

**Notice of a
Decision Session - Executive Member for Transport and Planning**

To: Councillor Gillies (Executive Member)

Date: Thursday, 9 February 2017

Time: 2.00 pm

Venue: The Thornton Room - Ground Floor, West Offices (G039)

AGENDA

Notice to Members – Post Decision Calling In:

Members are reminded that, should they wish to call in any item* on this agenda, notice must be given to Democratic Services by **4:00 pm on Monday 13 February 2017**.

*With the exception of matters that have been the subject of a previous call in, require Full Council approval or are urgent which are not subject to the call-in provisions. Any called in items will be considered by the Corporate and Scrutiny Management and Policy Scrutiny Committee.

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00pm on Tuesday 7 February 2017**.

1. Declarations of Interest

At this point in the meeting, the Executive Member is 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 Decision Session held on 7 December 2016.

3. Public Participation - Decision Session

At this point in the meeting, members of the public who have registered their wish to speak at the meeting can do so. The deadline for registering is **Wednesday 8 February 2017 at 5:00pm.**

Members of the public may speak on an item on the agenda or an issue within the Executive Member's remit,

Filming, Recording or Webcasting Meetings

Please note this meeting may be filmed and webcast or audio recorded and that includes any registered public speakers, who have given their permission. This broadcast can be viewed at <http://www.york.gov.uk/webcasts>. or, if sound recorded, this will be uploaded onto the Council website following the meeting.

Residents are welcome to photograph, film or record Councillors and Officers at all meetings open to the press and public. This includes the use of social media reporting, i.e. tweeting. Anyone wishing to film, record or take photos at any public meeting should contact the Democracy Officer (whose contact details are at the foot of this agenda) in advance of the meeting.

The Council's protocol on Webcasting, Filming & Recording of Meetings ensures that these practices are carried out in a manner both respectful to the conduct of the meeting and all those present. It can be viewed at http://www.york.gov.uk/download/downloads/id/11406/protocol_film_or_webcasting_filming_and_recording_of_council_meetings_20160809.pdf

4. Better Bus Area Programme- Fourth Avenue Lay-bys
(Pages 7 - 12)

This report updates the Executive Member on progress with a small scheme to construct a series of lay-bys on Fourth Avenue.

5. Consideration of Objections received to the proposed amendments to the York Parking, Stopping and Waiting Traffic Regulation Order 2014: Proposed no waiting at any time restrictions (double yellow lines) on Opus Avenue, White Rose Way and White Rose Close (Pages 13 - 24)

This report concerns a proposal for a no waiting at any time restriction (double yellow lines) on Opus Avenue, White Rose Way and White Rose Close.

6. Directorate of Economy & Place Capital Programme - 2016/17 Monitor 2 Report (Pages 25 - 44)

The purpose of this report is to set out progress to date on schemes in the 2016/17 Directorate of Economy & Place Capital Programme, including budget spend to the end of December 2016. It also proposes adjustments to scheme allocations to align with the latest cost estimates and delivery projections.

7. E Petition: Ownership of Property and Land in York (Pages 45 - 54)

This report outlines the approach proposed, to respond to an EPetition, (following initial consideration of the EPetition at the Local Plan Working Group on 5th December 2016), entitled 'Ownership of Property and Land in York Plans', which was submitted by lead petitioner, Geoff Beacon on 10th July 2016 (this was subject to a further wording amendment by the petitioner).

8. Urgent Business

Any other business which the Executive Member considers urgent under the Local Government Act 1972.

Democracy Officer:

Name: Judith Betts

Contact Details:

- Telephone – (01904) 551078
- Email – judith.betts@york.gov.uk

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

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

Meeting	Decision Session - Executive Member for Transport and Planning
Date	7 December 2016
Present	Councillor Gillies (Executive Member)

47. Declarations of Interest

At this point in the meeting, the Executive Member was asked to declare any personal, prejudicial or disclosable pecuniary interests that he might have in relation to the business on the agenda. No additional interests were declared.

48. Minutes

Resolved: That the minutes of the last Decision Session held on 10 November 2016 be signed and then approved by the Executive Member as a correct record.

49. Public Participation - Decision Session

It was reported that there had been four registrations to speak at the meeting under the Council's Public Participation Scheme. All had registered to speak under Agenda Item 4) Definitive Map Modification Order (DMMO) to add a footpath to the Definitive Map and Statement: Askham Fields Lane, Askham Bryan.

Shirley Smith spoke about the public use of the footpath over the past twenty years by cyclists and dogwalkers. She felt that a sufficient number of user evidence forms had been provided to determine that usage of the footpath was by the public. Thanks were given to the nearby villagers, the local Ward Member, the principal of Askham Bryan college, Julian Sturdy MP and the Officer for her work.

Audrey Hollas, felt that the an order should be made to add the footpath, as local residents in Copmanthorpe used it to access the children's play area on the college site.

It was also used by a variety of people including students, and those who lived in the private houses built on the land adjacent to the footpath and college.

John Mawson of Askham Bryan College, gave a brief historical introduction to the site and spoke about the unadopted road at Askham Fields Lane the footpath was the responsibility of the college. He informed the Executive Member how the College and Parish Council had worked together to secure funding for street lighting that ran from the college entrance to the bus stop to ensure safety of the students. He commented how open access would contravene planning permission granted for a zoo licence and care act standards that the college had to fulfil towards its students. This was because all visitors to the college had to wear ID cards therefore those people using the footpath who were not visitors would be contravening those standards, as the footpath crossed college grounds.

David Nunns of York Ramblers noted that the planning application had made the case for open access more difficult. He felt that Askham Fields Lane should be open to the public, he informed the Executive Member how he cycled along the route regularly. He also stated that the college boundary on the online map lay further to the west and did not take into account new developments. He circulated a copy of the map to the Executive Member.

The Executive Member asked John Mawson whether the both sides of the footpath across the college grounds could be made secure. It was confirmed that although this was difficult, it could be carried out.

50. Definitive Map Modification Order (DMMO) to add a footpath to the Definitive Map and Statement: Askham Fields Lane, Askham Bryan

The Executive Member considered a report which asked him to make a decision on whether an application for a Definitive Map Modification Order (DMMO) to add a public footpath to the Definitive Map and Statement at Askham Fields Lane, Askham Bryan met the legislative criteria.

Officers made a number of comments in response to the public speakers to explain that the application had been challenging, especially so, in trying to determine use by 'the public' because of the location of the claimed route. They advised the Executive Member that use of the claimed footpath by those who owned residential property within the college grounds was by licence, and the evidence therefore, was viewed as 'non qualifying'. Similar reasoning was presented for those persons who had in the past been employed by the college, and their immediate family members. Evidence in support and rebuttal of the application had been forthcoming over a number of months, and Officers had received correspondence from a past Principal of the College, which acknowledge use of the claimed route by 'the public'.

Officers explained that if the decision was to make an Order, the Order would be advertised, and open to objections. Alternatively, if the decision was not to make an Order, an appeal could be lodged with the Secretary of State.

The Executive Member considered all the comments by the public speakers before coming to his decision. He felt that although there was evidence provided of use by the public, this could have been more robust. He did understand the college's concerns.

Resolved: That Option A- that the Authority makes an order- be agreed.

Reason: The supporting evidence meets the threshold criteria of 'reasonably alleged'.

51. BT Public Payphone Removal Consultation

The Executive Member received a report which informed him of a formal consultation by British Telecom (BT) to the Council and the wider local community on its intentions to remove 26no public payphones at various locations throughout the city.

Officers recapped the process and updated the Executive Member on comments received in regards to two of the proposed payphones to be removed.

- 16/02132/TCNOT - Councillor Aspden and Fulford Parish Council had previously submitted comments in regards to the risk of flooding in the area. Officers had received information from BT about the use of mobile phones in emergency situations.
- 16/02145/TCNOT- Outside Ryedale Court, The Village Haxby

Haxby Town Council objected to the removal of the telephone box due to high usage rates.

The Executive Member stated that he was happy to recommend that objections be raised to the removal of that box.

Resolved: (i) To follow the recommendations to object or not object on each individual payphone as listed in Annex A, other than for the following application where it has been resolved to object;

16/02145/TCNOT – Outside Ryedale Court, The Village, Haxby.

(ii) If the local Consultation has identified a desire from the relevant Parish Council or other body to adopt a PCB (Public Call Box) for other uses, that BT be notified of this desire to adopt.

(iii) If new objections are received during the 2nd stage of the notification/consultation process to the removal of a PCB (Public Call Box) where the resolution was for there to be No objections, the Assistant Director of Planning and Public Protection be delegated to formally object to B.T in order to comply with the agreed timescale of the formal consultation process.

(iv) That these new objections then be considered by the Executive Member for Transport and Planning at the next available Executive Member Decision Session.

Reason: To comply with Ofcom procedural and timescale guidelines on such applications.

Cllr Gillies, Executive Member

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

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**Decision Session – Executive Member for
Transport and Planning****9 February 2017**

Report of the Corporate Director of Economy and Place

Better Bus Area Programme – Fourth Avenue Lay-bys**Summary**

1. This report updates the Executive Member on progress with a small scheme to construct a series of lay-bys on Fourth Avenue. The lay-bys are needed because parked cars can make it impossible for larger vehicles to pass along Fourth Avenue. This disrupts bus services and makes other activities, such as refuse collection, difficult.

Recommendations

2. That the Executive Member notes progress with the scheme and supports the proposal to proceed with the scheme's construction.

Reason: To improve the reliability of bus services on Fourth Avenue and to reduce occasions when parked cars on Fourth Avenue are struck by moving vehicles.

Background

3. Fourth Avenue is a relatively narrow road, around half a mile outside of the York city walls. The available parking space on Fourth Avenue is frequently under pressure and this, combined with the restricted width of the road, can often mean that parked vehicles make it impossible for buses to pass along the road, or have difficulty accessing the bus stop outside Glenside Flats. Thus the area around Fourth Avenue was identified as a critical area for delay on the bus network in 2014.
4. The proposed scheme (shown in appendix A) provides 4 lay-bys on the northern edge of Fourth Avenue between its junctions with Fifth Avenue and Sixth Avenue. The lay-bys can accommodate approximately 9 cars and increase the effective running width of the highway on Fourth Avenue from 5m to 7m. The outbound bus stop is

also relocated approximately 60m east of its current location so that buses will always be able to dock to the kerb (rather than being sometimes obstructed by parked vehicles as they are now). Consultation with bus operators suggests that they are confident the proposed scheme will solve the problems they currently experience operating on Fourth Avenue.

5. Consultation with local residents and other stakeholders was undertaken in November/ December 2016. The consultation has revealed no opposition to the proposed scheme – indeed residents have welcomed the proposed measure because they believe it will reduce occasions when their cars and vans are struck by other vehicles. Several responding residents expressed a view that they believed a residents' parking scheme was appropriate in this area because many of the parked vehicles appeared to be left by commuters. This observation is assessed to be beyond the scope of this report, but has been reported back to the Network Management section of City of York Council.

Financial

6. The cost of the layby scheme is estimated to be £60,000, which includes the costs of relocating of the bus stop and provision of two new trees to replace trees lost some years ago. Of this cost approximately £40,000 will be funded from City of York Council's LTP budget for works to improve bus service reliability, with the remaining £20,000 provided by the Better Bus Area, which is funded by York's bus operators and the Department for Transport. It is proposed that the lay-by scheme also been combined with a more general scheme reconstructing the highway on Fourth Avenue, which has allowed a saving of some costs through more efficient use of men and equipment to deliver both schemes simultaneously.

Programme for the Scheme

7. Subject to approval the programme for the scheme is:
 - Decision Session meeting 9th February
 - Work starts w/c 20th March
 - Work finishes (including carriageway reconstruction) w/c 24th April

Council Plan

8. The potential benefits of this scheme for the priorities in the Council Plan are:
- A prosperous city for all – improvements to bus services have a generally beneficial impact on economic growth and GVA. This scheme directly improves access to a number of key employment sites in York, including York city centre, York District Hospital, Clifton Moor, Nestle and York St John University, all of which are on the bus route which serves Fourth Avenue. Also, improvements to the highway will improve traffic flow for both bus services and other road users. The measure will improve the attractiveness of bus services and will encourage modal transfer from cars to buses, reducing vehicle emissions in the city centre. The measure will reduce congestion more generally, which will reduce emissions from vehicles standing in traffic. The scheme will provide two new trees on Fourth Avenue, replacing trees lost some years ago to disease/ damage.
 - A focus on frontline services – the Social Exclusion Unit identified that good bus services are an effective means of reducing social and economic isolation and hence building stronger communities.
 - A Council that listens to residents: this scheme will assist in addressing concerns about both poor bus reliability and vehicle strikes on Fourth Avenue that have been brought to the attention of the Council by residents.

Implications

9. This report has the following implications:
10. **Human Resources** - none
11. **Equalities** – none
12. **Legal** – none
13. **Crime and Disorder** - none.
14. **Information Technology** - none.
15. **Land** - all land lies within the adopted highway.

16. **Risk Management** - no significant risks associated with the recommendations in this report have been identified.

Contact Details

Author:

Julian Ridge
Programme Manager, Better
Bus Area Fund (BBAF)
Sustainable Transport Service
Tel: (01904) 552435

Chief Officer Responsible for the report:

Neil Ferris
Corporate Director
Economy and Place

Report Approved **Date** 23.01.17

Specialist Implications Officer(s)

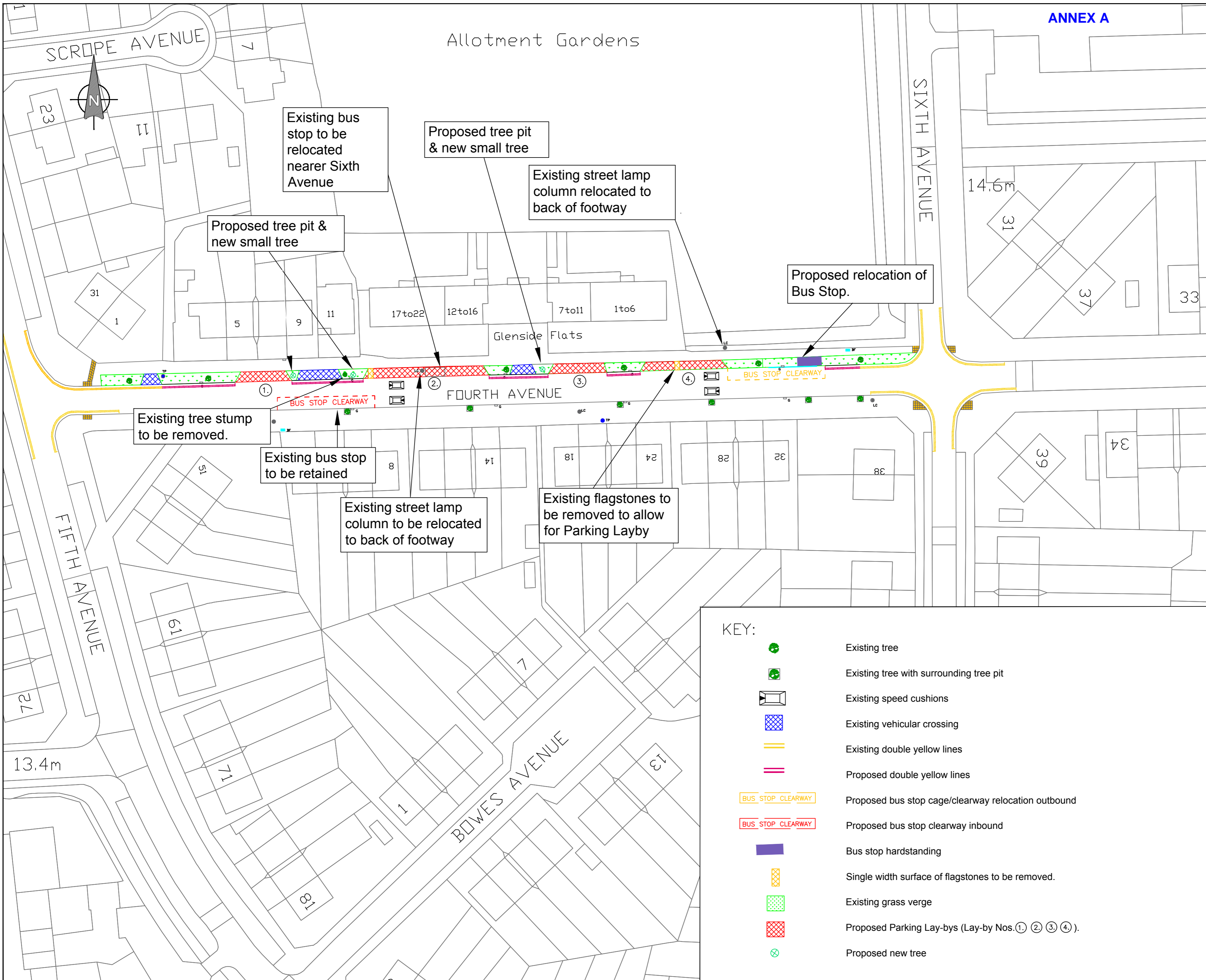
There are no specialist implications.

Wards Affected: Heworth (site of scheme), Guildhall
(adjacent to scheme)

For further information please contact the author of the report.

Annexes:

Annex A Proposed scheme layout



ANNEX A

NOTES:

BASED UPON THE ORDNANCE SURVEY MAPPING WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. © CROWN COPYRIGHT. UNAUTHORISED REPRODUCTION IN ANY FORM OR BY ANY MEANS WITHOUT THE WRITTEN PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. Licence No. 1000 20818

Revision	By	Checked/Approved	Date	Description



Project
 Fourth Avenue - Proposed Parking Laybys and Carriageway Reconstruction
 Consultation Plan

Drawn by	SH	Date:	03.10.16
Checked by	SH	Date:	
Authorised by		Date:	
Drawing No.	TP/140076/C1	Revision	
Drawing Scale:	1:500	A2	
CAD Filename:		Plot Scale:	1:00

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**Decision Session Executive Member for
Transport and Planning****9 February 2017****Report of the Corporate Director of Economy and Place****Consideration of Objections received to the proposed amendments to
the York Parking, Stopping and Waiting Traffic Regulation Order 2014:
Proposed no waiting at any time restrictions (double yellow lines) on
Opus Avenue, White Rose Way and White Rose Close****Summary**

1. An amendment to the York, Stopping Parking and Waiting Traffic Regulation Order (TRO) is required to introduce waiting restrictions (yellow lines) to enable larger vehicles (car transporters) to access a development site on York Business Park. The development consists of a car showroom, car hire and car storage. It will store 700+ vehicles on site with approximately 5+ car transporters requiring access daily. The location and size of the development is clarified within the plan at Annex B of this report.

Recommendation

2. Implement the proposal as advertised.

Reason: To remove the obstruction caused by parked vehicles and enable better access for car transporters and other HGV.

Background

3. Condition 29 of Planning Decision Notice 15/01307 states:

The development hereby permitted shall not come into use until the following highway works (which definition shall include works associated with any Traffic Regulation Order required as a result of the development, signing, lighting, drainage and other related works) have been carried out in accordance with details which shall have been previously submitted to and approved in writing by the Local Planning Authority, or arrangements entered into which ensure the same.

4. Planning Decision 16/01297/FUL refers to adjacent land accessed from the turning head area. Additional restrictions are required to ensure vehicle access, protect the turning head area and entrance to the electricity sub-station.

5. Arnold Clark expressed a wish to keep the customer vehicle entrance on Great North Way separate from the servicing of the business – hence the requirement for transporter access via Opus Avenue.

Proposed Waiting Restrictions are outlined on Annex A.

Details of Representations received

6. We have received 8 objections to these proposals from adjacent businesses and two representations in support.
7. All representations in objection are similar in nature and wording and raise the following points:
 - I. All businesses have insufficient parking amenity for the number of staff, visitors and clients. Staff have to park on the public highway and will continue to do so.
 - II. There are usually 50 – 70 cars parked on the public roads subject to the proposed restrictions between 9am to 5pm, Monday to Friday. There is nowhere else for these vehicles to park. This level of parking has caused no problem whatsoever to the public at large or the businesses on the estate for the last 5 years.
 - III. It is evident that the proposals are made purely for the benefit of Arnold Clark. These restrictions will cause substantial and permanent inconvenience to the 10 businesses on Tudor Court to accommodate delivery vehicles to the car dealership. One assumes there are unlikely to be more than one or two such deliveries each working day.
 - IV. Arnold Clark has the largest site in the vicinity and an entrance off Great North Way – why is this entrance not being used? Why has the Council accepted the proposed entrance via White Rose Way and Opus Avenue – narrower roads with two mini roundabouts? There is habitually no parking on Great North Way at all.
 - V. York Business Park is not served by public transport. Nearest bus stop is half a mile away and train station 2 miles away in Upper Poppleton. The York Business Park is only readily accessible by car. There are no practical alternatives for medium distant, non car sharing viable journeys.
 - VI. If imposed, the problem will not be solved but displaced elsewhere on the estate. Should the Council propose No Waiting Restrictions to the whole estate, workers will be unable to park and employees will seek employment elsewhere. This will make the businesses unviable in the long term.
 - VII. There is therefore no need for such parking restrictions, whether for the benefit of the public or otherwise. The only conceivable benefit will be to one business but with substantial inconvenience to the remaining businesses on the estate.

- VIII. If Arnold Clark has objected to the current parking they should provide an alternative parking area for the businesses affected. Unless there is going to be a car park provided for the business park employees use, then surely you cannot propose to go ahead with these restrictions.
- IX. One objector proposed that the delivery times are limited as is the case for a number of businesses in the city centre. If deliveries were limited to before 8.30am and after 5.30pm (for example) there would be minimal disruption to existing businesses and resolve this matter.
8. We have received two representations in support of the restrictions:
- I. (From a business outlet on the estate). I would like to support the proposed restrictions. There has been a problem for some while with vehicles parked in the road and on the pavements. These cause an obstruction and are a safety concern as they obscure vision for vehicles turning into and out of the buildings. I am pleased that the council are now proposing to take action.
 - II. (From Unwin Jones Partnership on behalf of Arnold Clark)
As a gesture of goodwill and as new neighbours to adjacent businesses, Arnold Clark are offering to provide some mitigation to the proceedings by providing a temporary car park on their land for an interim period for one of the businesses in Opus Avenue.

Options

9. A) Implement the proposal as advertised

This is the recommended option because it will provide an unobstructed access to the development as required and approved within the planning process.

B) Implement a proposal of a lesser restriction as outlined in Annex C to provide one small additional area of commuter parking (for 3 vehicles) for the business outlets.

This is not the recommended option because allowing the additional parking compromises the effectiveness of the turning head area.

- C) Take no further action and withdraw the proposal

This is not the recommended option because drivers will continue to park inconsiderately and obstruct the free passage of larger vehicles. The developer would have to make a further application to planning to seek discharge of planning condition 29 of 15/01307

Analysis

10. This is a large development (see Annex B); large car transporters will require access to the site via Opus Avenue on a daily basis.

The level of on-street parking on Opus Avenue is high. The proposal will displace vehicles further into the estate roads and create similar problems elsewhere. If the proposal is implemented it is likely that further proposals to remove obstructive parking elsewhere on the estate will follow in due course.

Currently, parking is taking place partially on the footway as well as across dropped kerbs, close to junctions and around the roundabout area.

Public Transport facilities are poor to the York Business Park. The Business Park is not on a bus route and the nearest bus stop (number 10 and 20) is on Millfield Lane.

Consequently, the majority of workers and visitors to the area travel by private car. The off-street parking amenity for many of the businesses is inadequate for their needs. Many streets, especially Opus Avenue, Ings Lane and White Rose Way attract a high number of commuter cars parked both sides of the street during the working week.

We are unable to place the total amount of waiting restrictions identified through the planning process because 27 metres of carriageway (see Annex A) is private land and not under the control of the Highway Authority. The developer has been unable to supply a written request and authorisation from the landowner to enable us to include this area within the proposal for Civil Enforcement. The developer has indicated they will initiate their own arrangements to ensure parking on unadopted highway does not impede access to their development.

The City of York Council, acting as Local Highway Authority have a statutory duty to maintain Highway Rights which are for “pass and re-pass”.

Consultation

11. The proposal was advertised in “The Press”; notices placed on street and all adjacent properties received details. North Yorkshire Police, Fire and Rescue Service, Ambulance Service, Freight Association and Haulier Association receive details of all proposed amendments to the Traffic Regulation Order.

Council Plan

12. The process confirms the commitment to providing an environment where local businesses can thrive and residents have good quality jobs, housing and opportunities; creating jobs and growing the economy.

Implications

13. None

Financial

14. Legal Order and Implementation of proposals will be financed by funding earmarked in the planning process through a section 106 agreement.

Human Resources

15. None identified

Equalities

16. We have not identified any detrimental impact to a specific group within the community.

Legal

17. The proposal requires an amendment to the York Parking, Stopping and Waiting Traffic Regulation Order 2014:

Road Traffic Regulation Act 1984 & the Local Authorities Traffic Orders (procedure) (England & Wales) Regulations 1996 apply.

Crime and Disorder

18. None identified

Information Technology

19. None identified

Land

20. None Identified

Other

21. None identified

Risk Management

22. There is an acceptable level of risk associated with the recommended option.

Contact Details

Author:

Sue Gill
Traffic Project Officer
(01904) 551497

Chief Officer Responsible for the report:

Neil Ferris
Corporate Director – Economy and Place

Date:

23.01.17

Specialist Implications Officer(s)

None

Ward Affected:

Rural West



For further information please contact the author of the report.

Annexes

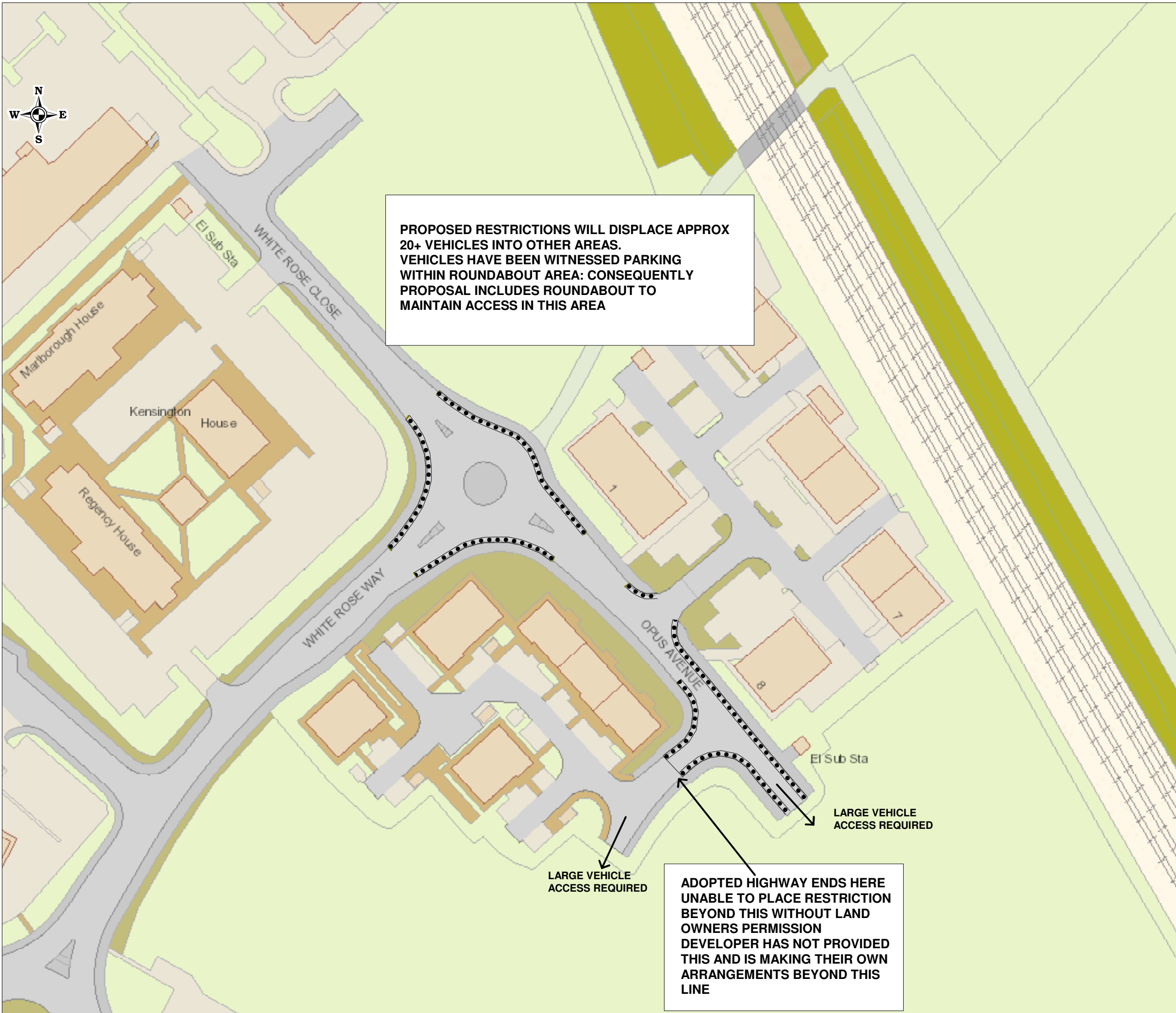
Annex A: Proposed No Waiting at any Time Restrictions

Annex B: Extent of development

Annex C: Possible reduction of waiting restrictions (option B)



PROPOSED RESTRICTIONS WILL DISPLACE APPROX 20+ VEHICLES INTO OTHER AREAS. VEHICLES HAVE BEEN WITNESSED PARKING WITHIN ROUNDABOUT AREA: CONSEQUENTLY PROPOSAL INCLUDES ROUNDABOUT TO MAINTAIN ACCESS IN THIS AREA



LARGE VEHICLE ACCESS REQUIRED

LARGE VEHICLE ACCESS REQUIRED

ADOPTED HIGHWAY ENDS HERE UNABLE TO PLACE RESTRICTION BEYOND THIS WITHOUT LAND OWNERS PERMISSION DEVELOPER HAS NOT PROVIDED THIS AND IS MAKING THEIR OWN ARRANGEMENTS BEYOND THIS LINE

PROPOSED WAITING RESTRICTIONS (DOUBLE YELLOW LINES)

**OPUS AVENUE
WHITE ROSE WAY
WHITE ROSE CLOSE**



DRAWING TITLE
Annex A

SCALE | **1 : 1000**

DATE | **12/09/2016**

DRAWING No. |

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Development relating to car salesroom car hire storage for car hire

Approx 700+ cars will be stored on site

5 Car Transporters Daily

Boundary of Development



DRAWING TITLE

Annex B

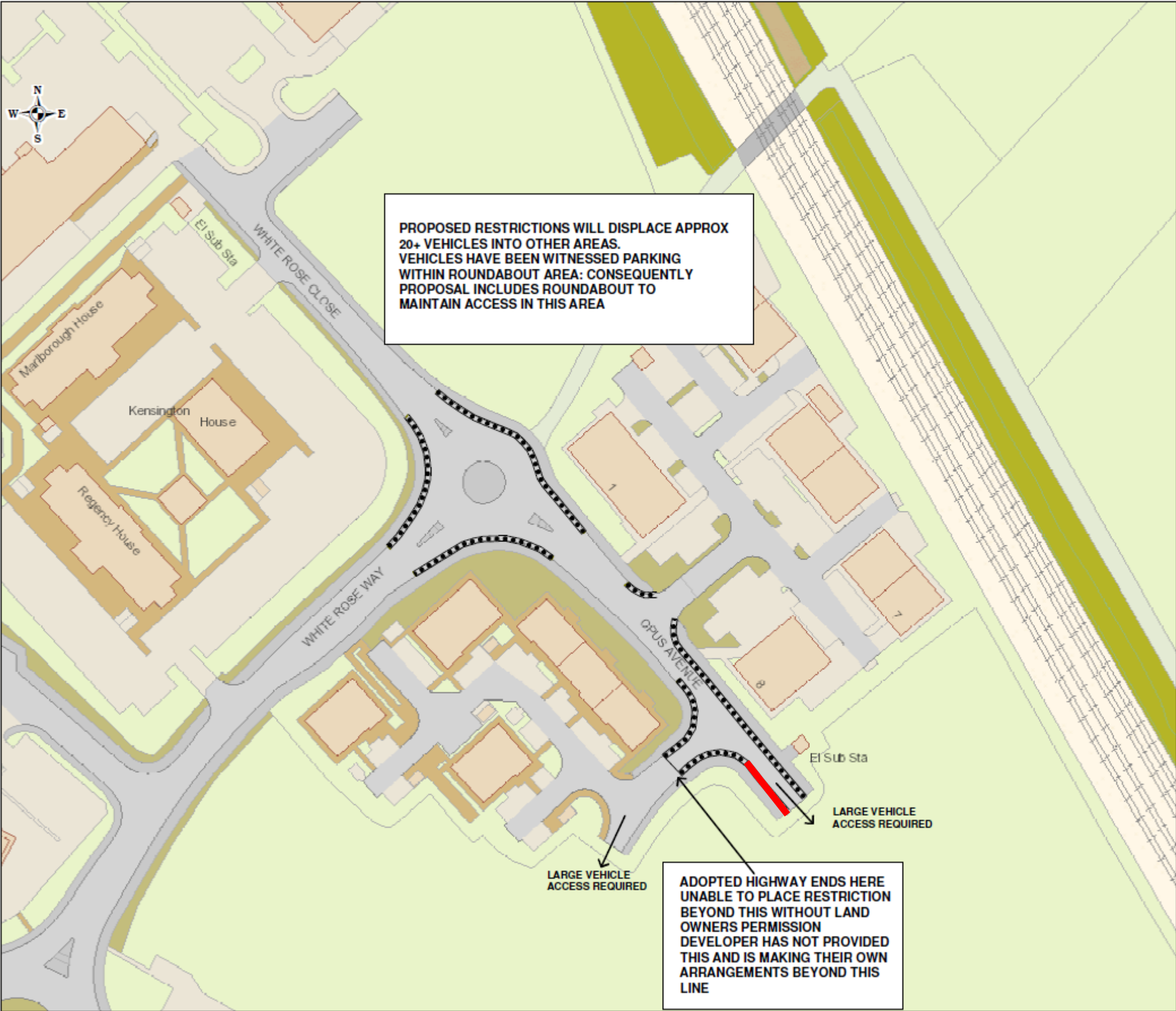
SCALE 1 : 1807

DATE 12/09/2016

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PROPOSED WAITING RESTRICTIONS (DOUBLE YELLOW LINES)

OPUS AVENUE
WHITE ROSE WAY
WHITE ROSE CLOSE

POSSIBLE RETENTION OF 18 METRES OF UNRESTRICTED CARRIAGEWAY TO ALLOW PARKING FOR 3 VEHICLES

CITY OF YORK COUNCIL

DRAWING TITLE
ANNEX C

SCALE	1 : 1000
DATE	12/09/2016
DRAWING NO.	
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**Decision Session – Executive Member for
Transport & Planning**

9 February 2017

Report of the Corporate Director of Economy & Place

**Directorate of Economy & Place Capital Programme – 2016/17
Monitor 2 Report**

Summary

1. The purpose of this report is to set out progress to date on schemes in the 2016/17 Directorate of Economy & Place Capital Programme, including budget spend to the end of December 2016.
2. The report also proposes adjustments to scheme allocations to align with the latest cost estimates and delivery projections.

Recommendations

3. The Executive Member is requested to:
 - (i) Approve the amendments to the 2016/17 Directorate of Economy & Place Capital Programme set out in Annexes 1 and 2.
 - (ii) Note the reduction to the 2016/17 Directorate of Economy & Place Capital Programme and the movement of funding to 2017/18, subject to the approval of the Executive.

Reason: To enable the effective management and monitoring of the Directorate of Economy & Place Capital Programme.

Background

4. The Economy & Place Capital Programme budget for 2016/17 was confirmed as £3,793k at Full Council on 25 February 2016, and details of the programme were presented to the Executive Member at the April Decision Session meeting. The programme was finalised on 14 July 2016 when the Executive Member was

presented with the Consolidated Capital Programme, which included all schemes and funding that had carried over from 2015/16. Further amendments to the programme were made at the Monitor 1 report in October 2016.

5. The current approved budget for the Economy & Place capital programme is £7,151k, which includes the Integrated Transport and Maintenance budgets, and is funded through the Local Transport Plan (LTP) grant, the Better Bus grant, the Department for Transport's Local Pinch Point Funding (Tranche 3) grant, developer contributions, and council resources.
6. Table 1 shows the current approved capital programme.

Table 1: 2016/17 Economy & Place Capital Programme

	Gross Budget	External Funding	Capital Receipts
	£1,000s	£1,000s	£1,000s
Transport Capital Programme	3,793	3,110	683
Variations approved at Consolidated Report	4,403	3,681	722
Variations approved at Monitor 1 Report	-1,045	-627	-418
Current Approved Capital Programme	7,151	6,164	987

External funding refers to government grants, non government grants, other contributions, developer funding, and supported capital expenditure

7. The current spend and commitments to the end of December 2016 is £2,630k, which represents 37% of the current budget. This is in line with the anticipated spend profile, as the majority of the expenditure is programmed towards the latter part of the year.

Key Issues

8. At this stage of the year, feasibility and outline design has been completed for most of the schemes in the capital programme, which has allowed more accurate cost estimates to be prepared.

A review of the current programme has been carried out, which has identified a number of schemes where the allocations need to be amended to reflect scheme progress and estimated costs in 2016/17.

9. Additional funding has been received from the Monks Cross shopping centre for the installation of a smart ticket kiosk and real-time display, which will be added to the capital programme to allow the work to be progressed in 2016/17.
10. The allocations for the new bus shelter on Rougier Street, the council's contribution to the new section of road linking Layerthorpe to Heworth Green, the A19 Pinchpoint scheme, and the Scarborough Bridge Improvements scheme, will be reduced and the remaining funding slipped to 2017/18, as progress on these schemes has been delayed in 2016/17.
11. Funding for the installation of charging equipment for electric buses at Park & Ride sites, the installation of Rapid Charger Hubs across York, and the refit of school bus exhausts to reduce emissions will be slipped to 2017/18, as these schemes will not be progressed in 2016/17.
12. Further details on these changes are included in Annex 1 to this report, and the current budget and proposed adjustments are shown in Table 2.

Table 2: Proposed Adjustments to 2016/17 Economy & Place Capital Programme

	Proposed 2016/17 Programme	Paragraph Ref
	£1,000s	
Current Approved Capital Programme	7,151	5
<u>Adjustments:</u>		
Monks Cross Shopping Centre Income	+40	22
<u>Re-profiling:</u>		
P&R Ultra Low Emission Vehicle Infrastructure (Local Transport Plan grant)	-200	21
Rougier Street Bus Shelter (Better Bus Funding)	-212	23
James Street Link Road Phase 2 (Section 106 funding)	-290	24
Rapid Charger Hubs (Office of Low Emission Vehicles Grant Funding)	-100	25
A19 Pinchpoint Scheme Phase 2 (Local Transport Plan & DfT grant)	-1,063	26
School Bus Exhaust Refits (Clean Bus Technology grant)	-308	27
Scarborough Bridge Footbridge Improvements (CYC Resources)	-45	28
Revised Capital Programme	4,973	

Consultation

- The capital programme was developed under the Capital Resource Allocation Model (CRAM) framework, and was approved at Full Council on 25 February 2016. Although consultation is not undertaken for the capital programme on an annual basis, the programme follows the principles of the Council's Local Transport Plan, and consultation is undertaken on individual schemes as they are progressed.

Options

14. The Executive Member has been presented with a number of amendments to the programme of works for approval. These amendments are required to ensure the schemes are deliverable within funding constraints, whilst enabling the objectives of the approved Local Transport Plan to be met.

Analysis

15. The key proposed changes included in the report are summarised below and are detailed in Annex 1.
 - Funding for the Park & Ride Ultra Low Emission Vehicle Infrastructure slipped to 2017/18, as the scheme has been delayed following the extension of the Park & Ride contract with First York.
 - Addition of funding for public transport facilities at the Monks Cross shopping centre.
 - Reduced allocation for the Rougier Street Bus Shelter scheme, as the redevelopment work on Roman House will not be completed until summer 2017, preventing the installation of the new bus shelter in 2016/17.
 - Funding for the James Street Link Road Phase 2 scheme to be slipped to 2017/18, as the council's contribution to the scheme will not be required until the work on the new road is completed.
 - Funding for the Rapid Charger Hubs scheme slipped to 2017/18, as the power supply works planned for early 2017 will now be progressed in 2017/18.
 - Reduced allocation for the A19 Pinchpoint scheme (Phase 2), as feasibility and design for the scheme progressed more slowly than anticipated and will now be completed in early 2017/18.
 - Funding for the School Bus Exhaust Refits scheme slipped to 2017/18, as the conversion work to reduce emissions from school buses cannot be progressed until the new school transport contract has been awarded.
 - Reduced allocation for the Scarborough Bridge scheme, as the feasibility and design work being carried out by Network Rail will not be completed until early 2017/18.
 - Minor amendments to budgets for cycling schemes and safety schemes, following a review of cost estimates.

Council Plan

16. The Plan is built around 3 key priorities:
 - **A Prosperous City for All.**
 - **A Focus on Frontline Services.**
 - **A Council That Listens To Residents.**
17. The capital programme supports the prosperity of the city by improving the effectiveness, safety and reliability of the transport network, which helps economic growth and the attractiveness for visitors and residents. The programme aims to reduce traffic congestion through a variety of measures to improve traffic flow, improve public transport, provide better facilities for walking and cycling, and address road safety issues.
18. Enhancements to the efficiency and safety of the transport network will directly benefit all road users by improving reliability and accessibility to other council services across the city.
19. The capital programme also addresses improvements to the transport network raised by residents such as requests for improved cycle routes, measures to address safety issues and speeding traffic, and improvements at bus stops such as real-time information display screens and new bus shelters.

Implications

20. The following implications have been considered:
 - **Financial** See below
 - **Human Resources (HR)** There are no HR implications
 - **Equalities** There are no Equalities implications
 - **Legal** There are no Legal implications
 - **Crime and Disorder** There are no Crime & Disorder implications
 - **Information Technology (IT)** There are no IT implications
 - **Property** There are no Property implications
 - **Other** There are no other implications

Financial Implications

21. It is proposed to slip £200k LTP grant funding for the Park & Ride Ultra Low Emission Vehicle Infrastructure scheme to 2017/18, as the installation of charging equipment for electric buses at Park & Ride sites has been delayed following the extension of the Park & Ride contract with First York, and no work will be carried out in 2016/17.
22. It is proposed to add £40k funding from the Monks Cross shopping centre to the 2016/17 capital programme for the installation of a smart ticket kiosk and a real-time display at the shopping centre.
23. It is proposed to slip £212k Better Bus Funding for the Rougier Street bus shelter to 2017/18, as the new bus shelter cannot be installed until the developer has finished work on Roman House, which will now be completed in summer 2017.
24. As the new section of the James Street Link Road (from Layerthorpe to Heworth Green) will not be completed until the end of 2016/17, it is proposed to slip £290k of Section 106 funding for the council's contribution to the scheme to 2017/18.
25. It is proposed to slip £100k Office of Low Emission Vehicles (OLEV) grant funding for the installation of rapid charging points across York to 2017/18, as the proposed power supply works planned for early 2017 will now be progressed in 2017/18.
26. The A19 Pinchpoint scheme is mainly funded by a grant from the Department for Transport, with a contribution from the council's Local Transport Plan (LTP) funding. As feasibility and design for Phase 2 of the scheme is ongoing and the scheme will be progressed in 2017/18, it is proposed to slip £300k LTP grant funding and £763k DfT grant funding to 2017/18.
27. It is proposed to slip £308k of Clean Bus Technology grant funding to 2017/18, as the work to reduce emissions from school buses cannot start until the new school transport contract has been awarded.

28. Following revised timescales for the development of the Scarborough Bridge footbridge improvements scheme, it is proposed to slip £45k CYC Resources funding to 2017/18, as the feasibility and detailed design being carried out by Network Rail will be completed in early 2017/18.
29. A number of minor changes are also detailed in Annex 1 to this report, which involve the reallocation of funding between schemes with no change to the overall capital programme budget.
30. Details of the full programme and the spend to 31 December 2016 are shown in Annex 2 to this report.
31. If the proposed changes in this report are accepted, the total value of the Economy & Place Capital Programme in 2016/17 would be **£5,129k** including overprogramming. The overprogramming would remain at £156k, which is considered appropriate for the level of funding available at this stage in the year. The budget would be reduced to **£4,973k**, and would be funded as shown in Table 3.

Table 3: Current & Proposed Budget

2016/17 Economy & Place Capital Programme	Current Budget	Proposed Alteration	Proposed Budget
	£1,000s	£1,000s	£1,000s
Local Transport Plan	2,988	-500	2,488
A19 Pinchpoint Grant (DfT)	763	-763	0
OLEV Go Ultra Low Grant (DfT)	100	-100	0
Section 106	505	-290	215
Better Bus Area Fund	713	-212	501
Better Bus Area 2	136	-	136
Clean Bus Technology Grant (DfT)	784	-308	476
Hungate & Peasholme Public Realm	175	-	175
CYC Resources – Highways	417	-	417
CYC Resources – Scarborough Bridge	220	-45	175
CYC Resources – City Walls	350	-	350
Other Funding	-	40	40
Total Budget	7,151	-2,178	4,973

Risk Management

32. The Capital Programme has been prepared to assist in the delivery of the objectives of the Local Transport Plan. Owing to the lower availability of funding for LTP schemes, there is a risk that the targets identified within the plan will not be achievable. For larger schemes in the programme, separate risk registers will be prepared and measures taken to reduce and manage risks.

Contact Details

Author:

Tony Clarke

Head of Transport
Directorate of Economy &
Place
Tel No. 01904 551641

**Chief Officer Responsible for the
report:**

Neil Ferris

Corporate Director – Economy & Place

**Report
Approved**

Date

Specialist Implications Officer(s) None

Wards Affected:

All

For further information please contact the author of the report

Background Papers:

CES 2016/17 Capital Programme Budget Report – 14 April 2016

<http://democracy.york.gov.uk/ieListDocuments.aspx?CId=738&MId=9035&Ver=4>

CES 2015/16 Capital Programme Outturn Report – 9 June 2016

<http://democracy.york.gov.uk/ieListDocuments.aspx?CId=738&MId=9464&Ver=4>

CES 2016/17 Capital Programme Consolidated Report – 14 July 2016

<http://democracy.york.gov.uk/ieListDocuments.aspx?CId=738&MId=9465&Ver=4>

E&P 2016/17 Capital Programme Monitor 1 Report – 13 October 2016

<http://democracy.york.gov.uk/ieListDocuments.aspx?CId=738&MId=9478&Ver=4>

Annexes

Annex 1: 2016/17 E&P Capital Programme Monitor 2 Report –
Amendments to Programme

Annex 2: 2016/17 E&P Capital Programme Monitor 2 Report – Current
& Proposed Budgets

2016/17 Economy & Place Capital Programme Monitor 2 Report – Amendments to Programme

1. This annex provides an update on the progress of schemes in the 2016/17 Economy & Place Capital Programme, and details a number of proposed changes to the programme. Schemes are only included in this annex when alterations to scheme allocations or delivery programmes are proposed. It is currently anticipated that all other schemes will progress as indicated in the budget report.
2. Details of the current and proposed allocations for all schemes in the programme are set out in Annex 2.

Transport Schemes

ACCESS YORK PHASE 1

Programme: £447k

Spend to 31 December 2016: £267k

3. No changes are proposed to the allocation for Access York Retention costs at this stage of the year.

PUBLIC TRANSPORT SCHEMES

Programme: £1,949k

Spend to 31 December 2016: £774k

4. The Monks Cross shopping centre has made a contribution of £40k to the council for the installation of a smart ticket kiosk and real-time displays at the shopping centre. It is proposed to add this funding to the capital programme to allow the work to be progressed in 2016/17.
5. Funding was allocated in the programme for the development and installation of charging equipment for electric buses at Park & Ride sites. As the existing Park & Ride contract with First York has been extended for a further 12 months, it is proposed to slip the £200k funding to 2017/18 to allow the scheme to be progressed once the new Park & Ride contract has been let.
6. Progress on the new bus shelter at Roman House on Rougier Street has been delayed as the work being carried out by the developer will now be completed in summer 2017 instead of late 2016.

It is proposed to slip £212k Better Bus Funding to 2017/18 to allow the shelter to be installed once the development of Roman House has been completed.

7. No other changes are proposed for schemes in the Public Transport block at this stage in the year. Improvement work has been carried out the Park & Ride sites, including the installation of a new CCTV system at Grimston Bar and a refresh of the car park lining at Grimston Bar and Rawcliffe Bar. Work on the Museum Street bus stop improvements started in January, and the conversion of five tour buses to electric drive is ongoing and will be completed in April 2017. A report on the proposed Fourth Avenue Lay-By scheme is also on the agenda for this meeting, which will be constructed in March if the scheme is approved.

TRAFFIC MANAGEMENT

Programme: £2,904k

Spend to 31 December 2016: £862k

8. Work to construct the remaining section of the James Street Link Road (from Layerthorpe to Heworth Green) is being progressed by the developer, and the council has agreed to contribute £290k towards the new section of road. The highways work will be completed at the end of 2016/17, and it is proposed to slip £290k to 2017/18, as the council's contribution will be paid in early 2017/18 once the work has been completed.
9. The council was awarded £800k grant funding from the Government's Office of Low Emission Vehicles for the installation of Rapid Charger Hubs around York. As this was a two-year programme of work, £700k grant funding was previously slipped to 2017/18, with £100k remaining in the 2016/17 capital programme for proposed power supply works in early 2017. However, as the feasibility work for this scheme is taking longer than expected, it is proposed to slip the remaining £100k grant funding to 2017/18.
10. Following the completion of Phase 1 of the A19 Pinchpoint scheme in summer 2015, options to increase capacity at the Crockey Hill junction to improve outbound traffic flow on the A19 (South) are now being investigated. Due to the length of time needed to complete

feasibility and design work and carry out consultation on the proposed scheme, it is proposed to reduce the allocation for this scheme to £200k and slip the remaining funding to 2017/18.

11. The council was awarded £308k Clean Bus Technology funding from the Department for Transport to retrofit school buses to York to reduce polluting emissions. It is proposed to slip this funding to 2017/18 as the work cannot be progressed until the new contract for school transport has been awarded. A contribution of £112k towards the cost of this work is expected from the new school bus operator in 2017/18.
12. Work on the Traffic Signals Asset Renewal programme is progressing well, and signal upgrades have been completed at five locations, with a further three schemes to be done before April 2017. As a result the total spend in 2016/17 is expected to be higher than originally anticipated, but this can be funded by underspends elsewhere in the programme, so no adjustments to budgets are needed.
13. No other changes are proposed to schemes in the Traffic Management block at this stage in the year. The new traffic restrictions on Coppergate are now in place, and following delays due to a software issue, the refurbishment of Variable Message Signs on the Inner Ring Road is now being progressed and nine signs will be refurbished by the end of 2016/17.

PEDESTRIAN & CYCLING SCHEMES

Programme: £861k

Spend to 31 December 2016: £492k

14. Following initial feasibility and design work on the Acomb Road cycle route, further feasibility work is required on the proposals to improve facilities for cyclists near Acomb shops, while only minor improvements are planned for the section of the route near The Fox. It is proposed to reduce the Cycle Schemes allocation from £100k to £65k, and increase the allocations for the Monkgate Roundabout and Holgate Road cycle route schemes due to the increased cost of the work planned at Monkgate Roundabout, and the additional feasibility and design work needed for the Holgate Road cycle route scheme.

15. As previously reported, Network Rail are carrying out further feasibility and design work on the proposed improvements to the Scarborough Bridge footbridge to ensure the scheme is viable and provide a more detailed cost estimate. The feasibility and design work will not be completed in 2016/17, so it is proposed to slip £45k for this scheme to 2017/18 to fund the remainder of the feasibility costs.
16. No other changes are proposed to schemes in the Pedestrian and Cycling Schemes block at this stage in the year. Feasibility and design work has now started on the list of priority pedestrian crossing requests (which was included in the Capital Programme Monitor 1 report in October). The new cycle route from the Revival estate (off Tadcaster Road) to Green Lane is now complete, and York College is expected to make a contribution towards the cost of the route through the former York college site. Due to the poor quality of materials used to resurface Campleshon Road, the installation of the new speed cushions has been delayed until the road is re-surfaced, which will be done in February at no cost to the council.

SAFETY SCHEMES

Programme: £497k

Spend to 31 December 2016: £168k

17. Following detailed design work on the Knavesmire Primary Safe Routes to School scheme, the cost estimate for this scheme is now £20k as the work at the pedestrian refuge island has a higher cost than previously estimated. It is proposed to increase the allocation for this scheme to £20k, which will be funded by reducing the allocation for the Safe Routes Programme Development by £5k.
18. It is proposed to increase the allocation for the Sheriff Hutton Road (Strensall) scheme to £16k, due to the higher cost of the Vehicle Activated Sign to be installed as part of the scheme. This will be refunded by reducing the allocation for the Hob Moor Primary Safe Routes scheme to £4k, as the scheme cost was lower than originally estimated.
19. No other changes are proposed to schemes in the Safety Schemes block at this stage of the year. Work on schemes in the Local Safety Schemes block is ongoing, and the Heslington Lane Danger

Reduction scheme will be implemented in March. A number of smaller Speed Management schemes will be implemented in late 2016/17, and feasibility and design work is ongoing on proposed schemes at Danebury Drive and York Road Strensall for implementation in 2017/18.

SCHEME DEVELOPMENT

Programme: £300k

Spend to 31 December 2016: £67k

20. No changes are proposed to allocations in the Scheme Development block at this stage of the year.

Economy & Place Maintenance Programme

21. No changes are proposed to the City Walls Restoration budget at this stage of the year. The Micklegate Bar roof repairs and the repairs to the steps at Monkgate Bar are both expected to start in March.

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Scheme Ref	2016/17 Economy & Place Capital Programme	16/17	Draft 16/17	Spend to	Comments
		Monitor 1 Budget (Total) £1,000s	Monitor 2 Budget (Total) £1,000s	31/12/16 £1,000s	

Access York Phase 1					
AY01/09	Access York Phase 1 - Retention	447.00	447.00	267.03	
	Askham Bar				
	A59 (Poppleton Bar)				

Total Access York Phase 1	447.00	447.00	267.03	
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Public Transport Schemes					
PR01/16	Park & Ride Site Upgrades	142.00	142.00	68.59	
PR02/16	Park & Ride Ultra Low Emission Vehicle (ULEV) Infrastructure	200.00	0.00	0.00	Allocation Reduced - Funding carried forward to 2017/18 due to extension of P&R contract
PT01/16	Public Transport Facilities Priority Works	50.00	50.00	0.00	
PT02/16	Fulford Road Punctuality Improvement Partnership	80.00	80.00	1.03	
PT03/16	North York Bus Priorities	35.92	35.92	22.68	
PT04/16	Dodsworth Avenue Laybys	10.00	10.00	0.00	
PT05/16	City Centre Bus Stop Improvements (Route 10)	10.00	10.00	3.07	
PT06/16	Water Lane Bus Stop Improvements	72.68	72.68	2.89	
New	Monks Cross Shopping Centre Bus Facilities		39.73	0.00	New Scheme - Funding received from Monks Cross shopping centre for installation of smart-ticket kiosk & real-time display

Public Transport - Carryover Schemes					
PT10/12b	BBAF - Rougier Street - Roman House Bus Shelter	247.00	35.00	25.89	Allocation Reduced - Funding carried forward to 2017/18 due to delays to Roman House renovation
PT02/15	Bus Network Pinchpoint Improvements	97.00	97.00	57.04	
PT03/15	BBA2 - Congestion Busting	63.00	63.00	12.70	
PT04/15	BBA2 - Tadcaster Road Improvements	72.00	72.00	14.23	
PT05/12	BBAF - Clarence Street Bus Priority Scheme	270.00	270.00	27.55	
PT09/12b	BBAF - Museum Street Bus Stop	74.00	74.00	56.97	
PT02/14	Electric Tour Bus Conversions (Clean Bus Technology Fund)	476.00	476.00	475.75	
PT04/14	Burdyke Avenue Lay-by	10.00	10.00	5.87	Scheme Complete
PT05/15	Regional RT Information System	39.00	39.00	0.00	

Total Public Transport	1,948.60	1,576.33	774.25	
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Traffic Management					
TM01/16	Traffic Signals Asset Renewals	418.00	418.00	528.84	
	Askham Bar P&R Cycle Crossing				
	Micklegate/ North Street/ Bridge St/ Skeldergate Junction				
	Micklegate / George Hudson Street				
	Wigginton Road/ Clifton Moorgate Junction (Bumper Castle)				
	Monkgate Puffin Crossing				
	Nunnery Lane Pelican Crossing (at Victoria Bar)				
	Hull Road Pelican Crossing (at Pinelands Way)				
	Nessgate Corner				
Laverthorpe/ James Street Link Road					
TM02/16	Signal Detection Equipment Programme	236.00	236.00	79.21	
TM03/16	Signing and Lining Schemes	20.00	20.00	13.71	
TM04/16	Air Quality Monitoring	20.00	20.00	8.95	
TM05/16	City Centre Footstreets Improvements	50.00	50.00	24.15	
TM06/15	Variable Message Signs (VMS) Upgrade	114.00	114.00	50.34	
TM06/16	James Street Link Road Phase 2	300.00	10.00	2.39	Allocation Reduced - Funding carried forward to 2017/18 as the council's contribution to the scheme will not be required in 2016/17
TM07/16	Rapid Charger Hubs (Go Ultra Low York)	100.00	0.00	0.00	Allocation Reduced - Funding carried forward to 2017/18 as no power supply work will be progressed in 2016/17
TM08/16	Urban Traffic Management & Control (UTMC)	50.00	50.00	28.28	
Traffic Management - Carryover Schemes					
TM03/13	A19 Pinchpoint Scheme	1,263.00	200.00	110.82	Allocation Reduced - Funding carried forward to 2017/18 to fund construction of scheme in 2017
TM08/15	School Bus Exhaust Refits	308.00	0.00	0.00	Allocation Reduced - Scheme to be progressed in 2017/18 following award of new school transport contract
AQ02/13	Electric Vehicle Rapid Charging Points - Businesses	24.50	24.50	15.00	

Total Traffic Management	2,903.50	1,142.50	861.68	
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Scheme Ref	2016/17 Economy & Place Capital Programme	16/17	Draft 16/17	Spend to	Comments
		Monitor 1 Budget (Total) £1,000s	Monitor 2 Budget (Total) £1,000s	31/12/16 £1,000s	

Pedestrian & Cycling Schemes					
CY01/16	Cycle Schemes	100.00	65.00	17.48	Allocation Reduced - Funding transferred to Monkgate Roundabout and Holgate Road cycle schemes
	Acomb Road/ York Road/ Front Street				
	NCN 66 (east of Dunnington) - Sustrans Contribution				
	Great North Way/ A1237 Crossing Improvement				
	Station to Bootham/ Minster (inc Museum Street/ Lendal Bridge/ Station Road/ Station Avenue)				
	Tower Gardens Gate - Access Improvements				
PE01/16	Pedestrian Crossings - Review of Requests	50.00	50.00	6.36	
PE02/16	Pedestrian Minor Schemes	50.00	50.00	33.74	
CY02/16	Cycle Minor Schemes	20.00	20.00	7.30	
CY04/15	Scarborough Bridge Improvements	220.00	175.00	178.79	Allocation Reduced - Network Rail to complete feasibility work in May 2017
CY03/16	Campleshon Road - Pedestrian Crossing & Bus Stop Upgrades	52.50	52.50	77.80	
CY04/16	New Lane Huntington Pedestrian Crossing	52.00	52.00	41.52	Scheme Complete
PE03/16	Stonebow/ Peasholme Green Public Realm	175.00	175.00	0.00	
Pedestrian & Cycling - Carryover Schemes					
CY02/15	Monkgate Roundabout Cycle Route	20.00	39.00	13.92	Allocation Increased - Higher costs of implementing scheme
CY03/15	Holgate Road Cycle Route	17.00	33.00	15.60	Allocation Increased - Additional feasibility and design work required to develop scheme
CY08/15	Former York College Cycle Route (Green Lane Link)	40.00	40.00	56.99	Scheme Complete
CY05/13	University Road - Review of Scheme	5.00	5.00	3.22	
CY01/13	Jockey Lane Cycle Route	10.00	10.00	16.16	
CY10/11	Haxby to Clifton Moor Cycle Route	25.00	25.00	12.51	
CY05/15	Hungate Pedestrian & Cycle Improvements (Phase 1A)	14.00	14.00	0.00	
PE02/15	Station Rise Tactiles/Bollards	5.00	5.00	5.00	Scheme Complete
CY09/15	Match Funding of Workplace Grants	5.50	5.50	5.12	Scheme Complete

Total Pedestrian & Cycling Schemes	861.00	816.00	491.53
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Safety Schemes					
SR01/16	Knavesmire Primary	15.00	20.00	7.90	Allocation Increased - Additional cost of work to traffic island
SR02/16	Joseph Rowntree Secondary	10.00	10.00	1.98	
SR03/16	Hob Moor Primary	5.00	4.00	2.84	Allocation Reduced - Scheme cost lower than originally estimated
SR05/15	Sheriff Hutton Road, Strensall	15.00	16.00	11.24	Allocation Increased - Higher cost of new VAS
SR04/16	School Crossing Improvements (zebra crossings)	30.00	30.00	22.78	
SR05/16	Clifton Green Primary	2.50	2.50	1.29	
SR06/16	St. Aelreds Primary	2.50	2.50	0.00	
SR07/16	Modeshift Stars - misc works	5.00	5.00	0.00	
SR08/16	Safety Audit Works	5.00	5.00	0.56	
SR09/16	Safe Routes Programme Development	10.00	5.00	0.74	Allocation Reduced - Transferred to Knavesmire Primary SRS
SR02/15	Sim Balk Lane SRS	23.00	23.00	27.02	
SR04/15	Tang Hall Primary SRS	12.00	12.00	9.26	
SR01/15	School Crossing Patrol Improvements	86.00	86.00	10.36	
Safety Schemes					
LS01/16	Local Safety Schemes	131.50	131.50	36.56	
DR01/16	Reactive Danger Reduction	7.00	7.00	1.05	
DR01/14	SAF Heslington Lane Danger Reduction	15.50	15.50	6.17	
Speed Management					
SM01/16	Speed Management	102.00	102.00	22.15	
SM02/16	Monitoring of existing speed limits	5.00	5.00	2.50	
SM01/15	Vehicle Activated Signs (VAS) Review	15.00	15.00	4.05	

Total Safety Schemes	497.00	497.00	168.47
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Scheme Development					
-	Future Years Scheme Development	50.00	50.00	30.18	
-	Previous Years Costs	50.00	50.00	37.17	
-	Staff Costs	200.00	200.00	0.00	

Total Scheme Development	300.00	300.00	67.35
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Total Integrated Transport Programme	6,957.10	4,778.83	2,630.31
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Scheme Ref	2016/17 Economy & Place Capital Programme	16/17 Monitor 1 Budget (Total)	Draft 16/17 Monitor 2 Budget (Total)	Spend to 31/12/16	Comments
		£1,000s	£1,000s	£1,000s	
Maintenance Schemes					
City Walls					
CW01/16	City Walls Restoration	350.00	350.00	0.00	
Total City Walls		350.00	350.00	0.00	
Total Maintenance Schemes		350.00	350.00	0.00	
Total Capital Programme		7,307.10	5,128.83	2,630.31	Programme Reduced
Total Overprogramming		156.00	156.00		
Total Capital Budget		7,151.10	4,972.83		Budget Reduced

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**Decision Session – Executive Member for
Transport and Planning****9 February 2017**

Report of the Assistant Director for Planning and Public Protection.

EPetition: Ownership of Property and Land in York Plans**Summary**

1. This report outlines the approach proposed, to respond to an EPetition, (following initial consideration of the EPetition at the Local Plan Working Group on 5th December 2016), entitled 'Ownership of Property and Land in York Plans', which was submitted by lead petitioner, Geoff Beacon on 10th July 2016 (this was subject to a further wording amendment by the petitioner).

Recommendations

2. It is recommended that the Executive Member:
 - (i) notes the content of the EPetition and agrees the recommendation, based on Option 1 - to continue to publish the identity of landowners (but excluding individuals) through the Local Plan and Development Management processes, in accordance with its current practices, which are within the scope of the Data Protection Act and the Council's Adopted Statement of Community Involvement

Reason: To ensure that the Council does not breach the requirements of the Data Protection Act.

Background

3. The EPetition was submitted to the Council on 10th July 2016 (but was subsequently subject to a wording amendment by the petitioner) and ran from 8th August 2016 until 29th September 2016. The amended petition stated:

“We the undersigned petition the Council to do the following:

When proposals for the development of land and/or property are made in York, we petition the Council to publish the identities of the owners and beneficial owners when the enhanced value given by the grant of planning permission is estimated to exceed one million pounds. For such proposals, estimates of the value of the granted planning permission should be published and the dates at which the ownership and beneficial ownership commenced or when options were purchased.”

4. A full copy of the EPetition and details of signatories are shown in Annex A to this Report.
5. The Council’s guidance on petitions / EPetitions requires that where they contain more than 10 signatories, they must be added to the Council’s Petition Schedule and considered by the Executive Member at a Decision Making Session where relevant. As the EPetition has 14 signatories on it, it has been entered on the Council’s Petition Register, to be dealt with through the relevant process.
6. The EPetition is aimed at publishing the identities of owners and beneficial owners of land when the estimated value exceeds one million pounds, through the granting of planning permission, or when options were purchased on the land in question.
7. The EPetition was reported to the Local Plan Working Group on 5th December 2016, where it was noted and it was agreed that it should be referred to the Executive Member for Transport and Planning to be considered at a future Decision Session.

Options

8. The following options are available for the Executive Member to consider:

Option 1: to continue to publish the identity of landowners (but excluding individuals) through the Local Plan and Development Management processes, in accordance with its current practices, which are within the scope of the Data Protection Act and the Council’s Adopted Statement of Community Involvement; or

Option 2: Ask officers to explore an alternative approach in terms of making the information available, within the remit of the Council's Data Protection duties.

Analysis

9. The EPetition refers to both proposals to develop land and the granting of planning permission. Consideration has therefore been given to the information that could be made available in both the Local Plan process and separately, the planning application process. The Data Protection Act restricts publication of personal information unless there is a statutory duty to publish the personal information that would override the Act.
10. The Local Plan process includes the submission of land bids for consideration as potential development site allocations in the Local Plan. This does not in itself grant planning permission. Planning applications are determined separately following the statutory process for determining applications, which includes public consultation. The determination of planning applications will not necessarily be at the same time as the Local Plan adoption.

Local Plan Process

11. Through the site selection process of the emerging Local Plan, the Council requires that all land bids submitted for consideration have a willing landowner. In 2012, the Council undertook an initial Call for Sites exercise, for the emerging Local Plan. This Call for Sites invited landowners and agents to submit potential sites for consideration. Contact was through individual landowners and / or agents who represented their clients' interest, or acted as a sole point of contact for more complex sites which have multiple landowners or consortiums. The Council received 293 individual site submissions to the Call for Sites. The representations made to the 2012 Call for Sites exercise are not available to view online, but the Council can provide copies of specific representations, on request, with personal information redacted, to comply with the Data Protection Act.
12. In addition, the Council has undertaken further public consultation exercises for the Preferred Options Draft (Statutory stage) of the emerging Local Plan (from 5/6/13 to 31/7/13), together with public consultations on the Further Sites (4/6/14 to 16/7/14) and Preferred Sites documents (18/7/16 to 12/9/16) – both non-statutory stages. At

each of these stages, copies of the responses, including submissions of land bids, have been made available online through the Planning Access section of the Council's website, with personal information redacted where appropriate. The summaries and comments received to these stages can be viewed here:

https://www.york.gov.uk/info/20051/planning_policy/713/new_local_plan_consultation

13. As there is no statutory duty at these stages of the Local Plan process to make available personal data that would override the requirements of the Data Protection Act, personal information must not be disclosed. Consequently, for any submissions received on the Local Plan and submitted Local Plan sites, the personal details of individuals are redacted before being placed online, to conform with Data Protection requirements. Details of agents and commercial organisations falling outside this requirement are, however, not redacted and have been made public.
14. In providing the redacted representations online the Council already exceeds the requirements of the Council's Statement of Community Involvement (Adopted December 2007), which only commits the Council to produce reports which provide feedback on Local Plan consultations and respond to issues raised, and publish these reports on its website. The availability of redacted representations online is as a result of a previous request from Members to ensure that the information is as widely available as possible and the community understands the background and reasons for Local Plan decisions at an early stage in the process.
15. Through the Local Plan process, the Council undertakes a viability assessment to assess the viability and deliverability of the Local Plan. This is in line with the National Planning Policy Framework (NPPF) which requires Local Authorities to ensure that the cumulative effects of policy do not combine to render plans unviable. It states:

'Plans should be deliverable. Therefore the sites and the scale of development in the Plan should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened' Para 173 (NPPF).
16. National Planning Practice Guidance (NPPG) recognises that consideration of land value is central to the viability assessment and that

the most appropriate way to assess land or site value is to ensure that land value assumptions reflect the emerging policy requirements and policy obligations and allow a competitive return to willing developers and landowners. NPPG recognises that the return will vary between projects to reflect the size and risk profile of the development. It states that:

‘A competitive return is the price at which a reasonable landowner would be willing to sell their land for development. The price will need to provide an incentive for the landowner to sell in comparison with other options available. These options may include the current use value of the land or its value for a realistic alternative use that complies with planning policy’.

The emerging Local Plan is underpinned by a Local Plan Viability Assessment (LPVA) undertaken by consultants Peter Brett Associates (PBA).

17. The LPVA uses a residual method approach where the residual value is what the site should be worth once it has full planning permission. The residual value calculation requires a range of inputs or assumptions including the costs of development and the required developer /landowner return. This residual value calculation has been undertaken for emerging strategic and non strategic allocations in the Local Plan to date and further details of the methodology can be found in section 4 of the report. Section 5 of the report provides details on establishing the residual land value and comparing this with a benchmark land value for York. The benchmark land value is the value at which a willing and reasonable landowner would sell to a prospective developer. This will vary to reflect landowner judgement and for the purposes of the report a central benchmark value is assumed using data from the Valuation Office (VOA). Further work will be undertaken on viability and deliverability to support the emerging Local Plan as it progresses towards the Publication stage. The 2014 City of York Local Plan Viability Study (undertaken by Peter Brett Associates, September 2014), can be viewed at the following link:

https://www.york.gov.uk/downloads/file/2091/local_plan_viability_study_-_draft_report_2014pdf

Planning Application Process

18. In terms of the granting of planning permission, land ownership details are shown on the application form. If the landowner is the applicant, then

he or she would fill in the 'Applicants' section and Certificate 'A' on the form, to clarify that they own the land. However, if the applicant was not the landowner, then he or she would need to sign Certificate 'B' on the application form and list the landowners, to clarify that they had served notice on the landowner. This information would form part of the 'Public Register' of planning applications, and the Council makes this information available online as part of the planning application process.

19. This information would remain available to view online until a decision is made on the application. At that point, the application form would be removed from the website, for data protection reasons.
20. In light of the already available information and the Data Protection duties it is not recommended that the Council publishes information identifying individual landowners where the enhanced value of land following the grant of planning permission exceeds one million pounds. Option 1 is therefore recommended.
21. If Members seek to further explore the publication of the information and Option 2 were to be agreed, further advice from the Council's Legal Team and Information Governance Team would need to be sought, to ensure that any approach proposed would not result in the Council being in breach of its Data Protection Act duties.

Next Steps

22. If option 1 is agreed, the Council will continue to publicly identify landowners (but excluding individuals) through the Local Plan and Development Management processes, in accordance with its current practices, which are within the scope of the Data Protection Act and the Council's Adopted Statement of Community Involvement.

Council Plan

23. The course of action outlined above accords with the following priority from the Council Plan:

- **A council that listens to residents**

Implications

24. The following implications have been assessed.

- **Financial** – None;
- **Human Resources** - None;
- **Community Impact Assessment** – None;
- **Legal** – Legal advice has been sought on the issue of making public the names of landowners who are private individuals as this would be personal information, and disclosure could be in breach of the Data Protection Act.

Risk Management

25. In compliance with the Council's Risk Management Strategy, it is considered that there is a risk associated with making public the names of landowners / private individuals as this is personal information, and could be in breach of the Data Protection Act.

Contact Details

Author:

Martin Grainger
Head of Strategic Planning
Tel: 551317

John Roberts
Assistant Development
Officer (Forward Planning).
Tel: 551464

Chief Officer Responsible for the report:

Mike Slater
Assistant Director for Planning and
Public Protection

Tel: 551300

Executive Member Responsible for the Report:

Cllr I Gillies

**Report
Approved**



Date 25/1/17

Specialist Implications Officer(s):

Alison Hartley, Senior Solicitor, Planning

Wards Affected:

All

For further information please contact the author of the report

Background Papers:

Brief Guide to dealing with Petitions.

Glossary of Abbreviations

None

Annex A: E Petition entitled 'Ownership of Property and Land in York Plans'

E Petition

EPetition Title: Ownership of Property and Land in York Plans

Statement:

We the undersigned petition the council to do the following:

When proposals for the development of land and/or property are made in York, we petition the council to publish the identities of the owners and beneficial owners when the enhanced value given by the grant of planning permission is estimated to exceed one million pounds. For such proposals, estimates of the value of the granted planning permission should be published and the dates at which the ownership and beneficial ownership commenced or when options were purchased.

Justification:

See York's great £1 billion giveaway,

<http://www.yorkmix.com/news/opinion/yorks-great-1-billion-giveaway/>
and

Work in progress. A plan for York, <http://www.brusselsblog.co.uk/work-in-progress-a-plan-for-york/>

Start Date: 8 Aug 2016 **End Date:** 29 Sept 2016

Total: 14 signatories

ePetition Signatory	Date Signed
Geoff Beacon	08/08/2016
Dennis Edwards	09/08/2016
john craven	13/08/2016
Catherine Atkinson	16/08/2016
Richard Bridge	18/08/2016

Gerard Hodgson	20/08/2016
Tony Jawando	22/08/2016
Al Hamilton	22/08/2016
jake stewart	01/09/2016
David Emsley	02/09/2016
Monika Szenkowska	03/09/2016
Rosie Semlyen	03/09/2016
oskar hall	03/09/2016
David Smith	07/09/2016