses on the council and its overarching strategic key objectives:
  - **a prosperous city for all** - where local businesses can thrive and residents have good quality jobs, housing and opportunities
  - **a focus on frontline services** - to ensure all residents, particularly the least advantaged, can access reliable services and community facilities
  - **a council that listens to residents** - to ensure it delivers the services they want and works in partnership with local communities

6. The Local Plan is a citywide plan which sets the overall planning vision and the spatial land use strategy for the city. It provides a portfolio of both housing and employments sites for at least a 15 year period and will set the Green Belt boundaries for York. In addition it incorporates both policies and approaches to set the context for development management decisions. Effectively, it sets out the opportunities and policies on what will or will not be permitted and where, including new homes and businesses.
  
7. York Economic Strategy sets out a clear and achievable economic vision for York and focuses on eight essential objectives to address key challenges in the city:
  - deliver the York Central Enterprise Zone
  - deliver a Local Plan that supports a high value economy
  - take practical steps to develop and retain talent in the city
  - drive university and research-led business growth in key sectors
  - lobby for investment in key transport networks
  - use local business rate freedoms to drive high value growth
  - make a fresh loud statement on cultural and visual identity
  - bring people and businesses together in creative low-cost ways
  
8. The Local Transport Plan (LTP3) sets out the transport strategy for the city and the measures to be progressed in the short-term (2011-2015), medium-term (2015-2021) and long-term (2021 -2031), under the following strategic themes:
  - Provide Quality Alternatives (to the car).
  - Provide Strategic Links
  - Implement and Support Behavioural Change.
  - Tackle Transport Emissions.
  - Improve Public Streets and Spaces
  
9. The overarching Transport principle for the city is to encourage more people to travel sustainably. There is also a focus on making the most of the existing infrastructure to maximise the capacity of the road network for all road users.
  
10. The purpose of the Major Projects and Transport Initiatives is to deliver on the strategic vision and within the frameworks contained within these documents.



## Project Management

11. The City of York council has a complex and high value project portfolio and, as is appropriate with such a portfolio, how projects are managed is closely scrutinised by the Audit and Governance Committee and internal and external auditors. Due to the risks associated it important that the projects are managed within the Council's project management framework, which is based on best practice.

## Updates on Major Projects and Transport Initiatives

12. The update report for the Major projects and Transport Initiatives, relevant to this committee is included in Annex A. The reporting format is one that has been agreed with the Audit and Governance Committee and has been accepted as the standard highlight reporting format for Major Projects. It is designed to provide a consistent view of each item highlighting progress and identifying key risks and dependencies. More information on each individual project can be provided on request.

The summary is as below:

<b>Large projects summary (more detail is provided over the page)</b>	<b>Previous period (RAG)</b>	<b>This period (RAG)</b>	<b>Direction of travel</b>
Castle Gateway	Amber	Amber	Same
Guildhall	Green	Green	Same
Local Plan	Amber	Amber	Same
Outer Ring Road (A1237)	Red	Amber	Better
York Central	Amber	Amber	Same

<b>Other significant Transport initiatives</b>			
<b>A19 Pinchpoint Scheme</b>	Amber	Amber	Same
<b>Traffic Signal Asset Renewal</b>	Green	Green	Same
<b>Scarborough bridge</b>	Amber	Amber	Same
<b>Micklegate bar</b>	Green	Green	Same

## Consultation

13. Not applicable as this item is for information only

**Options**

- 14. Not applicable as this item is for information only

**Council Priorities**

- 15. These transport initiatives accord with the Council’s priorities relating to a prosperous city for all by improving access and reducing journey times for residents, a focus on frontline services such as the maintenance of traffic signal equipment and a council that listens to residents through consultation on projects and initiatives.

**Implications**

- 16. There are no financial, human resources, crime and disorder, information technology, property or other implications directly associated with this information only report.

**Risk management**

- 17. Not applicable as this is an item for information only.

**Recommendations**

- 18. That the Committee note the report.

Reason: To update Members on the present position in relation to major projects in the city.

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**Chief Officer Responsible for the report:**

Neil Ferris  
Director of Economy and Place

Report  
Approved



**Date** 28/4/2017

For further information please contact the author of the report

**Wards affected – All**

Annex A – Major projects summary report

## **Annex A – Update of Major Projects and Transport initiatives**

Over the page is a summary of Major projects:

**Please note before reviewing the “Large” project information:**

- The Summary of “Large” projects is still in development and is provided to inform the committee in performing its role of **risk and assurance of the project management approach**.
- Projects are in the process of being assessed (using the Project assessment matrix (presented to the A&G committee in May 2016). Any project that achieves a score of 106 or more out of 160 qualifies as a “Large” project and is included in this list as a “Large” project.
- Executive is responsible for scheme financing/policy and Scrutiny will perform detailed reviews of any relevant project.
- Further information on projects can be provided to the committee on request or the committee can request that a relevant scrutiny committee to do a more detailed review.
- The status (RAG – Red, Amber or Green) is provided to give an overview of any significant risks and provide assurance as to how individual projects are being managed. An explanation as to what the status means is included in the July 2016 Projects update to Audit and Governance.

<b>Large projects summary (more detail is provided over the page)</b>	<b>Previous period (RAG)</b>	<b>This period (RAG)</b>	<b>Direction of travel</b>
Castle Gateway	Amber	Amber	Same
Community Stadium	Amber	Amber	Same
Guildhall	Green	Green	Same
Local Plan	Amber	Amber	Same
Outer Ring Road (A1237)	Red	Amber	Better
York Central	Amber	Amber	Same

<b>Other significant Transport initiatives</b>			
<p><b>A19 Pinchpoint Scheme</b>            Designs for an upgraded junction at Crockey Hill are being developed. Public consultation in May. Scheme to be considered at Decision Session in August. Site clearance/Utility works before Christmas 2017, main construction in early 2018.</p>	Amber	Amber	Same
<p><b>Traffic Signal Asset Renewal</b>            First 2017/18 Scheme (Huntington School Pedestrian Crossing) completed in April, Decision on progression of further schemes to be taken at June Executive Member for Transport and Planning Decision Session</p>	Green	Green	Same
<p><b>Scarborough Bridge</b>            Network Rail currently finalising feasibility study. Public consultation in June. Scheme to be considered at Decision Session in August. Planning Application in Autumn 2017. Construction in 2018/19</p>	Amber	Amber	Same
<p><b>Micklegate Bar</b>            Micklegate Bar Roof repairs to be undertaken in the summer. Currently planned for commencement in June and completion by October. Road Closures for scaffold erection and during works to be confirmed.</p>	Green	Green	Same

**Detailed updates**

<b>Project title</b>	Castle Gateway
<b>Reporting period</b>	April 2017
<b>Description</b>	
<p>City of York Council (CYC) are one of the principal land owners in the area around Piccadilly, the Eye of York, St George's Field and the Foss Basin. This area is being referred to as the "Castle Gateway" and many parts of the area are underused, semi derelict or of poor quality. Many of the properties are for sale or owned by investors and there is a risk that the area will continue to be blighted or that important sites will be developed in a piecemeal manner. The area is urgently in need of a fresh vision to improve the locality and create a socially and economically sustainable future. As the principal landowner, CYC will be instrumental in delivering a joined-up regeneration of the area which will maximise social and economic benefits for the City.</p>	
<b>Current status</b>	
<p><b>AMBER</b></p> <p>Exchange of contracts is in process to transfer of the freehold of Stonebow House to Oakgate Group to allow the redevelopment of the vacant, run down building. Work is anticipated to start on site in Spring 2017 and complete in Spring 2018.</p> <p>Spark: York have submitted a planning application to provide a meanwhile use of start-up space for local business, street food and exhibition space at 17-21 Piccadilly. It is due to go to committee in May and if approved they aim to open in Summer 2017, operating under a three year tenancy from the council. This would help drive the regeneration of the area whilst a long term decision on the future of the council's land asset in the area is taken.</p> <p>English Heritage have been granted planning permission to construct a new visitor centre as part of wider restoration works to Clifford's Tower to improve visitor numbers and satisfaction. A judicial review of the planning permission will be heard at the High Court on 3rd May. Subject to the outcome of this process, the Executive have approved the transfer to English Heritage the small area of council owned land needed for the scheme to progress.</p>	

A major update report on the Castle Gateway was taken to January's Executive. The report approved the vision for the regeneration of the area and an action plan for delivering that vision. It also set out the Area of Opportunity policy, which enshrines the vision in planning policy, for inclusion in the emerging Local Plan. The aim is to take a masterplan for the public realm, infrastructure, and council land assets back to the Executive by the end of 2017.

The Council are in discussions with the other major landowner in the Castle Gateway regarding their proposals for the area and potential options to work in partnership. The outcome of these discussions, and alternative delivery models, will be taken to Executive for consideration in December. To guide this process the Council have appointed Deloitte to provide commercial and valuation advice.

The inception meeting of the Castle Gateway Advisory Group was held on 14th March. This group of principal custodians and landowners will guide the masterplan process. Terms of reference have been agreed and will be ratified at the next meeting on 2nd May.

The project governance structure has been confirmed and will be run through a working group, chaired by Neil Ferris, which will report in to the Executive. The group includes council's legal, property, finance, and planning representation. The inception meeting was held on 23rd March.

The procurement of masterplanning consultants is out to tender through the HCA framework. A bidder's day was held on 6th April with tender returns due back mid May. Interview will follow with an appointment in mid-June.

The public engagement process has been agreed. This will be facilitated through the My Castle Gateway project, an open conversation process facilitated by the council, Helen Graham from the University of Leeds, and Phil Bixby. The model builds on the experience of previous public engagement.

### **Future outlook**

Assess tender returns from masterplan consultants and interview and appoint.

Agree lease with Spark: York to allow tenancy to start in the spring should planning permission be granted in May.

Initiate the My Castle Gateway engagement process. This will begin public conversations on the vision for the area to feed in to the masterplanning process.

Agree with Deloitte, our commercial advisors, final development appraisals and land values of Council land assets.

Negotiations with Steamrock Capital to extend and regear the head lease on the Coppergate Centre, and explore potential development partnership options, are ongoing.

### Key risks

Risk (brief description/ consequence)	Control/action	Gross	Net
<p>Insufficient legal resources and internal experience in to support the establishment of a delivery model for the council's assets</p> <p>The council fail to develop the best delivery structure for developing out its land assets, or are unable to secure the most advantageous contractual agreements with identified partners. This represents a significant risk to both the Castle Gateway project and the council achieving best value</p>	<p>It is likely that the council will need to seek external legal support and advice</p> <p>The council have already sought external legal advice from Bevan Brittain on earlier partnering opportunities in the Castle Gateway. It is probable that their (or another framework partner's) advice will be required in future.</p>	21	14
<p>Land assets outside the council's control do not come forward to market, continuing to undermine the area and depress the council assets and income</p> <p>Castle Gateway remains run-down, with a number of derelict, vacant or poor</p>	<p>Discussions with landowners and developers to facilitate development, and understand the implications of the EU referendum on investor confidence. Establishing a planning framework to ensure coherent and high quality proposals when they</p>	23	19

<p>quality sites damaging the local area and having a negative impact on the capital and revenue value of the council's assets</p>	<p>do come forward</p> <p>Discussions with other land owners and developers are active and ongoing, and an update on this will be taken to Executive in the new year. A draft area of opportunity policy for the Castle Gateway has been submitted to the Local Plan team for review. The proposals for a meanwhile use on 17-21 Piccadilly will lead to an improvement in the area and increased footfall which could act as the catalyst for development</p>		
<p>Failure to provide a realistic timeframe for potential development of council land assets may result in unnecessary expenditure and investment in the short term to keep them operational. This is particularly pressing for Castle Mills and Castle car park, both of which are in a poor condition and if they were to remain open in even a short to medium time period would need significant expenditure.</p> <p>The council has to spend significant money on assets in the short term to keep them operational when they will potentially close in the near future. This would represent</p>	<p>To develop and bring forward a clear vision for the Castle Gateway, including identified options for the council's land assets, as soon as possible. Developing this vision requires a clear strategic view on the level of investment and risk the council want to assume.</p> <p>Work is ongoing with Directors and Members to establish the level of risk and investment the council want to assume, which will establish the nature of the council's involvement in Castle Gateway and the future use of land assets. The first stage in assessing these options will be the</p>	20	19



<p>wasted expenditure, but it may be unacceptable to close them without a clear identified plan in place for their future use. If any money is invested in to the assets it may make it difficult to bring them forward for fear of having wasted that money</p>	<p>Castle Gateway vision report that will be taken to the Executive in early 2017. This will start to establish delivery options and proposed timescales for development.</p>		
<p>There will be a number of options and opportunities for the council to consider throughout the Castle Gateway project. These will require varying levels of investment and risk. Choosing not to pursue some of these opportunities may result in the failure of the key aims of the project</p> <p>Private sector and other public sector sites may not progress without the council's investment. Although there may be possibilities to achieve the regeneration aims of the Castle Gateway without council investment these may result in the council losing existing and potential new revenue streams. Not taking key decisions regarding investment may mean that the project ultimately fails</p>	<p>Clear and realistic delivery models need to be established and presented to Members for decision, founded on robust business case principles</p> <p>Officers are currently working up proposals that will provide a range of options from low to high intervention, and are in discussions with neighbouring landowners to understand their proposals and desire to work in partnership. External valuation and planning advice will be procured by the end of January to provide detail on the land values of council assets. This is key to assessing the different delivery options and the council's capacity to generate financial returns.</p>	21	20
<p><b>Reports to</b></p>	<p>A working group has been established to manage the project governance. Chaired by Neil Ferris and reports through to the Executive.</p>		
<p><b>Exec member</b></p>	<p>Cllr Sam Lisle and Cllr Ian Gillies</p>		

<b>Director responsible</b>	Neil Ferris, Corporate Director Economy and Place
<b>Dependencies</b>	Local Plan Policy, City Transport Policy
<b>Link to paper if it has been to another member meeting (e.g. executive, council, a scrutiny committee)</b>	<p>Executive October 2015  <a href="http://democracy.york.gov.uk/ieListDocuments.aspx?CId=733&amp;MId=8842&amp;Ver=4">http://democracy.york.gov.uk/ieListDocuments.aspx?CId=733&amp;MId=8842&amp;Ver=4</a>  Document  <a href="http://democracy.york.gov.uk/documents/s100456/Report.pdf">http://democracy.york.gov.uk/documents/s100456/Report.pdf</a></p> <p>Executive November 2016  Land assets on Piccadilly  <a href="http://democracy.york.gov.uk/documents/s110378/Executive%20report%20-%20Update%20on%20land%20assets%20on%20Piccadilly.pdf">http://democracy.york.gov.uk/documents/s110378/Executive%20report%20-%20Update%20on%20land%20assets%20on%20Piccadilly.pdf</a></p> <p>Executive January 2017  Update  <a href="http://democracy.york.gov.uk/documents/s112252/York%20Castle%20Gateway.pdf">http://democracy.york.gov.uk/documents/s112252/York%20Castle%20Gateway.pdf</a></p>

<b>Project title</b>	Community Stadium
<b>Reporting period</b>	April 2017
<b>Description</b>	
<p>The Community Stadium project will deliver a new football and rugby stadium for professional sport and community sport and leisure facilities for the city of York. The project also includes a new athletics facility for use by York Athletic Club as well as many community uses and work with community partners.</p> <p>The core project objectives are to provide a new Community Stadium within a new leisure facility complex on the grounds of the existing Huntington Stadium / Waterworld swimming pool.</p> <p>This project represents an opportunity to create one of the country's most far reaching community stadium complexes.</p>	
<b>Current status</b>	
<p><b>AMBER</b></p> <p>An update report to executive was presented on 16th March 2017 detailing the plan for Yearsley pool and also the timetable for the project given the delay from the Judicial Review and the subsequent retender for the construction contract. The JR challenge has caused approximately 1 year in delay to the project.</p> <p>In the last six months of the project progress has been made as follows:</p> <ul style="list-style-type: none"> <li>• Judicial review case was won in the High Court 18 January 2017, Vue cinema challenge was rejected.</li> <li>• Construction retender launched 3 March 2017, 12 week tender for construction partner and final build price.</li> <li>• Exec report on the Yearsley review and future of the Yearsley pool site completed and a recommendation that allows Yearsley to stay open for at least another 5 years.</li> <li>• Extension of the Bootham Crescent licence until end of 2018.</li> <li>• Completion of all York City Knights agreements with new owner allowing the Knights to continue at Bootham Crescent through the 2017 and 2018 seasons until the new stadium is complete.</li> </ul> <p>Finalisation and signing of all DBOM contracts in the project cannot take</p>	

place until after the construction retender is complete and a final price agreed. A new timetable is included in the report to Executive which highlights the facilities will now be complete towards the end of 2018.

### **Future outlook**

The scheme is predicted to create around 165 FTE jobs including match and event day staff. There will also be additional temporary construction jobs created during the build phase.

During the construction period the development will generate a range of employment opportunities. At the peak of the construction programme, there would be up to 250 people on the site.

The new stadium has the potential to increase supporter demand and attendance numbers. Evidence suggests that the new stadium could generate from 20% - 40% increase in visitor numbers. A 20% increase in visitor numbers to the stadium will equate to 4,200 additional visitors per year from outside the City of York.

Between £129,831 & £259,662 additional expenditure could be generated per annum from the stadium, based on a range of 20% to 40% increase in attendance at matches.

The next steps involve:

- Formal completion of the construction retender June 2017.
- Completion of the Design, Build, Operate and Maintain (DBOM) contract, following construction retender. August 2017.
- Finalisation of all community partner agreements. July 2017. Full construction will begin once the construction contract is finalised and contracts signed. Expected August/ September 2017.

### **Key risks**

<b>Risk (brief description/ consequence)</b>	<b>Control/action</b>	<b>Gross</b>	<b>Net</b>
NHS fail to sign agreement for lease in time for DBOM. GLL will require CYC to underwrite all costs for the NHS areas which total c£240k at present per year.	Discussions ongoing at high level between CYC Chief Exec and Chief Exec of the York NHS Trust. Confirmation of design and	19	19

	delivery and NHS approval of legal agreement.		
Failure to deliver completion of the DBOM legal contract in the current timescales. Delay to the project build and delivery timescales. Increased cost of build, increase in legal and project costs.	Legal advice and input from Bond Dickenson as well as Legal officers. Ongoing work to finalise all contracts within the agreed timeline	19	19
Commercial return on land receipt  Not realising estimated commercial return on commercial proposals in the final bid Not sufficient revenue to finance the build of the leisure building and facilities. Additional capital required by CYC, value engineering required, decrease spec or size of the build	Savilles report supports figures as proposed Potential to increase the amount of retail in the final scheme Reduce the outputs of the project  Awaiting outcome of the call in and the judicial review periods before contract can be closed.	19	18
<b><u>ISSUE:</u></b>  JR delay has caused the construction company to withdraw causing a retender of the construction package. This with the JR has caused a year delay to the project.	Construction package is being retendered with a completion in June 2017. Contract award expected July 2017 with a start on site for August/ September 2017.		
<b>Reports to</b>	Executive, Economic Development and Transport Scrutiny Committee, Project Board		
<b>Exec member</b>	Cllr. Nigel Ayre		
<b>Director responsible</b>	Ian Floyd – Director of Customers and Business Support Services		

<b>Dependencies</b>	Yearsley review. The continued operation of Yearsley is potentially linked to the DBOM contract proposed.
<b>Link to paper if it has been to another member meeting (e.g. executive, council, a scrutiny committee)</b>	<p>Full Council March 2016:</p> <p><a href="http://democracy.york.gov.uk/ieListDocuments.aspx?Cld=331&amp;MId=8836&amp;Ver=4">http://democracy.york.gov.uk/ieListDocuments.aspx?Cld=331&amp;MId=8836&amp;Ver=4</a></p> <p>Executive December 2016</p> <p><a href="http://democracy.york.gov.uk/documents/s111121/Stadium%20Project_Dec16%20Exec%20Report_VERSION%20A_vF.pdf">http://democracy.york.gov.uk/documents/s111121/Stadium%20Project_Dec16%20Exec%20Report_VERSION%20A_vF.pdf</a></p> <p>Executive March 2017</p> <p><a href="http://democracy.york.gov.uk/documents/s113417/Community%20Stadium%20Leisure%20Facilities.pdf">http://democracy.york.gov.uk/documents/s113417/Community%20Stadium%20Leisure%20Facilities.pdf</a></p>

<b>Project title</b>	Guildhall
<b>Reporting period</b>	April 2017
<b>Description</b>	
<p>City of York Council vacated the Guildhall in April 2013, moving to West Offices as part of the Admin Accommodation programme, in order to make approx £1m pa savings. An evaluation of potential future uses had already been undertaken, and following further feasibility work and review a decision on the Future of the complex was taken by Executive in October 2015. Approval was granted for detailed project development work to secure the future of the Guildhall as a serviced office venue; with virtual office and business club facilities, maximising the benefits of the different spaces within the complex, its heritage appeal, and also ensuring ongoing council use and public access in a mixed use development.</p>	
<b>Current status</b>	
<b>GREEN</b>	
<p>The project remains on track with all approvals now in place for delivery</p> <ul style="list-style-type: none"> <li>• Planning and LBC approvals granted 16 Feb 17</li> <li>• Executive approval for scheme delivery 16 Mar 2017</li> <li>• Full Council approval of budget requirement 30 Mar 2017</li> <li>• Grant Agreement letter signed with WYCA 7 Apr 2017 securing £2.347m of LGF funding from LCR LEP to support project delivery</li> <li>• SQ live on 7 Apr 17 seeking contractors to deliver scheme</li> <li>• Bidder day 26 Apr 17 - giving contractors the opportunity to visit / view the site</li> <li>• SQ closes 9 May 17</li> <li>• Design Team are preparing RIBA stage 4 detail design documentation to meet agreed procurement timetable - final ITT documentation on target for completion 17 May 17</li> <li>• Marketing of Restaurant unit by Cushman Wakefield in progress to secure best offers.</li> <li>• Arrangements for operation / management of the business club / serviced office offer by CYC now in development with FM working group engaged with Design team</li> <li>• Cross Party member working group to be established to agree Management Plan for Common Hall Yard and Civic / Council uses</li> <li>• Proposals for Construction project management using CYC framework to be confirmed by 31 May 17</li> </ul>	

- Party Wall Surveyor to secure agreements with neighbours to be in place by 31 May 17

### Future outlook

- SQ deadline (for the selection of a main contractor) 9 May 17
- Assessment of submission and selection of ITT shortlist 10 May - 22 May 17
- Design Team completion of ITT package by 17 May 17
- confirmation of ITT shortlist 23 May 17
- Formal issue of ITT information to agreed contractor shortlist 24 May
- Preparation and issue of RFQ for Party Wall surveyor services by 5 May
- Preparation and issue of Construction project manager requirements spec to AECOM through CYC framework by 5 May
- Establish cross party member working group to consider Guildhall management plan
- Establish FM working group to develop CYC operational proposals
- Agree final arrangements for securing bets and final offers on restaurant unit

### Key risks

Risk (brief description/ consequence)	Control/action	Gross	Net
Capital costs increase/exceed budget  Costs of scheme exceed current budget estimate as scheme is developed in detail.  Project becomes unaffordable	Project team approach - early contractor involvement - value engineering workshops	23	19
Insufficient revenue income to repay borrowing  Gap between cost of repaying borrowing and income from lease/rental exceeds agreed limit.  Project is unviable or	Soft market testing  Robust marketing - selection and assessment process  LGF funding application for 'gap funding' to secure delivery of LCR SPE	23	19



requires additional council revenue to underwrite borrowing costs.	objectives in partnership with CYC		
<p>Failure to secure pre-let on restaurant unit at appropriate value</p> <ul style="list-style-type: none"> <li>• No offers at expected value</li> <li>• Failure to agree heads of terms</li> </ul> <p>Project is unviable/too risky</p>	<p>Soft market testing</p> <p>Robust marketing - selection and assessment process, may require re-marketing</p>	23	18
<b>Reports to</b>	Executive, CSMC, project board		
<b>Exec member</b>	Portfolio of the Executive Member for Finance and Performance		
<b>Director responsible</b>	Ian Floyd, Director of Customer and Corporate Services		
<b>Dependencies</b>	Local plan		
<b>Link to paper if it has been to another member meeting (e.g. executive, council, a scrutiny committee)</b>	<p>Executive October 2015  <a href="http://democracy.york.gov.uk/ieListDocuments.aspx?CId=733&amp;MId=8842&amp;Ver=4">http://democracy.york.gov.uk/ieListDocuments.aspx?CId=733&amp;MId=8842&amp;Ver=4</a>  Scrutiny – 13 June 2016  <a href="http://modgov.york.gov.uk/ieListDocuments.aspx?CId=144&amp;MId=9420&amp;Ver=4">http://modgov.york.gov.uk/ieListDocuments.aspx?CId=144&amp;MId=9420&amp;Ver=4</a>  Exec – 14 July 2016  <a href="http://democracy.york.gov.uk/ieListDocuments.aspx?CId=733&amp;MId=9303&amp;Ver=4">http://democracy.york.gov.uk/ieListDocuments.aspx?CId=733&amp;MId=9303&amp;Ver=4</a></p> <p>Planning application links</p> <p>16/01971/FULM   Alterations and refurbishment of Guildhall complex to create conference rooms, meeting rooms and offices, refurbishment and part rebuild of existing south range to provide cafe and ancillary accommodation, and erection of extension on north side of complex to form restaurant and office accommodation   The Guildhall Coney Street York YO1 9QN</p> <p><a href="https://planningaccess.york.gov.uk/online-applications/applicationDetails.do?activeTab=summary&amp;k">https://planningaccess.york.gov.uk/online-applications/applicationDetails.do?activeTab=summary&amp;k</a></p>		

	<p><a href="#">eyVal=OCD5KESJMZK00</a></p> <p>16/01972/LBC   Alterations and refurbishment of Guildhall complex to create conference rooms, meeting rooms and offices, refurbishment and part rebuild of existing south range to provide cafe and ancillary accommodation, and erection of extension on north side of complex to form restaurant and office accommodation   The Guildhall Coney Street York YO1 9QN</p> <p><a href="https://planningaccess.york.gov.uk/online-applications/applicationDetails.do?activeTab=summary&amp;eyVal=OCD5LDSJMZL00">https://planningaccess.york.gov.uk/online-applications/applicationDetails.do?activeTab=summary&amp;eyVal=OCD5LDSJMZL00</a></p> <p>Executive March 2017</p> <p><a href="http://democracy.york.gov.uk/documents/s113442/Development%20of%20the%20Guildhall%20Complex.pdf">http://democracy.york.gov.uk/documents/s113442/Development%20of%20the%20Guildhall%20Complex.pdf</a></p>
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<b>Project title</b>	Local plan
<b>Reporting period</b>	April 2017
<b>Description</b>	
<p>The 'Local Plan' is a citywide plan which sets the overall planning vision and the spatial land use strategy for the city. It provides a portfolio of both housing and employments sites for at least a 15 year period and will set the Green Belt boundaries for York. In addition it incorporates both policies and approaches to set the context for development management decisions. Effectively, it sets out the opportunities and policies on what will or will not be permitted and where, including new homes and businesses.</p> <p>The Local Plan must be accompanied by an infrastructure delivery plan setting out the Council's approach to strategic infrastructure and its funding. All housing and employments sites included must be viable and deliverable this is directly linked to future approaches to planning gain i.e. CiL and S106.</p> <p>In response to both the Council resolution in autumn 2014, and the changed national and local context, officers have initiated or a series of work streams to inform the next stages of plan production. This relates to housing need, economic growth and the related need for employment land, and detailed site assessments.</p> <p>The production of the plan has to be in accordance with statute and national guidance. This includes a legal requirement to work with neighbouring authorities. It also means that the plan must be subject to Sustainability and Environmental Assessments. It will also ultimately be subject to an independent examination by a government inspector.</p>	
<b>Current status</b>	
<p><b>AMBER</b></p> <p>The Local Plan was reported to the Local Plan Working Group and Executive in June 2016. The purpose of the reports was to ask Members to approve the publication of a document entitled 'Local Plan – Preferred Sites 2016' for consultation. It draws on the previous stages of consultation and technical work undertaken to support the plan. Its purpose is to allow the public and other interested parties to comment on additional work relating to</p>	

housing and employment land need and supply.

In addition to the 'Local Plan – Preferred Sites 2016' several technical documents were also made available during the consultation which comprised:

- Strategic Housing Market Assessment (2016)
- Employment Land Review (2016)
- Windfall Analysis Technical Paper (2016)
- Sustainability Appraisal

Following approval of Executive, consultation took place starting in July through to 12 September. This has included exhibitions, drop in sessions, attendance and dialogue with stakeholders.

Following the consultation the Ministry of Defence (MOD) announced on the 7 November that they would be disposing of a number of military sites across the country as part of their Strategy – A better Defence Estate (MOD, 7 November 2016).

Reports have been considered by both the Local Plan Working Group and Executive in December and January to provide an update on the Local Plan.

### **Future outlook**

As highlighted in the reports to LPWG and Executive to incorporate the MOD sites into the plan will require further public consultation. This will allow the opportunity for consultation with the appropriate groups including the Parish Councils, statutory consultees and members of the public and will be carried out in conformity with the Council's Statement of Community Involvement (SCI).

In addition officers will need to undertake further work relating to the MOD sites. This work will be considered in conjunction with the analysis of all consultation responses and the update to the SHMA. Ultimately this will lead to the development of a draft portfolio of sites. As part of this work it is important that all sites have been subject to appropriate consultation i.e. for new sites that haven't been previously publicised for comments an additional sites consultation will be required before progressing to the Publication Stage. The form of any consultation will need to be the subject of future legal advice.

<p>It is anticipated that the work outlined to evaluate new sites and to undertake an additional sites consultation prior to reaching publication stage will add around 6 months to the Local Plan timetable and require an adjustment of its key milestones. A further report will be brought back to members highlighting the implications to the Local Development Scheme (LDS), including any budget implications.</p>			
<b>Key risks</b>			
<b>Risk (brief description/ consequence)</b>	<b>Control/action</b>	<b>Gross</b>	<b>Net</b>
Unable to steer, promote or restrict development across its administrative area	Work to approve LDS continuing to develop a strong evidence base.	19	18
The potential damage to the Council's image and reputation if a development plan is not adopted in an appropriate timeframe	Work to approve LDS continuing to develop a strong evidence base.	19	18
Risks arising from failure to comply with the laws and regulations relating to Planning and the SA and Strategic Environmental Assessment processes and not exercising local control of developments, increased potential to lose appeals on sites which may not be the Council's preferred development options	Procure appropriate legal and technical advice to evaluate risk as the plan progresses.	19	18
Financial risk associated with the Council's ability to utilize planning gain and deliver strategic infrastructure	Develop Local Plan policies linked to planning gain, undertake viability and deliverability work and progress CIL.	19	18
The Government has stated its intention to remove the New Homes Bonus in the case of an authority that has not submitted its Local Plan by early 2017.	Work to approve LDS continuing to develop a strong evidence base.	19	18

<b>Reports to</b>	Executive, Local Plan Working Group
<b>Exec member</b>	<p>Cllr. Ian Gillies is Executive Member</p> <p>Cllr. David Carr and Cllr. Keith Aspden are responsible for leading the process</p> <p>Cllr Nigel Ayre chairs LPWG</p>
<b>Director responsible</b>	Neil Ferris, Corporate Director Economy and Place
<b>Dependencies</b>	Deliverability of York Central
<b>Link to paper if it has been to another member meeting (e.g. executive, council, a scrutiny committee)</b>	<p>Executive July 2015</p> <p><a href="http://democracy.york.gov.uk/ieListDocuments.aspx?CId=733&amp;MId=8840&amp;Ver=4">http://democracy.york.gov.uk/ieListDocuments.aspx?CId=733&amp;MId=8840&amp;Ver=4</a></p> <p>Document</p> <p><a href="http://democracy.york.gov.uk/documents/s98802/Report.pdf">http://democracy.york.gov.uk/documents/s98802/Report.pdf</a></p> <p>Executive May 2016</p> <p>City of York Local Plan – Preferred Sites Consultation</p> <p><a href="http://democracy.york.gov.uk/ieListDocuments.aspx?CId=733&amp;MId=9191&amp;Ver=4">http://democracy.york.gov.uk/ieListDocuments.aspx?CId=733&amp;MId=9191&amp;Ver=4</a></p> <p>Document</p> <p><a href="http://democracy.york.gov.uk/documents/s106782/Final%20report%20for%20Executive%2022.06.16.pdf">http://democracy.york.gov.uk/documents/s106782/Final%20report%20for%20Executive%2022.06.16.pdf</a></p> <p>Executive January 2017</p> <p>Update on Local plan</p> <p><a href="http://democracy.york.gov.uk/documents/s112269/City%20of%20York%20Local%20Plan%20Update.pdf">http://democracy.york.gov.uk/documents/s112269/City%20of%20York%20Local%20Plan%20Update.pdf</a></p>

<b>Project title</b>	Outer Ring Road (A1237)		
<b>Description</b>	<p>This project increases the capacity of 7 roundabouts on the ring road to reduce orbital and radial journey times. Upgrades would be to a similar standard to the A59 and A19 roundabouts with 3 lane approaches and 2 lane exits on the A1237. The enhancements will be designed to accommodate future dualling where possible.</p>		
<b>Current status</b>	<p><b>AMBER</b></p> <ul style="list-style-type: none"> <li>• Recruitment of Major Transport Projects Manager completed.</li> <li>• Recruitment of additional Project Management staff in progress.</li> <li>• Restart of the project in earnest.</li> <li>• Meetings with WYCA, Designers and colleagues.</li> <li>• Setting up systems and procedures.</li> </ul>		
<b>Future outlook</b>	<ul style="list-style-type: none"> <li>• Evaluation and appointment of Property Surveyors for the acquisition of land. - Completed</li> <li>• Consultants, Pell Frischmann, to commence work on engineering design and organise ground investigation and environmental surveys.</li> <li>• Property Surveyors to visit landowners to establish appetite for selling land under private agreement or CPO.</li> <li>• Continue to develop systems and procedures for the project.</li> <li>• Draft Delivery Principles Report for July Executive.</li> <li>• Establish Project Governance.</li> </ul>		
<b>Key risks</b>			
<b>Risk (brief description/ consequence)</b>	<b>Control/action</b>	<b>Gross</b>	<b>Net</b>
Planning consent not granted/ The most complex roundabouts can not progress	Ensure necessary preparatory survey and consultation work is undertaken	23	18
Economic Evaluation/Traffic Modelling – confirmation of the traffic modelling is dependent on agreement	Work with Local plan team in order to mitigate the risk.	19	13

of the land/unit allocations in the proposed York Local Plan being agreed in a timely manner.			
Land not available/ project can not be progressed without the necessary land outside of the public highway boundary.	Ensure the necessary land acquisition and CPO processes are progressed	19	13
<b>Reports to</b>	Transport board		
<b>Exec member</b>	Cllr. Ian Gillies		
<b>Director responsible</b>	Neil Ferris, Corporate Director Economy and Place		
<b>Dependencies</b>	LTP3, Local plan		
<b>Link to paper if it has been to another member meeting (e.g. executive, council, a scrutiny committee)</b>	West Yorkshire Transport Fund – 24 November 2016		



<b>Project title</b>	York Central
<b>Reporting period</b>	March 2017
<b>Description</b>	
<p>York Central is a key strategic development site for economic growth and housing delivery for the city. The majority of the land is in the ownership of Network Rail and the National Railway Museum. CYC have a role to play in de-risking the site and accelerating delivery with public sector partners. In recent months, the site and the opportunity it presents have been positioned at all levels of Government as a priority site for support to enable delivery of locally-led regeneration and development schemes.</p>	
<b>Current status</b>	
<p><b>AMBER</b></p> <p>There has been significant progress on Masterplanning which will continue over the spring period. Partnership arrangements between the land owners and infrastructure funding are progressing to ensure a credible delivery route for York Central. It is anticipated that member decisions will be sort in June 2017 for CYCs involvement in both masterplan consultation and formal partnership arrangements.</p> <p>Land acquisition is nearing completion.</p> <p>Legal agreements with WYCA expected to be signed before the end of April this will allow WYCA funds to be drawn down and the infrastructure in the masterplan can be delivered. This will feature in the June Executive paper.</p> <p>Anticipated that in the first quarter of 2017/2018 meeting of the LEP Enterprise Zone (EZ) board will have taken place. This board is a requirement of the MoU with DCLG in respect of the EZ and its purpose is to support the successful delivery of the commercial element of York Central.</p> <p>The recent decision by Executive to enter into an MoU with HCA for a strategic partnership for accelerated housing delivery is expected to be concluded in 1st quarter 2017 this will compliment YC's Housing Zone status.</p>	

<b>Future outlook</b> Legal agreements with WYCA to be signed LEP EZ board to take place MoU with HCA for accelerated Housing delivery.			
<b>Key risks</b>			
<b>Risk (brief description/ consequence)</b>	<b>Control/action</b>	<b>Gross</b>	<b>Net</b>
Partnership with NR and NRM breaks down leading to failure to unlock site	Establish a senior level Board and formalise via a Memorandum of Understanding with development of the site delivered under the terms of a proposed partnership agreement.	23	23
Inability to attract finance/ investment in sufficient quantity at acceptable levels of risk and return	Early market testing, as well as market viability work, to confirm level of interest.	23	19
Failure to agree satisfactory repayment mechanism for partners	Engage specialist advisors to work on the financial model.	23	19
<b>Reports to</b>	Executive, Economic Development and Transport Policy and Scrutiny Committee, Project steering group		
<b>Exec member</b>	Cllr David Carr and Cllr Keith Aspden		
<b>Director responsible</b>	Neil Ferris, Corporate Director Economy and Place		
<b>Dependencies</b>	Local Plan Policy, City Transport Policy		
<b>Link to paper if it has been to another member meeting (e.g. executive, council, a scrutiny committee)</b>	<p>Executive December 2015</p> <p><a href="http://democracy.york.gov.uk/ieListDocuments.aspx?CId=733&amp;MId=8844&amp;Ver=4">http://democracy.york.gov.uk/ieListDocuments.aspx?CId=733&amp;MId=8844&amp;Ver=4</a></p> <p>Document</p> <p><a href="http://democracy.york.gov.uk/documents/s101740/York%20Central%20Exec%20December%202015%20Final.pdf">http://democracy.york.gov.uk/documents/s101740/York%20Central%20Exec%20December%202015%20Final.pdf</a></p> <p>Member update – May 2016</p> <p>Executive July 2016</p> <p><a href="http://democracy.york.gov.uk/ieListDocuments.aspx?CId=">http://democracy.york.gov.uk/ieListDocuments.aspx?CId=</a></p>		

	<p><a href="#">733&amp;MId=9303&amp;Ver=4</a></p> <p>Document</p> <p><a href="http://democracy.york.gov.uk/documents/s107107/York%20Central%20Exec%20July%202016%20final.pdf">http://democracy.york.gov.uk/documents/s107107/York%20Central%20Exec%20July%202016%20final.pdf</a></p> <p>Executive November 2016</p> <p>Consultation on access options</p> <p><a href="http://democracy.york.gov.uk/documents/s110389/York%20Central%20Exec%20Nov%202016%20Consultation%20on%20access%20options%20V7.pdf">http://democracy.york.gov.uk/documents/s110389/York%20Central%20Exec%20Nov%202016%20Consultation%20on%20access%20options%20V7.pdf</a></p> <p>Third party acquisitions</p> <p><a href="http://democracy.york.gov.uk/documents/s110392/York%20Central%20-%20Third%20Party%20Acquisition%20November%2016%20v7.pdf">http://democracy.york.gov.uk/documents/s110392/York%20Central%20-%20Third%20Party%20Acquisition%20November%2016%20v7.pdf</a></p>
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**Economic Development & Transport Policy & Scrutiny Committee**

10 May 2017

Report of the Corporate Director Economy and Place

**Economic Strategy Update**

1. This report provides an update for the committee on progress of the key actions outlined in York's Economic Strategy 2016-20.
2. As the strategy is less than a year old, there is not yet data available to monitor the overall outcomes set for this period of time, so the focus here is on the activities outlined. Looking at the latest evidence around specific desired outcomes within the strategy such as average wages, high value sector growth and business space availability could be explored by Scrutiny on a separate occasion, as has already been the case with wage data.

**Background**

3. The economic strategy 2016-2020 outlines a shared view across York businesses, Higher and Further Education and skills providers, City of York Council, Make it York, and any other relevant parties of (a) the key challenges and opportunities for the future and (b) a prioritised action-based approach for the city to address this.
4. The strategy is intended to be owned by the city as a whole, rather than it being the Council's responsibility alone to deliver, although there are some actions which are specifically the Council's responsibility. It was launched in July 2016.
5. The overall strategy focuses delivery in a number of priority areas:
  - a. Deliver York Central.
  - b. Deliver a Local Plan that supports a high-value economy.
  - c. Take practical steps to develop and retain talent in the city.
  - d. Drive real University and research led growth in high-value sectors.

- e. Lobby for investment in future transport networks.
  - f. Use local business rates freedoms to drive economic growth.
  - g. Make a positive statement of York's cultural identity to drive economic growth.
  - h. Bring businesses together in low cost ways.
6. Economic Development and Transport Policy and Scrutiny Committee was involved in developing the strategy, including participating in prioritisation workshops, taking a particular focus on themes around brownfield sites and creatively using York's heritage, undertaking discussion at meetings and producing a report to Executive.

### **Update on progress of key actions**

- 7. A delivery plan was included as part of the Economic Strategy which identified the key actions under each of the 'essential to dos'. Progress against each action is outlined in Annex 1, and this forms the main substance of the report.
- 8. For further detail about the major projects that the Council is taking a more active lead on, specifically the Local Plan and York Central, please see the major projects report as part of the papers for this meeting.
- 9. As can be seen, the majority of actions within the strategy are on track, with notable completed deliverables in 2017/18 such as a successful Venturefest and York Business Week, funding achieved for York Central and Guildhall, an ambassadors scheme established and inward investment into the National Agri-Food Innovation Campus at Sand Hutton.
- 10. However, there are number of areas where there have been delays against planned milestones around some of the larger projects, most notably the Local Plan. Equally, there are a few areas where slower progress than anticipated has been made due to capacity, such as around transport lobbying and brokerage of graduate opportunities with SMEs.
- 11. All activities are still fundamentally viable, and the action plan remains as the priority actions for this year.
- 12. Given the partnership nature of the Strategy, a wider stakeholder event involving business, education and public sector partners will be held in the summer, taking stock of progress and looking at key activity for the year ahead.

13. From this, the action plan will be updated for the subsequent year.

### **Council Plan**

14. This report supports the following corporate priority for the Council, as set out in the Council Plan:

A Prosperous City for All - where local businesses can thrive and residents have good quality jobs, housing and opportunities

### **Implications**

- **Financial**

There are no implications for this report.

- **Human Resources (HR)**

There are no implications for this report.

- **Equalities**

There are no implications for this report.

- **Legal**

There are no legal implications in this report.

- **Crime and Disorder**

There are no implications for this report.

- **Information Technology (IT)**

There are no implications for this report.

- **Property**

There are no implications for this report.

- **Other**

There are no other known implications for this report.

### **Risk Management**

15. Risk management of major Council projects is carried out through the major

## Recommendations

16. The Committee is recommended to:

- i. Note the progress, as a city document developed by the York Economic Partnership.
- ii. Identify if there are areas where it feels that greater focus is required that should be highlighted to Executive, or other partners invited to Scrutiny to discuss progress in more detail.

Reason: To enable the delivery of the Economic Strategy, and priority actions and outcomes for the city.

### Contact Details

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**Chief Officer Responsible for the report:**

Neil Ferris,  
Corporate Director, Economy and Place

**Report  
Approved**



**Date**  
28/4/2017

**Specialist Implications Officer(s)** - Not applicable

**Wards Affected:**

All



**For further information please contact the author of the report**

### Annexes

Annex 1 – Delivery Plan Update

### Background Papers:

*Economic Strategy for York, 2016 – 2020*, launched in summer 2016



## York Economic Strategy, Year 1 Delivery Plan 2016/17

The chart below is an overview delivery plan across the programmes of the Economic Strategy for July 2016 - June 2017. Further details are included within discrete project plans for each individual project, which are owned by the governance and delivery structures listed below.

Objectives + actions	Governance Board (where applicable)	Delivery Lead	Timescales				Progress narrative	RAG
			Jul - Sep	Oct - Dec	Jan - Mar	Apr - Jun		
<b>1 DELIVER YORK CENTRAL ENTERPRISE ZONE</b>	York Central Project Board (CYC / Network Rail / NRM)	York Central Delivery Team (Catherine Birks, CYC, Mike Stancliffe, Network Rail)						
1.1 Independent demand study to bolster investor confidence	York Central Project Board	Savills					This work is underway by Savills, with a final study expected shortly	
1.2 Full funding strategy, including mechanism for borrowing against future business rates		KPMG / CYC					The overall financial modelling is being taken forward by KPMG, and is in progress but yet complete. Further consideration will be required by partners from this point.	
1.3 Completion of the Partnership Agreement, including financial mechanisms to assist delivery		Network Rail / CYC / NRM					Much work has been done to get to a point of completing the partnership agreement, which is expected to be signed in the summer.	
1.4 Continue to de-risk the site to ensure successful engagement with the market and appropriate delivery route		Network Rail / CYC					There has been significant progress on the project, but with still some way to go. See major projects report for full progress update	
<b>2 DELIVER A LOCAL PLAN THAT SUPPORTS A HIGH VALUE ECONOMY</b>	Local Plan Working Group / Executive (CYC)	Local Plan Team (Martin Grainger, CYC)						
2.1 Local Plan preferred sites consultation including opportunities for business voice to input into process	Local Plan Working Group / Exec	Local Plan Team / Chamber of Commerce co-ordinate business input					Consultation on the Local Plan preferred sites was undertaken between 18 July 2016 and 12 September 2016.	
2.2 Results of consultation and Publication Draft considered by Local Plan Working Group and Executive		Local Plan Team					Report taken to Executive on 7th December. Further reports required by Executive to proceed to public consultation on the draft Plan. Officers highlighted the effect the changes in housing projections and the disposal of the MoD sites would have in relation to the Local Plan and confirmed that further work was required to evaluate these changes, which could result in up to 6 months delay.	
2.3 6 week public consultation on the Publication Draft of the Local Plan		Local Plan Team / Chamber of Commerce co-ordinate business input					Based on the comments above, delays are now anticipated.	
2.4 Submission of Local Plan to Secretary of State for examination		Local Plan Team					Based on the comments above, delays are now anticipated.	
<b>3 TAKE PRACTICAL STEPS TO DEVELOP + RETAIN TALENT IN THE CITY</b>	Higher York Executive (Graduate) / Learning City Partnership (apprenticeship, school / college age & older residents)	Higher York delivery team / CYC 14-19 and Skills team (Julia Massey)						
3.1 Launch and promote 'Talented' brand and website as a means for connecting businesses with students and graduates	Higher York Executive	Higher York					'talented - A gateway to growth' seeks to connect businesses with students and graduates to set up, publicise and facilitate internships, placements and recruitment, and the website is now up and running at <a href="http://www.talentedyork.com">www.talentedyork.com</a>	
3.2 Development work for a new graduate scheme for York & North Yorkshire including identifying options for funding		Higher York with higher education partners and Federation of Small Businesses					A new Operations Manager will be in post in April 2017. Work to be explored after that time.	
3.3 Continued delivery of York Apprenticeship Hub service to connect businesses (in particular SMEs) with young people (16-24). New contract in place in Autumn 2016 - March 2018.	Learning City York Partnership	CYC 14-19 & Skills Team currently take the lead for this contract					Continued delivery of Apprenticeship Hub.	
3.4 Work with business HR directors group to identify and take forward coordinated action in light of apprenticeship levy and reforms from April 2017 which maximises the benefit for York businesses and residents		CYC City 14-19 & Skills and HR Talent Team coordinating group of business HR directors					Ongoing work, including direct work with businesses and one to many businesses breakfasts taken forward jointly with Make it York.	
3.5 Submit bids for European funding and take forward programmes aimed at supporting enterprise, employability and Careers Education for young people still in education, including digital skills and continued roll out of Enterprise Governor programme	YNYER & LCR LEP skills boards	Various delivery partners. CYC 14-19 & Skills Team to work with delivery partners to shape, influence and coordinate activity to support City needs					A number of European programmes through both LEPs have been launched, and local partners are engaging with prime contractors to maximise the impact for York residents and businesses	
3.6 Submit bids for funding (including ESIF) and take forward programmes aimed at connect unemployed and inactive residents (of all ages) to jobs, recognising that some people require additional support to unlock their potential to benefit from the economic prosperity of the city		York Learning is delivering on NEET Improve Your Prospects (2016-2018) and Your Consortium Big Lottery BBOESF funded programme Action Towards Inclusion (2017-2019) and will shortly be starting an additional funded project						
<b>4 DRIVE REAL UNIVERSITY &amp; RESEARCH-LED BUSINESS GROWTH IN KEY SECTORS</b>	Various	Various						
4.1 Develop industry led proposals for £10m LEP capital fund for agri-food and renewables	YNYER LEP Board	LEP Bioeconomy Officer (Gesa Reiss) / Industry group chair (Robert Brocklesby)					Bioeconomy Growth fund launched in summer 2016, with a number of industry led submissions made in October for over £44m in project value and £13m of grant requests, with the potential to create 635 jobs. A number of these projects are being actively explored for delivery.	
4.2 A clear pitch for businesses to locate at Sand Hutton site alongside Fera Science shared with property agents and key intermediaries	TBC	TBC					A refreshed offer for the Sand Hutton site has been developed, with a number of notable inward investment successes.	
4.3 Develop plans for future business developments at University of York, bringing together relevant parties to undertake feasibility work	University of York Executive Board	University of York (TBC) with LEPs/Council/Make it York					Some ideas have been explored, including for further business incubation space, but limited progress has been due to up front investment/funding requirements or detailed feasibility work beyond the previously explored BioVale Centre, as well as uncertainty around the specifics of Local Plan allocations for Campus East.	
4.4 Broaden engagement with local businesses with the BioVale and DC Labs initiatives	BioVale Board / DC Labs Board	BioVale Manager (Maggie Smallwood), DC Labs Director (Peter Cowling)					Increased private sector membership and engagement of BioVale with a paid membership model being explored. DC Labs work is still at fairly early stage.	
<b>5 LOBBY FOR INVESTMENT IN KEY TRANSPORT NETWORKS</b>	City of York Council Executive	Coordinated by City of York Transport Team (Tony Clarke), and Policy & Strategy Team (Mark Alty)						
5.1 Submit bids to Government for Local Growth Deal 3 including development work for Outer Ring Road dualling and A1079 Grimston Bar upgrades	Council Executive / YNYER LEP Board	CYC / YNYER LEP					A document entitled 'York, North Yorkshire and East Riding Local Enterprise partnership, Local Growth Deal 3' was finalised on 28th July 2016, and can be found at this link <a href="http://www.businessinspiredgrowth.com/wp-content/uploads/2016/07/YNYER-Growth-Deal-3-Final-28th-July-Submission-min-size.pdf">http://www.businessinspiredgrowth.com/wp-content/uploads/2016/07/YNYER-Growth-Deal-3-Final-28th-July-Submission-min-size.pdf</a> An announcement on settlement figures is yet to be made.	
5.2 Working with the business community, assemble proposals for how the city can make the most of national high speed rail investment	Council Executive	CYC Policy & Strategy / Transport team					Overall vision and proposals around York as a High Speed hub drafted to feed into key national and regional work. Further development at a local level to be taken forward in 2017/18 (delayed due to departure of key staff)	
5.3 Draft lobbying strategy for influencing key national investment decisions, working with a small group of businesses who highlighted interest or with relevant networks		CYC Policy & Strategy team					This has been done in an ad hoc way around particular projects. A more structured approach to be taken forward in 2017/18 (delayed due to departure of key staff)	
5.4 Scope options for ensuring station capacity at York to support and maximise the benefit for the city of HS2 / Northern Powerhouse rail improvements (capacity to deliver to be identified)	Transport for the North / Rail North / Network Rail?	Network Rail / Consultancy?					Ongoing work as part of York Station project board, although further detailed work around platform configurations for HS2 required to be commissioned.	
<b>6 USE LOCAL BUSINESS RATE FREEDOMS TO DRIVE HIGH VALUE GROWTH</b>	City of York Council Executive	CYC Finance + Policy & Strategy team						
6.1 Respond to Government consultation on local business rates retention	Council Executive	CYC Finance + Policy & Strategy team					Report prepared and submitted in September 2016.	
6.2 Likely Government announcements on local retention of business rates	N/A	N/A						
<b>7 MAKE A FRESH LOUD STATEMENT OF CULTURAL + VISUAL IDENTITY</b>	Make it York Board & through SLA with Council	Various						
7.1 Continue to creatively develop York's tourism and culture offer, and to raise the city's profile as a quality visitor destination through targeted campaigns (as outlined in MIY's business plan)	Make it York Board & through SLA with Council	Make it York Consumer Team					Details of activity will be outlined as part of the Make it York delivery update	
7.2 Seek external funding for high profile festivals which play into UNESCO branding, whether new opportunities such or growing existing international festivals in the city		Make it York (TBC)					Bidding for £425,000 funding from the Arts Council Medialia was unsuccessful. Work to explore alternative funding towards the £1m target will continue.	
7.3 Launch an Ambassadors Programme		Make it York Business Team (Andrew Sharp)					An Inward Investment ambassador's programme has been formally launched. The programme has initially attracted 23 influential business leaders in the city. The ambassadors have been furnished with the latest information and marketing collateral, to enable them to consistently sell the city to prospective investors as part of their national and international business. The scheme will run as a 'pilot' for 6 months with the aim of rolling out more widely with further recruitment of ambassadors.	
7.4 Deliver an improved digital toolkit including a new website for promoting the city to businesses interested in locating in York							A new 'Invest in York' website was launched as a part of the Make It York website. Further work to build on this is scheduled for 2017/18.	
7.5 Progress Guildhall project including detailed design work, engaging serviced office providers and bidding for Local Growth Funding through LCR (as outlined further in Guildhall project plan)	Council Executive	Guildhall Project Manager (David Warburton, CYC)					Project on track (see major projects report for full details)	
7.6 Feasibility work with partners including Oakgate, York Museums Trust and City of York Council around the Eye of York / Southern Gateway development	Project Board for Eye of York / Southern Gateway development	Andy Kerr (CYC) co-ordinating work across partners					Project on track (see major projects report for full details)	
<b>8 BRING PEOPLE + BUSINESSES TOGETHER IN CREATIVE LOW-COST WAYS</b>	Various	Various						
8.1 Ongoing range of activities led by various organisations including: Chamber, FSB and York Professionals programmes of events, How's Business pop up cafes, business breakfasts. Make it York sector specific initiatives including SCY Director Forums, Guild of Media Arts and rail cluster	Various	Various					Ongoing activity through a range of private sector networks and public sector providers.	
8.2 Deliver Business week including Venturefest	Business Week Planning Team	Business Week Planning Team					A broad range of events was delivered during the sixth York Business Week (14th - 18th November 2016). A varied timetable of events included a business breakfast at the Art Gallery, Venturefest held at the Racecourse, skills events, supernetworking, business clinics and the York Press Awards.	
<b>9 Overall Strategy Monitoring</b>	Economic Strategy Annual Progress Update Event. Programme leads to update on progress and on economic outcomes for the City	Economy & Place Strategy Team (CYC)						
9.1 City Outcomes (new data available annually)	Economic Strategy Annual Progress Update Event	Economy & Place Strategy Team						
9.2 Programmes overview							Monitoring of the programme is a continuous process, with a quarter 4 update due in February 2016.	

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## **Economic Development & Transport Policy & Scrutiny Committee**

10 May 2017

Report of the Assistant Director – Legal & Governance

### **Air Quality Scrutiny Review Scoping Report**

#### **Summary**

1. This report presents the Economic Development & Transport Policy & Scrutiny Committee (EDAT) with information to help members decide ways to progress a scrutiny review into air quality in the city.

#### **Background**

2. At a Full Council meeting on 15 December 2016 Cllr D'Agorne submitted a Motion (Annex 1) around air quality and Council agreed to refer the issue to Corporate & Scrutiny Management Policy & Scrutiny Committee (CSMC) for further examination.
3. While CSMC has an overarching responsibility to oversee and co-ordinate the work of the four standing Policy & Scrutiny Committees, the Motion as presented was not within the remit of CSMC, and at a meeting on 13 February 2017 CSMC did not take up the option of exercising its power to promote a culture of continuous improvement across all corporate, strategic and business services through developing, challenging and reviewing those services.
4. Specific elements of the Motion – air quality, carbon reduction, Local Plan, environment strategy and transport strategy – all fall within the service plan area of EDAT and CSMC agreed to refer the Motion to this committee.
5. At their meeting on 8 March 2017 EDAT Members agreed that it was important that the Motion be dealt with by a committee with the expertise to understand the background and work already being undertaken around air quality and further agreed to undertake a scrutiny review to ensure air quality issues affecting the city are given due consideration.

6. Subsequently, after the EDAT meeting at the beginning of March, Council considered a report on Future Ways of Working in Scrutiny and agreed a restructure of scrutiny committees. As such, EDAT would cease to function as it does are present, to be replaced by two Economy and Place scrutiny committees for a 12 month pilot period after which it will be reviewed. The new Committees agreed by Council are:
  - Economy and Place Policy Scrutiny Committee – focussing on policy development, strategic objectives and horizon scanning for best and emerging practice across all Economy & Place service plan areas.
  - Economy and Place Service Scrutiny Committee – focussing on performance and customer expectations across all Economy & Place service plan areas, and major project progress.
7. As yet the make up of the membership of the new committees has not been agreed.
8. In March 2017 the Council's Public Protection Manager and the Assistant Director of Public Health gave a Members' presentation outlining the detailed work currently being undertaken by officers on air pollution and health.
9. Officers explained that air pollution is a mix of particles and gases that have adverse effects on human health. The main pollutants of concern in York are particulate matter (PM) and nitrogen dioxide (NO<sub>2</sub>).
10. Particulate Matter is measured in different size fractions – PM<sub>10</sub>, PM<sub>2.5</sub> and PM<sub>1</sub>
  - PM<sub>10</sub> is the fraction local authorities are required to monitor as part of their Local Air Quality Management (LAQM) duties;
  - PM<sub>2.5</sub> (which includes PM<sub>1</sub> and PM<sub>0.1</sub>) can get deep into the lungs. It has the strongest epidemiological link to health;
  - The very smallest particles <PM<sub>1</sub> are known as ultrafine particulate. These can pass directly into the bloodstream.
11. LAQM targets set for PM<sub>10</sub> are met in York. The majority of health impacts are related to the finer PM<sub>2.5</sub> fraction. There are currently no known safe levels for PM<sub>2.5</sub>, so the aim must be to reduce them as far as possible. PM<sub>2.5</sub> measured in the 'hotspot' areas of Bootham, Gillygate and Fishergate, meet the EU limit value.

12. Health based objectives exist for other pollutants such as ozone, sulphur dioxide, carbon monoxide, benzene, 1, 3-Butadiene and lead but these are not of current concern in York. Air pollution 'hotspots' in York are all transport related
13. The Environment Act 1995 requires all local authorities to: *“review and assess air quality in their areas and to declare Air Quality Management Areas (AQMAs) where objectives set by the government are unlikely to be met at relevant locations”*. Where an AQMA is declared an Air Quality Action Plan (AQAP) must be drawn up and implemented.
14. The first city centre AQMA was declared in 2002 and the first action plan in 2004 was based around a modal shift in transport. This was updated as AQAP2 in 2006 and included local plan measures, although these were still mainly based around modal shift. AQAP3 was adopted in late 2015 – mainly around low emission measures aimed at reducing tailpipe emissions and preventing further exposure. Modal shift measures, while still significant, are delivered via the Local Transport Plan and the sustainable transport team.
15. The Council aims to tackle emissions at all levels through its low emission strategy so as to ensure air quality in York becomes as good as it can possibly be within local budget and practical constraints. Measures already delivered include two mainly electric Park & Ride routes, an extensive electric vehicle charging network including Pay As You Go fast charging, conversion of 13% of the taxis to low emission through taxi incentives and a new low emission taxi licensing policy and low emission planning guidance.
16. To help the Committee in considering a remit for the proposed review, the Council's Public Protection Manager has suggested a number of topic areas which may add value to work already being undertaken around air quality, although the final remit will be dependant on workload and delivery time.
17. These include how is air quality (and carbon emissions) considered when key decisions are made by CYC, especially for:
  - Infrastructure projects
  - Public Transport
  - Locations of new facilities e.g. schools, nursing homes,
  - Energy for CYC owned/operated buildings
18. CYC emissions – how can these be reduced including via procurement?

- The Park and Ride bus contract (cost benefit analysis for electric vs. diesel buses)
- Procuring Electric / Low Emission vehicles in the CYC fleet to remove diesel vehicles – how does CYC comply with requirements laid out in Cleaner Road Transport Vehicles Regulations 2011 that requires public sector organisations to consider the energy use and environmental impact of vehicles they buy or lease?
- Procuring home to school transport (buses and taxis)
- Requiring ECO-Stars membership for all suppliers providing goods and services
- Heat and power provision across CYC's estate and operations
- Staff travel

19. Freight – how can we reduce emissions from freight?

- How can we reduce emissions from 'last mile' city centre deliveries?
- Economics of a freight transshipment / consolidation centre
- Consolidating parcel deliveries
- Cycle couriers
- Opportunities to use out of town retail parks for consolidating goods for onward travel to city centre
- Compressed natural gas (CNG) refuelling
- Further funding for Eco-Stars
- Freight Strategy?
- Reducing emissions from large goods vehicles (LGVs)

20. Planning – how can we reduce emissions from development?

- Low emission planning utilising common principles
- Addressing and assessing impacts of local plan allocations
- Developer contributions to low emission / air quality mitigation
- Low emission travel planning / ongoing review of measures put in place by developers

21. Parking policy – how can we encourage a switch to low emission vehicles through our parking policies?

- Electric vehicle charging
- Ultra low emission vehicle (ULEV) discounts
- Workplace parking
- Low emission car parks
- Car clubs



22. Promotion and publicity – how can we make people more aware of the impact of air pollution?
  - Effective delivery of key messages relating to air quality and health
  - Inter-departmental collaboration / joint working with public health, transport, sustainability.
23. Every year City of York Council must submit an Annual Status Report (ASR) to the Department for Environment, Food and Rural Affairs (DEFRA), detailing current air quality concentrations in York and outlining progress on delivery of Air Quality Action Plan measures. The next ASR is due June 2017.
24. In addition the Public Protection Manager produces an annual air quality statement for the Executive member for the Environment and the next will be considered at a Decision Session in August.

### **Analysis**

25. Air pollution particularly affects the most vulnerable in society: children and older people, especially those with existing heart and lung conditions. Air pollution is recognised as a contributing factor in the onset of heart disease, strokes and cancer and has been linked to low birth weights and reduced IQ in children.
26. The main air pollutants of concern in York are NO<sub>2</sub> and particulate matter (PM). Typically traffic is responsible for around 50-70% of the total NO<sub>2</sub> at any particular location in the city, although the exact amount varies according to proximity to roads and other emission sources.
27. Diesel and petrol cars now make up almost equivalent numbers in the York fleet but the NO<sub>x</sub> and NO<sub>2</sub> impact of diesel vehicles is much higher than for petrol. Likewise LGVs, HGVs and buses make up only a small fraction of the fleet but have a disproportionate impact on NO<sub>x</sub> and NO<sub>2</sub> emissions. The air pollution hotspots in York are all transport related.
28. York began monitoring air quality in the late 1990s and now has eight real time monitoring stations giving minute by minute data, mainly NO<sub>2</sub> and PM. In addition to the continuous monitoring sites CYC also has 250 diffusion tubes located around the city. These are small plastic tubes, which contain metal gauze in the base of the tube which is covered in a chemical which reacts with NO<sub>2</sub>. These are exposed on a monthly basis and sent off to a lab for analysis.

29. There are a number of key threats to air quality and public health improvement in cities such as York:
30. Firstly, new development leads to traffic growth in the city, and the resulting cumulative traffic emissions (known as 'emissions creep') may offset vehicle emissions improvements. Whilst emissions can be mitigated through our low emission planning guidance, 'permitted development rights' exist for certain types of development, such as the conversion of offices to residential in city centre and industrial locations. In these cases the council has no powers to refuse the applications but tries to work with developers to mitigate air the impact of air pollution on future residents.
31. The second threat is the increased numbers of diesel vehicles – primarily as a result of a carbon-based taxation system favouring diesel vehicles and also likely to have been affected by the government's car scrappage scheme. A consequence of the particulate abatement on modern diesels is that they tend to have higher NO<sub>x</sub> and primary NO<sub>2</sub> emissions than petrol vehicles. This applies not only to private cars, but also to vehicles such diesel taxis and buses in the city which are responsible for a large number of vehicle movements throughout York and especially in the city centre Air Quality Management Area. Linked to this are issues such as vehicle idling which, particularly for larger vehicles such as buses/coaches, can have a significant impact on local air quality.
32. Tied in with that is the news about the VW emission scandal – the main issue being the US Environmental Protection Agency (EPA) found that the VW Group had built diesel cars with 'defeat device' software designed specifically to cheat emissions tests. Dozens of studies have concluded that there is a significant difference between laboratory emissions tests and those conducted in real world scenarios, even for new Euro 6 diesel cars, most of which fail to meet current emission limits.
33. Finally there are individual lifestyle choices that people make about how to travel, which vehicles to buy, how to get children to school and home shopping. This is probably a result of lack of understanding about air quality issues and the impact on their health and that of others. Education and access to air quality information can also be a barrier to air quality improvement.



## **Council Plan**

34. This report is linked to the Prosperous City for All and A Council That Listens to Residents priorities in the Council Plan. Improvements in air quality will help residents live healthier lives so they can contribute to their communities, reach their full potential and retain good quality jobs, it will help deliver an environmentally sustainable city and help protect and support York's unique heritage.

## **Conclusions**

35. It is accepted that the main air pollutants of concern in York are NO<sub>2</sub> and particulate matter (PM) and that typically traffic is responsible for around 50-70% of the total NO<sub>2</sub> at any particular location in the city.
36. A significant amount of work is already being carried out by Council officers to monitor and improve air quality in the city, including statutory reports to DEFRA, and any review should not duplicate work already being undertaken.
37. City of York Council declared three Air Quality Management Areas where the health based national air quality objectives for NO<sub>2</sub> are currently exceeded – in the city centre, Fulford and along Salisbury Terrace. CYC has a statutory duty to try to reduce NO<sub>2</sub> concentrations within these AQMAs and additional obligations in relation to the protection of public health and reduction of greenhouse gas emissions.
38. The impact of air pollution on health can only be estimated. The best current estimate is that air pollution causes around 40,000 deaths per year in the UK. Modelled mortality indicators for York put the mortality rate attributable to particulate matter alone at 12 per 100,000.
39. The main cause of air pollution is traffic, but as this covers such a broad area it is unlikely that a scrutiny review into ways of preventing traffic-related air pollution will be achievable within an acceptable timeframe particularly if the review is to include SMART (specific, measurable, agreed, realistic, and time-related) recommendations.
40. Looking at ways to reduce diesel emissions is a more realistic alternative, especially ways in which City of York Council can reduce its own emissions by replacing its diesel fleet with low, ultra low or zero emission vehicles via procurement. CYC has huge buying powers within the local economy and a switch away from diesel could encourage and influence other transport operators and providers to do the same.

41. As mentioned in paragraph 6, Council has agreed a restructure of scrutiny committees which will see EDAT cease to function as it does at present with its work being taken on by two Economy & Place scrutiny committees. As such it would be inappropriate for EDAT as currently constituted to embark on a substantial scrutiny review at this stage.

### **Consultation**

42. This report has been prepared with the co-operation of CYC Public Protection Manager.

### **Options**

43. As Members have already agreed in principle that a scrutiny review of this topic is appropriate the Committee may chose to:
- Agree this topic be presented to the first meeting of the appropriate new scrutiny committee to be considered during the course of the next municipal year and;
  - Ask the appropriate new committee to consider a focused scrutiny review around ways in which CYC can reduce diesel emissions emanating from its fleet.

### **Implications**

44. This report is for information only and there are no implications at this stage.

### **Risk Management**

45. This report is for information only.

### **Recommendation**

46. Having considered the information in this report the Committee is asked to agree that the appropriate new scrutiny committee is recommended to undertake a focused scrutiny review around ways in which City of York Council can reduce it own emissions by replacing its diesel fleet with low, ultra low or zero emission vehicles.

Reason: To ensure air quality issues affecting the city are given due consideration.

## Contact Details

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Report Approved  Date 19/04/2017

### Wards Affected:

All

**For further information please contact the author of the report**

## Annexes

Annex 1 – Council Motion

## Abbreviations

AQAP – Air Quality Action Plan  
AQMA – Air Quality Management Area  
ASR – Annual Status Report  
CNG – Compressed Natural Gas  
CSMC – Corporate & Scrutiny Management Policy & Scrutiny Committee  
CYC – City of York Council  
DEFRA – Department for Environment, Food and Rural Affairs  
EDAT – Economic Development & Transport Policy & Scrutiny Committee  
EPA – Environmental Protection Agency  
HGV – Heavy Goods Vehicle  
LAQM – Local Air Quality Management  
LGV – Large Goods Vehicle  
NO<sub>2</sub> – Nitrogen Dioxide  
NO<sub>x</sub> – Nitrogen Oxide  
PM – Particulate Matter

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The Motion states:

Council notes:

- that improving air quality is a key objective in the Council Plan and a matter of significant public concern;
- that recent data shows that between 94 and 163 people die prematurely in York each year due to the impacts of poor air quality (Local Air Quality Management Status Report 2016, City of York Council);
- that 50-70% of nitrogen dioxide pollution in York is from vehicle traffic, largely diesel vehicles and the annual average air quality objective for NO<sub>2</sub> is still being breached at numerous locations around the inner ring road (Local Air Quality Management Status Report 2016, City of York Council)
- a report by the Royal College of Physicians and the Royal College of Paediatrics and Child Health in Feb 2016 estimated that the adverse impact on public health caused by air pollution costs the UK economy more than £20bn per year – around 16% of the current annual NHS budget.
- the publication in December 2016 of draft guidelines by NICE (National Institute for Clinical Excellence) calling on local authorities to take a range of actions to reduce the impact of road traffic related pollution on health including putting air quality at the centre of Local Plans, introducing Clean Air Zones and reducing emissions from public transport.

Council further notes:

- that with the measures listed in York's Third Air Quality Action Plan (AQAP3) **in place**, together with the emission reduction measures through modal shift included in the Third Local Transport Plan (LTP3), the health based national air quality objectives for NO<sub>2</sub> would be met by 2021 in all the current air quality 'technical breach' areas in York.
- However, that while York has successfully secured 'Go Ultra-Low City' status and is making progress on establishing an electric

charging network, there are significant actions identified in AQAP3 where a great deal still needs to be done to achieve targets. These include making tangible progress towards establishing a freight transshipment facility to keep delivery vehicles out of the city centre/urban areas, enforcement of anti-idling zones such as Rougier St, implementation of procurement requirements for council contracts, and firm plans for the establishment of a city centre Clean Air Zone by 2018.

- that the AQAP3 plan makes no strategic assessment of the likely growth in traffic by 2021 and beyond arising out of housing growth within the draft Local Plan.
- that the Council has a statutory public health responsibility to 'improve the health of the local population', with the overall management of air quality allocated to the Executive (section 3A, para. 2.1, no. 6 of the constitution).

Council therefore resolves to:

- request an annual joint strategic report to Executive by the Director for Place Services and the Director of Public Health on the progress towards targets and further actions proposed for all the elements of the Third Air Quality Management Plan (AQAP3), including the proposed Clean Air Zone for public transport, the Low Emission Strategy and the elements of the Third Local Transport Plan which relate to improving air quality.
- request a report to the Local Plan Working Group and Executive setting out how the emerging Local Plan will ensure that development does not detract from improvements in air quality in York. The completion of the city-wide transport model should include a cost/benefit analysis of the options for investment in a tram, light rail or guided bus way system to facilitate very low emission/zero carbon development, drawing on the experience of other cities in the UK and abroad.'



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**Economic development & Transport Policy & Scrutiny Committee**

10 May 2017

Report of the Assistant Director – Legal &amp; Governance

**Update Report on implementation of recommendations from previously completed Protection of Grass Verges Scrutiny Review****Summary**

1. This report provides Members with the first update on the implementation of recommendations (Appendix A) arising from the previously completed Protection of Grass Verges Scrutiny Review.

**Background**

2. At a meeting of the Economic Development & Transport Policy & Scrutiny Committee in March 2016 Members received a scrutiny topic proposal around concerns about damage being caused by motor vehicles to grass verges across the city.
3. Members agreed that the damage to grass verges is an issue which is widespread in the city and that it would be useful to carry out a scrutiny review. The Committee appointed a Task Group to carry out this work on their behalf. The Committee subsequently agreed the following review aim and objectives:

Aim

How City of York Council can work in partnership with residents to improve and protect the condition of grass verges from damage caused by motor vehicles.

Objectives

- i. Understand the Council's current policies and procedures in relation to the management of grass verges and to what extent they are enforced.

- ii. Look at schemes that have been successfully used elsewhere and examine whether they can be introduced in York.
  - iii. To better understand the reasons why people park on grass verges. (To hear from people who do park on grass verges and not just those who complain.)
  - iv. To understand what consideration is given to car parking when planning applications are agreed, to include new built, extensions and conversions.
  - v. To examine whether parking provision in the Local Plan is still effective and appropriate.
  - vi. Assess what can be legally done in the most practical and cost-effective way to protect grass verges from the damage caused by motor vehicles.
4. Over a number of meetings the Task Group evidence in support of the review and the conclusions and recommendations were endorsed by EDAT at their meeting in September 2016.
  5. The final scrutiny report was subsequently considered by the Executive in November 2015 when the recommendations were endorsed so the Council can help address ongoing issues for a number of residents in various wards in the city.

### **Options**

6. Members may decide to sign off any individual recommendations of the Protection of Grass Verges Scrutiny Review where implementation has been completed and can:
  - i. Request further updates and the attendance of relevant officers at a future meeting to clarify any outstanding recommendations to the above review or;
  - ii. Agree to receive no further updates on this review.

### **Council Plan**

7. This review addresses an ongoing issue for residents in a number of wards and attempts to identify a solution for those local communities. The review therefore supports the 'a council that listens to residents' priority of the Council Plan.



### Implications

8. There are no known financial, human resources, equalities, legal or other implications associated with the recommendation made in this report.

### Risk management

9. In compliance with the Council's risk management strategy there are no known risks associated with this report.

### Consultation

10. There was no consultation involved in the production of this report. However, the Scrutiny Review Task Group consulted extensively with residents in reaching their recommendations in their final report.

### Recommendation

11. Members are asked to note the content of this report and its annex and sign off all the recommendations in the Protection of Grass Verges Scrutiny Review that have been fully implemented.

Reason: To raise awareness of those recommendations which are still to be fully implemented.

### Contact Details

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**Chief Officer Responsible for the report:**

Andrew Docherty  
Assistant Director – Legal & Governance  
Tel: (01904) 551004

Report Approved  Date 27/04/2017

Wards Affected:

All

For further information please contact the author of the report

### Annexes

Annex A – Implementation of recommendations from the Protection of Grass Verges Scrutiny Review.

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### Protection of Grass Verges Scrutiny Review – Implementation of Recommendations

Recommendations	Update of Implementation May 2017
<p>The Task Group recommends that the Council:</p> <p>i. Continues to carry out its current policy to repair grass verges when reported as and when it deems it appropriate.</p>	<p>Work ongoing as required.</p>
<p>ii. Sets up a system to acknowledge and record complaints with a view to taking action against individuals and organisations where this is possible and practical.</p>	<p>The corporate complaints system covers all areas of Council activity which would include grass verges, where additional evidence is provided action will be taken (cases will be logged as and when required).</p>
<p>iii. Ensures off-street parking provision is a consideration in the revised Local Plan</p>	<p>Traffic and transport impact are integral part of the evidence base required to support the forward Plan for submission to public inquiry and parking will be part of this work.</p>
<p>iv. That the Director of City and Environmental Services (now Corporate Director of Economy and Place):</p> <ul style="list-style-type: none"> <li>• Promotes via My Account the need for a</li> </ul>	<p>My Account roll out has just started and as user</p>

<p>verge crossover where front gardens have been made into hard standing areas and offers residents the facility to construct a vehicle access crossing point, at their own cost.</p> <ul style="list-style-type: none"> <li>• Offers reduced rates where a number of residents decide to proceed with construction of vehicle access crossing points or when other significant highways construction work is taking place in their neighbourhood.</li> <li>• Arranges for an informative to be included in planning application documentation to reduce the risk of damage being caused to verges by contractor's vehicles during building work and if damage is caused during the course of any work it should be repaired on completion of the work and the verges reinstated to their original condition.</li> </ul>	<p>numbers increase this facility will be used to publicise this issue as requested by Scrutiny.</p> <p>The authority currently offers a reduced rate for vehicle crossings in relation to footway schemes in the area where work is being undertaken. Charging is based on the householder requirements and the work is being undertaken by the authority in the street at that time and is VAT exempt which would not be the case with other providers.</p> <p>An informative has now been agreed for attaching to all decision notice approvals involving construction works. This has been forwarded to all case officers. The text is as follows:-</p> <p><b>'AVOIDING DAMAGE TO THE HIGHWAY GRASS VERGE</b></p> <p><i>Applicants/Developers are reminded that great care should be taken to ensure that no damage to the surface or structure of the public highway is caused, by activities relating directly to the approved development (e.g. delivery of building materials via HGV's). The Council is particularly concerned at the increasing</i></p>
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	<p><i>impacts and damage occurring to grass verges. This is detrimental to residential amenity, can present safety issues and places an unreasonable financial burden on the Council, if repairs are subsequently deemed necessary. Therefore, applicants/developers are strongly advised to work proactively with their appointed contractors and delivery companies to ensure that their vehicles avoid both parking and manoeuvring on areas of the public highway (grass verges) which are susceptible to damage. The council wishes to remind applicants that legislation (Highways Act 1980) is available to the authority to recover any costs (incurred in making good damage) from persons who can be shown to have damaged the highway, including verges. If the development is likely to require the temporary storage of building materials on the highway, then it is necessary to apply for a licence to do so. In the first instance please email <a href="mailto:highway.regulation@york.gov.uk">highway.regulation@york.gov.uk</a>, with details of the site location, planning application reference, anticipated materials, timelines and volume. Please refer to the Council website for further details, associated fees and the application form.'</i></p> <p>The informative will be attached to all relevant new permissions.</p>
v. The Communications Team produces a pro	This recommendation has been fully implemented and

<p>forma letter to further promote community and neighbourhood pride and advise that it costs council tax payers £35 per square metre to repair damaged verges, which can:</p> <ul style="list-style-type: none"> <li>• Be made available to ward councillors for distribution to drivers and residents when a particular problem is identified or reported;</li> <li>• Be circulated to residents online or by text message via the new My Account system;</li> <li>• Form the basis of a poster to be displayed in local libraries, community centres, other public buildings and included in relevant council publications.</li> </ul>	<p>a copy of the letter is attached at Annex 1. Once the communications team is given the go ahead this can be tweeted to residents on social media. Posters can be created on request.</p>
<p>Furthermore, the Committee recommends that the Director of City and Environmental Services (now Corporate Director of Economy and Place):</p> <p>vi. Reviews, and where appropriate amends, the existing Council policy with regard to damage to grass verges and assesses staff resources required.</p>	<p>This issue will be considered as part of the Highway Monitoring programme which ensures that the authority's obligation in maintaining a safe highway and our insurers' expectations are met.</p>
<p>vii. Produces a menu of options to be made available to ward councillors, ward committees and parish councils so that they:</p>	<p>Prices are being provided to elected members on request, allowing members and communities to determine the areas of greatest need.</p>

<ul style="list-style-type: none"><li>• Have an idea of the cost of various interventions that could be funded through ward budgets, such as installation of parking bays or repairs to damaged verges;</li><li>• Can focus on areas of greatest need dependent on a consensus of support from the local community and partner agencies.</li></ul>	
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Annex 1 – Example Letter

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City & Environmental Services  
Hazel Court  
James Street  
York  
YO10 3DS

[www.york.gov.uk/parking](http://www.york.gov.uk/parking)

Tel: 01904 551551

Our Ref: XXXX

Date: XX XX XX

[Name of resident]

Address here

XXX

XXX

YOX XXX

Dear [Name of resident]

### **Parking on verges and footpaths:**

We are asking for your help so that we can reduce the amount of money the council is spending on repairing grass verges each year.

We have sent you this letter because we've recently carried out an inspection of the roads and verges near your property. This happened because we've either received a complaint about vehicles parking on and consequently damaging grass verges, or this is part of our annual inspection of the highway.

Whilst on this inspection, a vehicle(s) near your address was parked on the grass verge which was blocking the highway/footway or damaging part of the verge.

It may be that the vehicle is not owned by you or anyone in your household, in which case please disregard this letter.

If, however, this was the case, please can we ask that as this is public highway, and not part of your property, that you park off the verge and on the highway itself. Please encourage your neighbours, visitors or family members to do the same.

Doing this will help save the council thousands a year in repairs, with each repair costing upwards of £30 per square metre. In times of severe national funding cuts, we hope you agree that this money could be better spent elsewhere on protecting York's key frontline services.

If your vehicle needs to gain access to your property over verges or footways, please contact Stuart Partington on 01904 551361 to apply for permission to do this.

With thanks,

[Full name of member of staff here]

[job title e.g. Highway Inspector – Highway Maintenance Services]

Corporate Director of Economy and Place: Neil Ferris

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