

Meeting	Executive
Date	30 September 2021
Present	Councillors Aspden (Chair), Ayre, Craghill, Cuthbertson, D'Agorne, Runciman, Smalley and Waller
Apologies	Councillor Widdowson
In Attendance	Councillor Kilbane

33. Declarations of Interest

Members were asked to declare at this point in the meeting any personal interests not included on the Register of Interests, or any prejudicial or disclosable pecuniary interests, that they might have in the business on the agenda. No additional interests were declared.

34. Exclusion of Press and Public

Resolved: That the press and public be excluded from the meeting should any discussion arise on Annexes A, B and C to Agenda Item 9 (Haxby Station – Update and Land Acquisition) on the grounds that they contain information relating to the financial or business affairs of any particular person (including the authority holding that information). This information is classed as exempt under Paragraph 3 of Schedule 12A to Section 100A of the Local Government Act 1972 (as revised by the Local Government (Access to Information) (Variation) Order 2006).

35. Minutes

Resolved: That the minutes of the Executive meeting held on 26 August 2021 be approved and then signed by the Chair as a correct record.

36. Public Participation

It was reported that nine people were registered to speak at the meeting under the Council's Public Participation Scheme.

Cllr Webb spoke on Agenda Item 6 (Preparations for Welfare Winter Planning and Support), in relation to school holiday hunger. He welcomed the provision of any support for vulnerable children but warned against relying on the government's Holiday Activities programme, which was not suitable for all children's needs.

Tom Franklin spoke on Agenda Item 8 (York Outer Ring Road Phase 1 Dualling), as Chair of York Green Party, suggesting that the scheme be deferred for further information about its effect on carbon emissions, safety measures for pedestrians and cyclists, and how it would reduce traffic in the city centre.

Ben Storey spoke on Item 8, as the manager of Web Adventure Park York, expressing concern about the safety of visitors and staff, especially those without cars, and the operation of the business during works on the scheme.

Cllr Melly spoke on Item 8, stating that the scheme had not been properly undertaken as part of a city-wide action plan and that rather than providing an 'upgrade' to the transport route it would lead to increased traffic, pollution and vehicle speeds.

Hughie Ferguson spoke on Item 8 in relation to the Wigginton Moor / Haxby Road section, criticising aspects of the consultation and stressing the need for proper safety measures along the route.

Mark Corrigan spoke on Item 8 on behalf of the British Horse Society, seeking a controlled crossing at the B1363 approach in order to ensure the safety of both horses/riders and pedestrians.

Lorna Marchi spoke on Item 8 on behalf of businesses and residents to the north of the Wigginton Road junction, highlighting the need for a crossing at this point and better provision for pedestrians, cyclists and noise mitigation.

Andy Shrimpton spoke on Item 8 on behalf of York Cycle Campaign, stating that all evidence suggested dualling would

ultimately increase congestion as well as affecting safety and that measures were needed to increase active travel.

Cllr Doughty spoke on Item 8 as Ward Member for Strensall, noting that some residents had first heard of the proposals 3 days ago and highlighting concerns about the position of the crossing in this area, the number of traffic lights on the route, and lack of information on reduction of journey times.

37. Forward Plan

Members received and noted details of the items that were on the Forward Plan for the next two Executive meetings at the time the agenda was published.

38. Preparations for Welfare Winter Planning and Support

The Director of Customer and Communities presented a report which reviewed the provision of nationally and locally funded welfare support available to financially vulnerable residents and families during the coming winter months while the effects of covid were still being felt across the city.

The report set out proposals to address school holiday hunger in the short term and food poverty in the longer term. Members were asked to consider the funding of free school meal (FSM) vouchers during the October half term and the ongoing policy direction and funding for the provision of holiday FSM vouchers during the 2021/22 academic year, given the lack of direct funding from government. It was suggested that the longer-term policy be referred to Scrutiny for consideration. Approval was also sought for proposals to use funding from the York Financial Assistance Scheme (YFAS) covid reserve to help those residents most affected by the pandemic, as detailed in paragraphs 33-40. Options in respect of the proposals in the report were set out in paragraph 41, the recommended options being B(ii), C(i) and D(i).

Members welcomed the report, noting that the situation required longer term support from government. In response to comments made under Public Participation, it was stressed that the council was doing all it could, including working with partners, and not relying solely on the Holiday Activities fund.

- Resolved: (i) That the continued impacts of the pandemic on financially vulnerable members of York's communities as many government covid welfare schemes come to an end, and the full range of activities planned by the council and partners to support residents during the forthcoming winter, be noted.
- (ii) That the £1m covid emergency funding identified by the Executive at the start of the pandemic, and how this has been distributed, be noted.
- (iii) That, in relation to holiday Free School Meal vouchers, £150k funding from the York Financial Assistance Scheme Emergency Fund reserve be approved to cover the school holidays in the current financial year to February Half Term (excluding the week at Christmas covered by Holiday Activities and Food Programme Funding) [Option B(ii)].
- (iv) That the subject of school holiday food provision be referred to the Children, Education & Communities Policy and Scrutiny Committee for them to consider the effectiveness, impact and funding of the voucher scheme alongside other grassroots community-based provision and other schemes to address the impact of food poverty; this work could also inform further formal responses back to the Department for Education. [Option C(i)]
- (v) That approval be given to fund the following schemes for one year from existing YFAS emergency funds as outlined in paragraphs 34-39 and 41 of the report:
- Early Support Fund, at an additional cost of £20k;
 - Early intervention for residents in debt, at a cost of £35k;
 - £100% Digital York Project Co-ordinator, at a cost of £23,220.
- [Option D(i)]

Reason: To acknowledge the ongoing financial impacts of the pandemic on residents, recognise the ending of a number of related government support schemes,

consider mitigations and increase awareness of developing council plans to support residents in debt and in difficulty meeting their day to day living expenses.

39. Endorsement of York and North Yorkshire Road Safety Partnership: Safer Roads Strategy

The Director of Transport, Planning and Environment and the Head of Transport presented a report which sought endorsement of a strategy, developed with partners, to be used as a framework for the delivery of road safety interventions in the city.

The draft strategy, attached at Annex A to the report, incorporated changes made to address comments made by the Executive Member for Transport on the importance of active travel. Comments by partners on prioritisation of resources would be progressed through the review of the governance processes outlined in paragraphs 28-29 of the report. Consultation on the detailed approach to addressing road safety concerns in the city would take place as part of the Local Transport Plan development.

Members were invited to consider whether to:

- Endorse the strategy, as recommended (Option 1);
- Endorse the strategy with comments to be addressed in the final version subject to approval by partners (Option 2);
- Reject the strategy (Option 3).

Resolved: (i) That the York and North Yorkshire Road Safety Partnership: Roads Strategy at Annex A to the report be endorsed. [Option 1]

Reason: To ensure the effective coordination and delivery of road safety measures and initiatives across the city.

(ii) That officers be directed to review the proposed processes and governance arrangements to ensure that the road safety concerns of local residents and councillors are adequately addressed in the prioritisation of resources across the partners.

(ii) That authority be delegated to the Corporate Director of Place (in consultation with the Director of Governance or her delegated officers) to take such steps as are necessary to enter into the resulting agreement.

Reason: To ensure that appropriate mechanisms are in place to allocate road safety resources to local priorities.

40. York Outer Ring Road (YORR) – Phase 1 Dualling – Evaluation of the Consultation Process and Resolution to Submit a Planning Application

The Director of Environment, Transport & Planning and the Major Transport Projects Manager presented a report which provided details of the evaluation of the consultation process carried out last autumn on the proposed YORR Phase 1 dualling scheme, recommended modifications to the scheme, and sought approval to submit a planning application based on the revised scheme design.

The consultation had resulted in over 3,500 comments from residents and stakeholders. 79% supported the scheme proposals, but concerns had been expressed about facilities for pedestrians and cyclists in some locations, as well as the noise and environmental impacts of the scheme. The full report on the consultation process was attached as Annex A. Proposed revisions to the scheme as a result of the consultation analysis were shown in the plans at Annex B.

In presenting the report, officers highlighted that 90% of the scheme funding was external and would have had to be returned had a business case not been brought forward. In response to issues raised under Public Participation, they confirmed that:

- A number of these matters were addressed in the report, including the safe layout of controlled crossings, carbon emissions (paragraphs 50-51) and cycle infrastructure design (paragraph 35); the latter would go through a detailed design process.
- 44% of respondents to consultation thought that the route and crossings would encourage active travel.
- Pegasus crossings would be provided at the North Lane / Malton Road bridle path; officers had also offered to liaise with Mrs Marchi on a controlled crossing.

- The comments regarding the effect of the scheme on overall congestion were beyond the scope of this report.
- Officers had tried to address the late notice highlighted by Cllr Doughty and had visited the residents concerned.
- There was flexibility regarding the location of the crossing on Wigginton Road.
- The issue of journey times had been addressed in previous reports.

Resolved: (i) That the general progress on the YORR Phase 1 Dualling Scheme be noted.

(ii) That the outcome of the public engagement process be approved.

Reason: To confirm that Members have been informed of the decisions set out in the report, and for consideration in future decision-making.

(iii) That the proposed revisions shown in Annex B to the report be accepted, and that the design changes listed below be approved to be taken forward in a planning application:

- a) The provision of pedestrian and cycle crossing facilities at the junction of Wigginton Road with the A1237 to improve safety and access for active travel around the roundabout and to link into local services and amenities located north east of the intersection.
- b) The provision of a safeguarded route for a future 1.1km length of orbital pedestrian/cycle route from Strensall Road junction to Monks Cross roundabout.
- c) Diversion of Bridleway no. 4 at Huntington and provision of a Pegasus Crossing at Monks Cross junction.
- d) Design and development amendments regarding noise and environmental mitigation. (These modifications to the consulted scheme have been made as a matter of course since the engagement process).

e) Realignment of dualling from land to the north of the existing carriageway to the south side extending in a north westerly direction from Little Hopgrove roundabout for approximately 750m.

Reason: To enable a design freeze so that the scheme can be finalised in order to maintain programme and progress to the next stage.

(iv) That approval be given for the project team to submit a planning application based on the revised scheme attached at Annex B, and that authority be delegated to the Director of Transport, Environment and Planning to agree any minor amendments that may be required to the design which have a minimum cost impact, noting in particular the flexibility available regarding the position of the Wigginton Road crossing facilities, as highlighted at the meeting.

Reason: To enable submission of the planning application, in order to seek planning approval and maintain progress on the programme.

41. Haxby Station – Update and Land Acquisition

The Director of Environment, Transport & Planning presented a report which provided an update on progress towards a proposed new railway station in Haxby, and sought approval to add the Haxby Station project to the council's capital programme and to acquire the freehold interest of a plot of land in Haxby to assist in delivery of the project.

A funding bid for a 75% contribution towards the new station had been submitted to the Department for Transport (DfT) in June 2020, based on an assumption that it would be located on a site near the previous station (Site 1). An alternative location (Site 2) had now been identified which had some advantages over Site 1. The precise location of Site 2 was identified in exempt Annex A, as discussions on its potential purchase were still ongoing.

At the request of the DfT, an appraisal of the two sites had been undertaken by the council and Network Rail (NwR). A report

would be brought to Executive on 14 October to seek a formal instruction to NwR on which site to progress. In the meantime, it was recommended that the purchase of the Site 2 land be progressed, as it could be utilised for other purposes or sold even if not selected as the station site.

Members welcomed the report and the progress made towards providing a faster, more sustainable travel route to Haxby.

Resolved: (i) That the progress made to date concerning a potential new rail station at Haxby be noted.

(ii) That the addition of the Department for Transport grant of £400k to progress the Haxby Station project be approved, that the scheme be included in the Capital Programme 2021/22 and that authority be delegated to the Director of Place (in consultation with the Director of Governance or her delegated officers) to take such steps as are necessary to enter into the resulting agreement.

(iii) That approval be given to acquire the freehold interest comprising 6.8 acres of land within the area of Haxby, as detailed in exempt Annex A, and to establish a budget of £250k to fund the purchase and associated acquisition costs.

(iv) That approval be given to vire £250k from the Highways budget to fund the land purchase.

(v) That authority be delegated to the Corporate Director of Place, in consultation with the Executive Member for Transport, to take such steps as are necessary to complete the purchase once all due diligence has been satisfactorily conducted on the land.

Reason: To afford City of York Council the best opportunity to progress this project and present the strongest case possible to Central Government (the Department for Transport and the Treasury) for their anticipated grant of funding to enable the full delivery of a new rail station at Haxby.

Chair's Comments

The Chair noted that this was the last Executive meeting to be attended by Amanda Hatton, Corporate Director of People, who was leaving the council. On behalf of Members, he thanked Amanda for her work at York, and wished her well in her new role in Edinburgh.

Cllr K Aspden, Chair

[The meeting started at 5.35 pm and finished at 7.30 pm].