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MEETING	EXECUTIVE
DATE	23 SEPTEMBER 2008
PRESENT	COUNCILLORS WALLER (CHAIR), STEVE GALLOWAY, SUE GALLOWAY, REID, RUNCIMAN AND VASSIE
APOLOGIES	COUNCILLOR JAMIESON-BALL
IN ATTENDANCE	COUNCILLOR MOORE

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**70. DECLARATIONS OF INTEREST**

Members were invited to declare at this point in the meeting any personal or prejudicial interests they might have in the business on the agenda.

No interests were declared.

**71. MINUTES**

RESOLVED: That the minutes of the Executive meeting held on 9 September 2008 be approved and signed by the Chair as a correct record.

**72. PUBLIC PARTICIPATION**

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

**73. EXECUTIVE FORWARD PLAN**

Members received and noted details of those items that were currently listed on the Executive Forward Plan for the next two meetings of the Executive.

**74. JOINT STRATEGIC NEEDS ASSESSMENT FOR YORK**

Members received a report which introduced the Joint Strategic Needs Assessment (JSNA) for York, which was intended to summarise what was known about health and wellbeing across the City and make recommendations for future action. It asked them to accept the findings in the report, make recommendations for inclusion in future versions of the JSNA and agree how those recommendations which related to City of York Council should be taken forward.

The report presented the following options for the future implementation of the recommendations in the JSNA:

- Option 1 – To support the inclusion of those recommendations that relate to the work of the Council in future versions of the Corporate Strategy and Directorate Plans;
- Option 2 – To ask the Healthy City Board, as a sub-board of the Without Walls Local Strategic Partnership, to ensure that the recommendations are implemented.

The Executive Member for Housing & Adult Social Services announced the establishment of a £10k fund aimed at promoting independence and wellbeing for York residents. Groups would be able to apply during the course of the next year for grants of up to £1k which may be used, for instance, to establish new day clubs, to set up leisure activities aimed at older people or to provide minor health related activities. After the initial funding it would be expected that the activity would be self supporting.

- RESOLVED:
- (i) That the findings of the Joint Strategic Needs Assessment be endorsed;
  - (ii) That Option 1, the inclusion of those recommendations that relate to the work of the Council in future versions of the Corporate Strategy and Directorate Plans, be approved.<sup>1</sup>

REASON: To ensure priorities are embedded within Council business.

Action Required

1 - To include the recommendations in the Corporate Strategy and Directorate Plans. SB

## 75. CYCLING CITY STRATEGY

Members received a report which asked them to approve a draft strategy and action plan for submission to Cycling England, following the success of the Council's bid for cycling city status and associated grant funding.

Officers clarified that the first sentence of paragraph 17 of the report should read, "The Council is looking to be an exemplar for cycling in England, rather than continental cities providing examples of best practice".

The Executive Member for City Strategy explained that, at this stage in the project, the Council would be giving car users a "blank sheet of paper" opportunity to explain what would encourage them to switch to cycling, and announced that this consultation page was now available on the Council's website and would be followed up later with a more structured, door to door questionnaire.

Members highlighted that the initiatives included in the project had to be deliverable within the resources and timescales available, and also noted

the need to continually monitor and assess the effectiveness of existing green travel plans in the city.

Members thanked officers for their work on the strategy and action plan.

- RESOLVED:
- (i) That the submission to Cycling England of the strategy and action plan contained within the report be approved;<sup>1</sup>
  - (ii) That, in order to get the initiative off to a good start, officers be instructed to prioritise improvements for 2008/09 that can be achieved quickly (eg: cycle margin upgrades, cycle path illumination studs, increased numbers of cycle stands);<sup>2</sup>
  - (iii) That officers be requested to monitor and report back on the effectiveness of existing green travel plans in the city.<sup>3</sup>

REASON: To ensure the project is formally agreed and to enable the grant funding to be accessed, thus allowing progress to continue on the project.

Action Required

- 1 - To submit the strategy and action plan; SL
- 2 - To prioritise improvements that can be achieved quickly; SL
- 3 - To report back on the effectiveness of existing green travel plans. SL

**76. OUTER RING ROAD IMPROVEMENT OPTIONS**

Members received a report which presented the results of a study of the projected performance of the Outer Ring Road, provided options for improvements to be included in a proposed Access York Phase 2 bid to the Regional Transport Board (RTB) and sought approval in principle to submit a bid to the RTB.

The report presented the following options for improving the Outer Ring Road:

Option	Description
Do Nothing	Current 2008 Layout
Option A (Do Minimum)	Do Minimum (Planned at grade improvements to A59 & Hopgrove + minor works at Wetherby Road, 3 new Park & Ride sites)
Option B1	Selected at grade improvements (all junctions from Wetherby Rd to Clifton Moor + Haxby Road)
Option B2	Selected at grade improvements (all junctions from Wetherby Road to Strensall Road)

Option B3	At grade improvements at all junctions (Copmanthorpe to Hopgrove (HA Scheme))
Option C1	Selected at grade improvements (all junctions from Wetherby Rd to Strensall Rd) + dual carriageway Wetherby Rd to Clifton Moor
Option C2	At grade improvements at all junctions + dual carriageway Wetherby Rd to Clifton Moor
Option D	Grade separated junctions from A59 to A19 + at grade improvements at all other junctions + dual carriageway Wetherby Rd to Clifton Moor.
Option E	Grade separated junctions from A59 to A19 + at grade improvements at all other junctions + dual carriageway Wetherby Rd to Haxby Rd.
Option F	Grade separated junctions from A59 to Haxby Rd + at grade improvements at all other junctions + dual carriageway Wetherby Rd to Haxby Rd.
Option G	Grade separated junctions from Wetherby Rd to Haxby Rd + at grade improvements at all other junctions + dual carriageway entire length
Option H	Grade separated junctions and dual carriageway to entire length
Option I	Relief road Wetherby Road to Hopgrove. Access to relief road at Wetherby Rd, A59, A19, Wigginton Rd, Hopgrove only

The report also detailed a range of citywide measures to encourage travellers to transfer to more sustainable modes of transport, which would be included in the bid to the RTB:

- Reallocation of road space to cyclists and pedestrians, particularly at junctions to remove pinch points on the cycle network in accordance with the principles of the Cycling City status, and generally improve the walking environment;
- Provision of bus priorities on remaining routes e.g. A19 Shipton Road;
- Expansion of the bus stop infrastructure programme;
- Provision of sections of an Orbital bus route (including interchanges);
- Orbital Cycle Route adjacent to Ring Road (Strensall Rd to Wigginton Rd);
- Improved/additional pedestrian/cycle crossings over the Ouse;
- Access restrictions to certain areas/routes such as Ouse Bridge;
- Extension to the 'footstreets';
- Expansion of 'virtual bus priority' using Bus Location and Information Sub-System;
- Further development of demand management measures such as the use of car parking charges;
- Development of the Urban Traffic Management Control system to lock-in benefits of reduced traffic;
- Other improvements to ease the flow of public transport.

Members noted that the report concluded that the dualling of the whole of the northern ring road was neither affordable under present rules nor would be likely to receive regional and national endorsement when compared to other bids for transport funding. They also noted that the

report concluded that it was imperative that major improvements were made particularly to the Wetherby Road to the A19 section of the ring road, in order to facilitate the economic growth that the York North West development would bring to the city.

- RESOLVED:
- (i) That the submission of an Access York Phase 2 bid for funding to the Regional Transport Board based upon a package of citywide measures and the Option B2 improvements to the Outer Ring Road (at grade improvements to all roundabouts from Wetherby Road to Strensall Road), for a total outturn cost of approximately £42m, be approved;<sup>1</sup>
  - (ii) That the requirement for preparatory costs of approximately £500k and a local contribution of approximately £5m if the scheme was approved by the Regional Transport Board and the Department for Transport be noted.
- REASON:
- (i) To enable funding to be obtained for improving the transport provision in York;
  - (ii) To enable the commitment to be include in future budgetary considerations.

Action Required

1 - To submit the bid.

SL

## **77. MEDIUM TERM FINANCIAL STRATEGY 2009/10 TO 2011/12**

Members received a report which set out the Council's financial position for the next three years and potential options for bridging the gap between the expected budgetary position and the funding available, and sought endorsement of a number of longer term improvements to the financial planning and budget process to help to secure the Council's financial position in the future.

Paragraph 5 of the report set out the following fundamental principles of the future approach to the financial strategy and financial planning:

- It must be long term (a five year period for example), with a focus upon the strategic business objectives of the Council;
- It must be ongoing, the process of setting one years budget should begin almost immediately after the previous one has been set;
- There needs to be clear Member involvement;
- It must seek to redistribute resources to ensure alignment of priorities;
- It needs to be prudent and flexible to changes in circumstances;
- Clear targets need to be established over a number of years, with these subject to review;

- The strategy needs to be understood within the organisation and owned by senior managers;
- It needs to be informed by good information and understanding of the issues facing the Council;
- The strategy should incorporate an ongoing Corporate Efficiency Programme;

Paragraph 18 of the report discussed the need to kick start the efficiency programme and ensure it received the attention and focus required to deliver the savings. The Corporate Efficiency Programme would be led by the Director of Resources, but would require Corporate ownership throughout the organisation. Specifically it was proposed to:

- Create an officer Corporate Efficiency Board (CEB) who would oversee the delivery of the various projects supported by a dedicated team of officers;
- Procure an external performance partner to conduct a scoping exercise to identify areas where large efficiencies could be made, then look to implement a series of efficiency reviews. The procurement process would focus on the prospective partners' risk and reward model with the objective of having no risk to the Council and agreeing a rebate of fees if the efficiencies were not delivered. This approach had been used with the performance partners who were undertaking the review of client transport;
- Authorise the CEB to be responsible for the allocation of the £1m efficiency fund (subject to Council approval of the £1m being transferred from reserves).

Paragraph 23 set out the proposed approach to balancing the budget, which included:

- Controlling growth so that only the truly unavoidable was funded;
- Critically evaluating directorate requests for the reprioritisation of resources so that the Council's scarce resources were focussed in those areas that had the highest impact on its priorities;
- Requiring all Assistant Directors to identify potential efficiency savings within their areas;
- Requiring all Directors to identify potential efficiency savings or service reductions across their areas of responsibility;
- Bringing the achievement of additional income more clearly into the budget process;
- Identifying invest to save opportunities;
- Delivering on a programme of strategic efficiency reviews and strategic procurements based on that agreed by the Executive in September 2007;
- Utilising reserves and time limited funding to support one off initiatives.

- RESOLVED:
- (i) That the fundamental principles of the future approach to the financial strategy and financial planning, as highlighted in paragraph 5 of the report, be endorsed;<sup>1</sup>
  - (ii) That the approach to addressing the efficiency agenda, and specifically the procurement of a

performance partner to develop the process, supported by an officer board who will manage the £1m invest to save efficiency fund and manage the process, as set out in paragraph 18 of the report, be endorsed;<sup>2</sup>

- (iii) That the proposed approach to balancing the budget be formally adopted and the relevant savings targets be noted.<sup>3</sup>

REASON: To help to secure the Council's financial position in the future.

Action Required

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|--|----|
| 1 - To implement the future approach to financial strategy and financial planning; | SA |
| 2 - To procure a performance partner and establish an officer board;               | SA |
| 3 - To implement the approach to balancing the budget.                             | SA |

## 78. WASTE MANAGEMENT STRATEGY 2008/2014 - REFRESH

Members received a report which provided an update on the Waste Strategy approved by the Executive in October 2007, considered the impact of the Waste Strategy for England 2007, and recommended the adoption of a 50% recycling target for the City and action plans to achieve this.

The report highlighted the following areas for further development to make significant progress against Landfill Allowance Trading Scheme (LATS) and Household Waste recycling Act 2003 targets:

- Improving performance, quality and efficiency of existing services;
- Household Waste Recycling Centres permit scheme;
- Introduction of public space recycling facilities;
- Kitchen waste;
- Interim waste treatment to comply with LATS;
- Trading LATS permits in the market;
- Consideration of enforcement and policy issues.

Members highlighted the need to investigate ways to recycle other materials or expand doorstep collections to include materials, which could only be recycled at Household Waste Recycling Sites.

Members thanked officers for their work producing the report and the other related reports on the agenda, and recognised the significant part the citizens of York had played in increasing recycling rates.

RESOLVED: (i) That a target for Household Waste Recycling of 50% to be achieved by December 2010 be

approved and, in order to achieve this, the following also be approved (subject to budget approval):

- a) A three phase roll out of Kerbside Collections across the City;<sup>1</sup>
  - b) Measures to improve performance on existing recycling schemes, as detailed in the report;<sup>2</sup>
  - c) A policy of Alternate Week Collections across all households in the City by December 2010;<sup>3</sup>
- (ii) That further reports be received on the other issues raised in the report, namely:
- a) Feasibility of introducing food waste collection services – by April 2009;<sup>4</sup>
  - b) Alternative arrangements to meet landfill targets beyond 2010 – by April 2009;<sup>5</sup>
  - c) Measures to improve sustainability in local business waste management – by April 2009;<sup>6</sup>
  - d) Updates on progress on implementation of resolution (i) above – by April 2009;<sup>7</sup>
  - e) The feasibility of expanding the range of materials collected, such as a wider range of plastics and introducing enhanced doorstep collections of materials such as batteries and CDs – by April 2009.<sup>8</sup>

- REASON:
- (i) In order to achieve compliance with the Household Waste Recycling Act 2003, improve service quality and meet the Landfill Targets for 2009/10, and minimize exceedence of the landfill target beyond that date;
  - (ii) To determine additional actions needed to comply with Landfill Diversion Targets until the PFI solution is delivered, and to monitor costs.

Action Required

- 1 - To implement the roll out of kerbside collections across the city; KS
- 2 - To implement the measures to improve performance on existing recycling schemes; KS
- 3 - To implement the policy of Alternate Week Collections KS



across all households in the city;	
4 - To provide a further report;	KS
5 - To provide a further report;	KS
6 - To provide a further report;	KS
7 - To provide a further report;	KS
8 - To provide a further report.	KS

**79. WASTE MINIMISATION STRATEGY AND ACTION PLAN 2008-2011**

Members received a report which sought approval for a comprehensive waste minimisation strategy and action plan for the period 2008 to 2011.

The report presented the options of setting targets for waste growth of -1%, 0%, 1% or 2%. A 1% target was proposed.

Members noted that food waste was one area where the choices that residents made could have a real impact on the amount of waste produced. The Love Food Hate Waste campaign showed that up to £500 per year could be saved by taking small steps to reducing food waste, while unavoidable food waste such as vegetable peelings could be reduced easily through home composting.

RESOLVED: (i) That the Waste Minimisation Strategy and Action Plan 2008-11 be approved<sup>1</sup> and that an annual update be received by the Executive.<sup>2</sup>

REASON: To contribute towards more sustainable waste management practice and reduce the City's reliance on landfill.

Action Required

1 - To implement the strategy and action plan;	KS
2 - To provide an annual update.	KS

**80. HOUSEHOLD WASTE RECYCLING CENTRES - PERMITS AND CONTROLS**

Members received a report which asked them to consider introducing a permits scheme to help control trailers and the size of vehicles using the Council's Household Waste Recycling Centres, in order to reduce the level of illegal trade waste disposal and limit the amount of construction and demolition waste that can be disposed of at the sites.

The report presented the following options for consideration:

- Option 1 – A permit scheme for vehicles and trailers;
- Option 2 – Limiting the quantity of construction and demolition waste;
- Option 3 – To do nothing.

Members noted that it would also be important that the new permit scheme was well publicised with information provided through “Your Ward”, the Christmas collection arrangements leaflets and flyers to existing users of the sites.

- RESOLVED:
- (i) That Option 1, the Household Waste Recycling Centres Vehicles and Trailers Permit Scheme Policy, be approved;<sup>1</sup>
  - (ii) That Option 2, the Household Waste Recycling Centres Construction and Demolition Waste Policy, be approved.<sup>2</sup>

- REASON:
- (i) To allow the implementation of the permit scheme at all Household Waste Recycling Centres in York;
  - (ii) To allow the implementation of restrictions on the amount of construction and demolition waste entering all three Household Waste Recycling Centres in York.

Action Required

- 1 - To implement the policy;
- 2 - To implement the policy.

KS  
KS

A Waller, Chair

[The meeting started at 2.00 pm and finished at 3.10 pm].