



Notice of a public meeting of

Corporate and Scrutiny Management Committee (Calling In)

To: Councillors Galvin (Chair), Fraser, Horton, Jeffries, King, McIlveen, Potter, Runciman (Vice-Chair) and Steward

Date: Monday, 19 May 2014

Time: 5.00 pm

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

AGENDA

1. **Declarations of Interest**

At this point, Members are asked to declare:

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

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

2. **Public Participation**

It is at this point in the meeting that members of the public who have registered to speak can do so. The deadline for registering is **5.00pm on Friday 16 May 2014**. Members of the public can speak on agenda items or matters within the remit of the committee.

To register to speak please contact the Democracy Officer for the meeting, on the details at the foot of the agenda.

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3. Called In Item: Improving City Centre Competiveness (Pages 3 - 14)

To consider the decisions made by Cabinet at their meeting held on 23 April 2014 in relation to the above item, which has been called in by Councillors D'Agorne, Runciman and Taylor in accordance with the Council's Constitution. A cover report is attached setting out the reasons for the call-in and the remit and powers of the Corporate and Scrutiny Management Committee (Calling-In) in relation to the call-in, together with the original report and the decisions of the Cabinet.

4. Urgent Business

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

Democracy Officer:

Name : Jill Pickering

Contact Details:

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For more information about any of the following please contact the Democratic Services 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

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**Corporate and Scrutiny Management Committee
(Calling – In)****19 May 2014**

Report of the Assistant Director, Governance and ICT

Called-in Item: Improving City Centre Competiveness**Summary**

1. This report sets out the reasons for the call-in of the decisions made by Cabinet at their meeting on 23 April 2014 relating to changes to parking charges for the 2014/15 financial year, on a temporary basis, to provide an incentive to residents and visitors to encourage day time use of the car parks. This cover report sets out the powers and role of the Corporate and Scrutiny Management Committee in relation to dealing with the call-in.

Background

2. An extract from the Decision Sheet issued after the Cabinet meeting is attached as Annex A to this report. This sets out the decisions taken by Cabinet on the called-in item. The original report to the Cabinet meeting on the called-in item is attached as Annex B to this report.
3. The Cabinet decision has been called in by Councillors D'Agorne, Runciman and Taylor for review by the Corporate and Scrutiny Management Committee (CSMC) (Calling-In), in accordance with the constitutional requirements for call-in. Whilst they support measures that help city centre businesses with sensible arrangements for parking, they consider this proposal as ill thought out and would encourage more traffic on already congested roads during the rush hour period. The following are the reasons given for the call-in:
 - Impact on revenues and city centre congestion on Thursday, Friday and Saturday mornings is uncertain and provisos to curtail the measure before Mar 31st 2015 in the event of difficulties adds to customer uncertainty about the scheme.

- The funding for the pilot would be taken from S106 money specified for transport, highways and access mitigation measures directly related to traffic generated by the Vangarde Development.
- At the time of planning approval Highways officers stated that the allocation 'fell significantly short of the required level' indicating that it is already inadequate for the work which is required to ameliorate the traffic impact of the development.
- The decision fails to identify which measures will not now be provided.

Consultation

4. In accordance with the requirements of the Constitution, the calling-in Members have been invited to attend and/or speak at the Call-In meeting, as appropriate.

Options

5. The following options are available to CSMC (Calling-In) Members in relation to dealing with this call-in, in accordance with the constitutional and legal requirements under the Local Government Act 2000:
 - a. To decide that there are no grounds to make specific recommendations to Cabinet in respect of the report. If this option is chosen, the original decision taken on the item by Cabinet at their meeting on 23 April 2014 will be confirmed and will take effect from the date of the CSMC (Calling-In) meeting; or
 - b. To make specific recommendations to Cabinet on the report, in light of the reasons given for the call-in. If this option is chosen, the matter will be reconsidered by Cabinet at a meeting of Cabinet (Calling-In) to be held on 27 May 2014.

Analysis

6. Members need to consider the reasons for call-in and the report to Cabinet and form a view on whether there is a basis to make specific recommendations to Cabinet in respect of the report.

Council Plan

- 7. There are no direct implications for this call-in in relation to the delivery of the Council Plan and its priorities for 2011-15.

Implications

- 8. There are no known Financial, HR, Legal, Property, Equalities, or Crime and Disorder implications in relation to the following in terms of dealing with the specific matter before Members; namely, to determine and handle the call-in.

Risk Management

- 9. There are no risk management implications associated with the call in of this matter.

Recommendations:

- 10. Members are asked to consider all the reasons for calling in this decision and decide whether they wish to confirm the decisions made by Cabinet or refer the matter back for reconsideration and make specific recommendations on the report to Cabinet.

Reason: To enable the called-in matter to be dealt with efficiently and in accordance with the requirements of the Council's Constitution.

Contact details:

Author:

Dawn Steel
Head of Civic &
Democratic Services
01904 551030

Chief Officer Responsible for the report:

Andrew Docherty
Assistant Director, Governance and ICT

**Report
Approved**



Date 6 May 2014

Specialist Implications Officer(s) None

Wards Affected:

All



For further information please contact the author of the report

Annexes

Annex A – Extract from the Decision Sheet produced following the Cabinet meeting on the called-in item.

Annex B – Improving City Centre Competiveness, Report of the Leader and Cabinet Member for Transport, 23 April 2014.

Background Papers

None

CABINET**WEDNESDAY, 23 APRIL 2014*****Extract from DECISIONS Sheet***

Set out below is a summary of the decisions taken at the Cabinet meeting held on Wednesday, 23 April 2014. The wording used does not necessarily reflect the actual wording that will appear in the minutes.

Members are reminded that, should they wish to call in a decision, notice must be given to Democracy Support Group no later than **4.00pm on Friday 25 April 2014**.

If you have any queries about any matters referred to in this decision sheet please contact Jill Pickering (01904) 552061.

B. Improving City Centre Competitiveness

Resolved: That Cabinet agree:

- (i) As a pilot, to change parking charges in Council-controlled car parks to provide free car parking between 8am and 11am from Thursday to Saturday, to start as soon as the machines can be altered, and up to 31st March 2015;
- (ii) To the initial funding for the proposed trial coming from the contribution towards mitigation measures in the s106 for Monks Cross South and potentially other city centre access initiatives, should there be enough spare capacity in the funding pot;
- (iii) That should the impact on the Council's revenue account be significantly greater than the estimate, members reserve the right to review

and make changes to the discount mid-year.

Reason: To support the attraction of an increased number of visitors and residents to the city centre, which in turn will provide a platform for generating private sector contributions and other sources of funding to support further such initiatives.



Cabinet

23 April 2014

Report of the Leader and Cabinet Member for Transport

Improving City Centre Competitiveness

Executive Summary

1. This report seeks to implement changes to parking charges, **as a pilot**, and thus on a temporary basis, for the financial year 2014/15, thus providing an incentive to residents and visitors to encourage daytime use of the city centre car parks.
2. This proposal has been developed over the last six months by City Team York (CTY) in conjunction with CYC officers in consultation with the Federation for Small Business and Retail Forum representatives as part of a range of potential measures that would strengthen city centre resilience by incentivising access to the city centre as a destination for business and retail purposes. This report has been brought forward for urgent consideration to enable the changes to be brought in at an early date to complement the opening of the Vangarde Retail Park at Monks Cross.
3. The proposal is to introduce these parking changes in two phases: initially from **8am to 11am Thursdays through Saturdays for residents and visitors in selected Council-controlled car parks.** These car parks are located at various points around the city centre, thereby reducing the need to travel through the centre to access them. Following review of the success of phase 1 and subject to the development of a potential Business Improvement District (BID), it would be proposed to sustain this or any further parking incentive from the BID funding generated.
4. The cost of the trial in terms of loss of income to parking revenue will be met through variation of provisions in the Section 106 (s106) agreement associated with the Monks Cross South development (planning approval reference 11/02581/OUTM), in particular Schedule 3 (3) that deals with a contribution towards transport, highway and access mitigation measures.

Background

5. As identified in the *York Economic Strategy 2011-15*, the city centre is critical to York's economic performance and ability to attract investment – whether from visitors, residents or businesses.
6. Recognising this importance, the Council and a number of businesses from within the city centre established City Team York (CTY) in April 2012, with Cllr James Alexander chairing the group in its initial period up to end of 2013. In his time with the City Team, Cllr Alexander made a commitment to CTY representatives that he would review the opportunity to maximise the value of city centre car parks for city centre business.
7. Recently, the team has undergone a refresh, with a private sector chair being elected – Adam Sinclair, Owner and MD of Mulberry Hall – and a private sector-led Executive Committee for the Team put in place – creating the basis for a strong partnership between business and the authority in the process.
8. Since this refresh, CTY has restated its commitment to be proactive in promoting the city centre and in developing a more competitive city centre offer to visitors, residents and businesses alike.
9. CTY are keen to progress a number of priority projects to ensure that the city centre is as competitive as possible, with the principal aim of generating more footfall in the city centre, with the indirect aim of generating more spend in the city centre by visitors, residents and business alike.

Supporting development of a more competitive city centre

10. As an initial step to creating a more competitive offer for visitors and residents alike, CTY and Council officers have developed, over the last six months, a proposed offer of **free parking 8am to 11am Thursday to Saturday in selected Council car parks for a trial period**. These car parks are located at various points around the city centre, thereby reducing the need to travel through the centre to access them. Selected car parks for the discount are as follows:
 - Bishopthorpe Road car park
 - Castle Mills car park
 - Foss Bank car park
 - Marygate car park
 - Monk Bar car park

- Nunnery Lane car park
 - St George's Field car park
 - Union Terrace car park
11. This trial period would start as soon as the machines in the car parks can be re-programmed, with estimated starting date of 26th May 2014 to coincide with Spring Bank Holiday, and a review date with option to stop the discount at 31st March 2015.
 12. As parking income through the Council's car parks is a critical source of revenue for the local authority in providing public services, there is a need to supplement the income that is lost as a result of the discount.
 13. Based on data from 2013/14 the council collected income totalling £324k from its car parks relating to charges between 8am and 11am. For 10 months of the year the potential lost income equates to c£275k. This does not however take into account any changes in behaviour that become likely when parking becomes free.
 14. There is a **commitment from the CTY to generate this revenue from the private sector**, initially through the sale of a set of parking permits for the Council's car parks – targeting a business audience – and in due course, through exploration of the development of a Business Improvement District (BID). These more sustainable models would see the private sector raising finance and having greater say in spend of raised income in the delivery of city centre initiatives.
 15. However, there is a need to pump-prime this discount in the short term, particularly if it is to be introduced in sufficient time to complement the opening of new stores at Monks Cross South that were part of the enabling development for the Community Stadium.
 16. It is thus **proposed that this initial funding for the discount comes primarily from the contribution towards mitigation measures in the s106 for Monks Cross South** following agreement with the relevant landowners and chief planning officer, to vary the use of a proportion of that income to enable it to be used to facilitate access to the city centre. Specifically, it has been agreed that there will be a variation of provisions in the Section 106 (s106) agreement associated with the Monks Cross South development (planning approval reference 11/02581/OUTM), in

particular Schedule 3 (3) that deals with a contribution towards transport, highway and access mitigation measures.

17. This pump-priming funding would be used to fund the discount from 26th May 2014 to 31st Mar 2015, at which point, Cabinet would be asked to review the discounted scheme and impact on revenue and whether CTY have successfully managed to attract sufficient funding through sale of parking permits or other model to fund the discount.
18. The impact of the discount on parking revenue and behaviour will be monitored via general city centre footfall measures as well as parking revenue. Given that the discount could lead to a change in behaviour by residents and visitors above and beyond the simple reduction in income estimated at paragraph 13, then it is proposed that should any negative impact on the Council's revenue account be significantly greater than this estimate, members reserve a right to review and make changes to the discount mid-year.
19. There will also be a need to monitor the impact of the discount on the wider transport network – including especially Park and Ride and other bus services, as well as any impact on congestion and/or air pollution that may result indirectly from the discount. This monitoring will be undertaken existing ATCs supplemented by manual check if added congestion in or around the car parks and/or junctions causes concern.
20. Thus, following review of the success of phase 1 of the above parking proposals and subject to (a) revenue generated from the sale of parking permits, and (b) the development of a potential BID, it would be proposed to sustain this and/or any further parking incentive from the BID funding generated.

Council Plan

21. The proposals contribute to the Council's delivery of Council Plan Priority to **Create Jobs Grow the Economy** by enabling the Council to work in partnership with the private and third sectors to develop a more sustainable approach to a more competitive city centre.

Implications

22. **Financial:** Based on data from 2013/14 the council collected income totalling £324k from its car parks relating to charges

between 8am and 11am. For 10 months of the year the potential lost income equates to c£275k. This does not however take into account any changes in behaviour that become likely when parking becomes free.

23. **Legal:** As identified in para 16, it has been agreed that there will be a variation of provisions in the s106 agreement associated with the Monks Cross South development (planning approval reference 11/02581/OUTM), in particular Schedule 3 (3) that deals with a contribution towards transport, highway and access mitigation measures – specifically, that approximately £300k of these monies will be used to mitigate against detrimental impacts to the businesses of York resulting from this development.

Risk Management

24. The principal risk is that there is a chance that city centre business is unable or unwilling to finance this discount and other city centre initiatives in future – meaning that this trial may simply end in March 2015 with no continuation. However, CTY are working to garner business support through sale of parking permits for further such initiatives, and through exploration of the potential development of a BID.
25. The other main risk with the proposals is that the scheme does not achieve the outcome of generating a direct increase in footfall. However, if utilised in conjunction with other proposals, this risk should be mitigated.
26. The estimate for the cost of the pilot is based on past parking habits and income streams this is a best guide to what the losses might be; however this figure may vary from this estimate when the pilot is complete. This risk will be monitored by officers and a right reserved by members to review and/or change the offer as necessary before the end of the trial.

Recommendations

27. It is recommended that Cabinet:
- Agree to changing parking charges in Council-controlled car parks to provide for free car parking 8am to 11am from Thursday to Saturday, to start as soon as the machines can be altered, and up to 31st March 2015

- Agree that the initial funding for the proposed trial comes from the contribution towards mitigation measures in the s106 for Monks Cross South and potentially other city centre access initiatives should there be enough spare capacity in the funding pot
- Agree that should the impact on the Council's revenue account be significantly greater than this estimate, members reserve a right to review and make changes to the discount mid-year.

Reason: To support the attraction of an increased number of visitors and residents to the city centre, which in turn will provide a platform for generating private sector contributions and other sources of funding to support further such initiatives.

Contact details:

Author:	Cabinet Members and Chief Officer responsible for the report:		
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	Darren Richardson Director, City and Environment Services (01904) 551330		
	Report Approved	√	Date 16 April 2014
Specialist Implications Officer(s) None			
Wards Affected: All			√
For further information please contact the authors of the report			