

Notice of meeting of

Executive

To:	Councillors Steve Galloway (Chair), Sue Galloway, Hall, Macdonald, Orrell, Reid, Runciman, Sunderland and Waller
Date:	Tuesday, 30 May 2006
Time:	2.00 pm
Venue:	Guildhall

AGENDA

1. Declarations of Interest

At this point, Members are asked to declare any personal or prejudicial interest they may have in the business on this agenda.

2. Exclusion of Press and Public

To consider excluding the press and public from the meeting during consideration of Annex 2 to agenda item 10 (5 Kings Square and 2-3 Kings Court), on the grounds that it contains information relating to the financial affairs of particular persons, which 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).

3. Minutes

(Pages 1 -
4)

To approve and sign the minutes of the Executive meeting held on 16 May 2006.

4. Public Participation

At this point in the meeting, members of the public who registered their wish to speak regarding an item on the agenda or an issue within the Executive's remit can do so. The deadline for registering is **10:00 am on Friday 26 May 2006.**

- 5. Executive Forward Plan** (Pages 5 - 6)
To receive an update on those items which are currently listed on the Executive Forward Plan
- 6. Police and Community Safety Reform** (Pages 7 - 22)
This report provides an update on emerging issues in respect of police and community safety reform, seeks policy guidance on these, and considers the implications for the Council and the Local Strategic Partnership (LSP).
- 7. Relocation of Peaseholme Centre - Site Shortlist** (Pages 23 - 32)
This report presents a shortlist of potential sites for relocation of the Peaseholme Centre and seeks approval to carry out consultation with local residents, businesses and community groups around the shortlisted sites.
- 8. York Museums Trust Funding** (Pages 33 - 50)
This report asks the Executive to agree core funding for the York Museums Trust for the period 2008-2013 and to release £50kk of capital funding to the Trust for a scheme to refurbish Kirkgate at the Castle Museum.
- 9. York Racecourse Traffic Management** (Pages 51 - 88)
This report presents the results of consultation on Traffic Regulation Orders aimed at tackling traffic management issues arising during race meetings and asks Members to consider a traffic management plan put forward by the York Race Committee.
- 10. 5 Kings Square and 2-3 Kings Court** (Pages 89 - 94)

This report seeks approval to sell the Council's freehold interest in the above property to the existing lessees.

11. Urgent Business

Any other matters which the Chair decides are urgent, under the Local Government Act 1972.

Democracy Officer:

Name: Fiona Young

Contact details:

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- E-mail – fiona.young@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

Contact details are set out above.

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City of York Council

Committee Minutes

MEETING	Executive
DATE	16 May 2006
PRESENT	Councillors Steve Galloway (Chair), Sue Galloway, Hall, Macdonald, Orrell, Reid, Runciman, Sunderland and Waller

218. Declarations of Interest

The Chair invited Members to declare at this point any personal or prejudicial interests they might have in the business on the agenda. No interests were declared.

219. Exclusion of Press and Public

RESOLVED: That the Press and Public be excluded from the meeting during consideration of Annex D to agenda item 8 (Procurement of a Replacement Social Care IT System), on the grounds that it contains information relating to the financial affairs of particular persons, which 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).

220. Minutes

RESOLVED: That the minutes of the Executive meeting held on 2 May 2006 be approved and signed by the Chair as a correct record, subject to the last sentence of the third paragraph under Minute 210 (Possible Sites for the Relocation of Arc Light) being amended to read as follows:
“A full set of consultation responses had also been circulated to each Executive Member, with the exception of Cllrs Macdonald and Reid”.

221. Public Participation

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

222. Executive Forward Plan

Members received and noted an updated list of items currently scheduled on the Executive Forward Plan.

223. Corporate Strategy and Council Plan

Members considered a report which presented the Council's draft Corporate Strategy for the period 2006-2009 and described how it would link to, and re-shape, annual Council Plans.

It was noted that, although the draft Strategy was welcomed, it would need to be further refined, so as to reduce the use of jargon, incorporate more customer satisfaction measures and introduce more focused wording. It was suggested that a more "user friendly" version might also be produced, incorporating a simpler format and additional use of photos and diagrams.

Having considered the advice of the Shadow Executive, it was

RESOLVED: That the adoption of the Strategy and Plan be deferred to a future meeting.

REASON: To allow Officers to further refine the content, format and performance measures included in the document.

224. ftr Traffic Regulation Orders

Members considered a report which presented the findings of the consultation exercise for the introduction of Traffic Regulation Orders (TROs) to prohibit parking on the ftr bus route along Challoners Road, Cornlands Road, Eason View and Tudor Road.

The TROs had been advertised in accordance with statutory process and a letter outlining the scheme had been delivered to all properties with frontages directly affected by the proposals. Plans showing the location of the TROs were attached as Annex A to the report and responses to consultation were summarised in Annex B. The latter included 5 objections from residents of Cornlands Road, 11 from residents of Eason View and 4 from residents of Tudor Road. All the objections related to the loss of parking provision and would be dealt with by providing off-street parking where possible. No objections had been received in respect of Challoners Road, where off-street parking had recently been provided by means of dropped vehicle crossings. Total costs of implementing the proposals, including additional dropped crossings, would be £17,500.

Members thanked Officers for the work they had done with First York to ensure delivery of the ftr service in time for the planned launch. It was noted that, despite some teething problems, the service had achieved 80% route and bus reliability during its first two days of operation and had been improving every day since. It was expected to be successful in encouraging more people to travel by bus rather than car, thus addressing the problem of traffic congestion and making it less likely that a congestion charge would need to be introduced in York in the future.

RESOLVED: That the implementation of the Traffic Regulation Orders, as outlined in the report and Annex A, be approved and that off-street parking be provided where appropriate.

REASON: To minimise delays to the ftr service caused by vehicles parked along the route and to ensure the smooth running of the service.

225. Procurement of a Replacement Social Care IT System

Members considered a report which sought approval to move forward on contract negotiations with Deloitte / Corelogic for a new adult social care IT system, and to extend the current contract with Careworks to provide a full IT system for Children's Services.

The procurement of a new social care system had been agreed by Members through the IT Development Plan for 2005/06, with updated costing supplied in the IT Plan for 2006/07. At that time an integrated system for both Children's and Adults' services had been envisaged. However, Children's Services had since been offered the chance to participate in a national pilot for development of an "Integrated Children's System", known as RAISE and provided by Careworks. That system was now delivering positive results. Furthermore, Children's Services were no longer an integral part of Community Services within the Council but now formed part of the new Learning, Culture and Children's directorate. Two options were therefore presented:

Option 1 – procure an integrated system for Adults' and Children's services;

Option 2 – develop separate systems for Adults' and Children's services. This was the recommended option.

A procurement exercise had been carried out in accordance with Prince2 principles. The result of the evaluation of bids was that Deloitte would be the preferred supplier either of an integrated system, or of an Adults' system under Option 2. This option, with Careworks continuing to provide the Children's system, was recommended because it would require less time and resources, prevent duplication of effort, reduce the need for staff re-training and could be linked to the Youth Offending team system, thus making savings of about £20k. There would still be a need for communication between the Adults' and Children's systems, to ensure continuity.

Additional information, highlighting the benefits for customers and council taxpayers of the proposed replacement systems, was circulated at the meeting. Members stressed the need for proper and regular monitoring of the system, to ensure that it delivered the expected efficiency savings and achieved success in respect of key customer satisfaction measures as well as customer response times.

Having considered the advice of the Shadow Executive, it was

RESOLVED: That contract negotiations be pursued with Deloitte, and with Careworks, to purchase separate systems for Adults' and Children's services, as outlined in Option 2 in paragraph 30 of the report.

REASONS:

This will reflect the changing agenda for the different customer groups and can be achieved within the overall expected price for both areas of service. It will ensure that the investment in time, and commitment from children's services into the pilot system is not lost and that the requirements of both business areas are best met.

It will provide Adult's and Children's services with high quality, flexible and dynamic information systems, that will be able to respond to changing statutory requirements at a known cost.

S F Galloway, Chair

[The meeting started at 2.00 pm and finished at 2.50 pm].

Executive Meeting 30 May 2006

EXECUTIVE FORWARD PLAN

Table 1: Other items scheduled on the Forward Plan which should have been submitted to this week's meeting

Report	Author	Current Position	Likely Revised Date
Bus Information – Replacement Service	Julie Hurley	Deferred for further consideration of financial implications	Tba - report may go to EMAP meeting instead of Executive
Inclusive Decision Making – final report of Scrutiny Board	Barbara Boyce	Deferred for consideration by Scrutiny Board	13/6/06
Corporate Asset Management Plan	Neil Hindhaugh	Deferred to enable implementation of feedback from departments	13/6/06
Capital Strategy Document 2006-9	Neil Hindhaugh	Deferred for further consultation with CAPMOG	11/7/06

Table 2: Items scheduled on the Forward Plan for the Executive Meeting on 13 June 2006

Report	Author	Current Position	Likely Revised Date
Inclusive Decision Making – final report of Scrutiny Board	Barbara Boyce	Deferred from 30/5/06	N/a
Corporate Asset Management Plan	Neil Hindhaugh	Deferred from 30/5/06	N/a
Revised Joint Municipal Waste Strategy	Andy Hudson	On schedule	N/a

Table 3: Items scheduled on the Forward Plan for the Executive Meeting on 27 June 2006			
Report	Author	Current Position	Likely Revised Date
2006/07 Statement of Accounts	Peter Steed	On schedule	N/a
Consideration of Waste PFI Outline Business Case	Sian Hanson	On schedule	N/a
Statement of Internal Control	Liz Ackroyd	On schedule	N/a
Update on York's first and second LPSAs	John Gibson	On schedule	N/a
Revised Joint Municipal Waste Strategy Report (formerly York & N Yorks Waste Management Strategy)	Kristy Walton	Deferred from 4/4/06	N/a
York Central	Sue Houghton	On schedule	N/a



Meeting of The Executive

30th May 2006

Report of the Chief Executive Police and Community Safety Reform

Summary

1. The purpose of this report is to update the Executive on emerging issues in respect of police and community safety reform, seek policy guidance on these, and consider the implications for the authority and the Local Strategic Partnership (LSP).

Background

2. This paper will summarise the policy themes and recommendations resulting from the recently published Crime and Disorder Act review and the Police and Justice Bill. It will explore York's community safety partnership arrangements and consider the changes the authority will have to manage as we develop a Local Area Agreement (LAA).
3. This paper updates the Executive on recent developments in the government's intention to create strategic police forces, and informs members of the implications of the recent proposal to create a police force which encompasses the Yorkshire and Humberside region.
4. It also takes the opportunity to review specific local issues which pertain to Safer York Partnership (SYP), the city's Crime and Disorder Reduction Partnership (CDRP) and uses the publication of the above bill as a timely means of responding to these within the context of a wider review.

Proposal to create Yorkshire and Humberside Strategic Police bodies

5. **The council's policy position-** In December 2005 Members decided that Home Office proposals to create a Strategic Police Force/Authority for our region were not acceptable on the grounds of: governance; accountability; standards and resources. Overall, the council was concerned that the citizens of York were at risk of 'losing out' from the proposed new arrangements.
6. The council stated it felt unable to support any changes to the policing arrangements within the region unless they met the following criteria:
 - They are introduced after a full and comprehensive consultation process
 - The City of York Council is fairly represented on any newly created police authority
 - Accountability arrangements are transparent and responsive to local decision-making procedures, with decisions about local policing made as close to BCU and neighbourhood level as possible. As a minimum, current standards of policing are maintained and services represent good value for money and are cost effective
 - The level of service provided to the City of York area is fair and proportionate and not reduced in favour of larger urban areas.

7. Since December, a number of police authorities nationwide have voluntarily agreed to create strategic police authorities, though this decision has not been taken in Yorkshire & Humberside.
8. **National policy-** The Police & Justice Bill (January 2006), covers a wide range of proposals with respect to police reform, crime and anti-social behaviour, and a single inspectorate for Justice, Community Safety & Custody. The Bill also includes the recommendations of the Crime and Disorder Act review, which this paper will also consider in detail. Included proposals designed to ensure local policing reflects the needs of residents and is accountable to local communities, including:
 - The membership of a strategic police authority will be constituted to ensure there is a seat for each upper tier local authority within the region
 - Scrutiny arrangements – CDRPs will be subject to scrutiny by local authority scrutiny committees. In addition BCU commanders and local authority Chief Executives will hold regular public briefing sessions to respond to issues raised by local communities
 - ‘Community Call for Action’ – this is a ‘trigger mechanism’ that enables intervention by ward councillors if community safety issues have not been adequately addressed by the police or their partners
 - A range of proposals to improve the effectiveness of CDRPs arising from the review of the Crime and Disorder Act (CDA), which will be considered later in this paper.
 - CDRPs should be coterminous with BCUs
 - Proposals to equalise council tax precept levels across regions as existing police areas are amalgamated.
9. Since the introduction of the Police & Justice Bill the Home Secretary has issued proposals to create a Yorkshire and Humberside Strategic Police Authority/Force and asked each of the four police authorities in the region to agree to a voluntary merger. The business case for supporting the creation of a regional force is as follows:
 - **Protective services:** None of the region’s four police authorities currently meet national standards in protective services. The merger offers the greatest potential for the region to deliver protective services to national standards across ‘Major Crime’, ‘Serious and Organised Crime’, ‘Critical Incidents’, ‘Civil Contingencies’, ‘Public Order’, ‘Roads Policing’ and ‘Counter Terrorism’.
 - **Size:** A single strategic force, policing the whole of the Yorkshire and Humber area would comprise some 12,791 police officers and a total establishment of 19,498.
 - **Mix of capability and reduction in risk:** A regional force would draw together existing expertise and reduce regular exposure to risk within all current forces.
 - **Criminal markets:** The single force option offers the greatest opportunity to reduce barriers to intelligence sharing, map criminal markets and co-ordinate operational activity across the region.
 - **Geography:** The transport infrastructure of the region would benefit from a four force merger in respect of strategic management of the criminality associated with the transport networks.
 - **Coterminosity:** This option does not split any of the existing force areas or cross Government Office boundaries.
 - **Identity:** The Yorkshire and Humber region has a strong identity and record of joint working which this new force would benefit from and build

upon. Clarity of command, control and accountability would be gained from the single command structures of the single strategic force option.

- **Performance:** The increase in capability, capacity and resilience associated with a single force offers an opportunity to improve the levels of service provided and also safeguard neighbourhood policing resources.
- **Financial assessment:** The cost of the amalgamation of North Yorkshire, South Yorkshire, West Yorkshire & Humberside police authorities is estimated at **£39 million**. This will cover, for example, integration of IT systems, investment in supplies and services, and redundancy payments. Within a few years, the merger will deliver net annual savings of approximately **£18 million**.

10. The Leader and Chief Executive of the Council have advised North Yorkshire Police Authority (NYPA) that based on the Executive's guidance in December and correspondence with both North Yorkshire Police Authority and Central Government they remain unsupportive of the proposed voluntary merger, though acknowledge that some of the councils concerns have been addressed. In a letter to NYPA they stated: *"...City of York Council believes that while some of our concerns are starting to be addressed, which we welcome, our overall position remains largely unchanged... In the circumstances we believe that we cannot support a voluntary merger and would wish to use the statutory four-month consultation period to allow full debate and resolution of the above issues..." In respect of the council's initial concerns, the following was noted.*
11. Governance – *"We are pleased to see that our initial concerns that the City of York would not have representation on the Board of a strategic police authority have been addressed. However we note that these arrangements only last for an initial two-year period and may then be revised."*
12. Accountability – *"We cautiously welcome the proposals to give local authorities statutory powers of scrutiny over BCUs and CDRPs but are concerned that the rights and responsibilities of the Executive of the Council are not being given due regard. In our view the proposals are only acceptable if the BCU commander, with the support of the regional Chief Constable, signs off a 'memorandum of understanding' about the resourcing levels and quality targets that will be achieved at Local Authority level. This must be a public document."*
13. Resources - *"We have previously identified our concerns that:*
 - *any changes to the structure of police forces will result in York cross-subsidising large urban conurbations;*
 - *the current levels of resource/investment in BCUs should be preserved;*
 - *any economies of scale realised from the creation of strategic police authorities will be invested in front line services equitably;*
 - *council tax precept levels will significantly alter as a result of the creation of strategic forces;*
 - *the local council tax payer will have to meet the costs of restructuring;*
 - *any reserves held by North Yorkshire Police will be ring fenced and only used in the North Yorkshire area in the event of any merger.**In our view the only assurance we have had in respect of these concerns is an expectation that council tax precepts in the York and North Yorkshire will reduce over a period of time as precepts equalise and that the net costs of reorganisation will be met by central government. We are not aware of any assurances that the needs of York will be protected and current investment levels maintained.*

In our letter of 13 December 2005 we suggested that if a strategic police force is created then it will be essential to put in place a service level agreement between the Chief Constable and local authorities in order to hold the police force to account in respect of : performance indicators; resource levels, customer satisfaction measures and overall local responsiveness...We are disappointed that this innovative idea has not been taken up and regard it as an important mechanism that will help address many of the concerns we have about the creation of strategic police forces."

14. It is suggested that the idea of a service level agreement (SLA) should be developed and re-submitted as a 'memorandum of understanding'. This would be signed-off by the BCU commander, with the support of the regional Chief Constable, and would confirm resourcing at local authority level and the quality targets that will be achieved there. This would be a public document which would ensure that the rights and responsibilities of the Executive of the council are given due regard.
15. The following provide illustrations of the measures a 'memorandum of understanding' could include to measure investment, resources and outcomes;
 - Proportion of police officer time available for frontline policing to remain at or above the national average (currently 63%)
 - Satisfaction of victims of crime to remain consistent with regard to
 - Making contact with the police
 - Action taken by the police
 - Being kept informed of progress
 - Their treatment by staff
 - The overall service provided
16. On 7 April 2006, 3 of the Region's 4 Police Authorities rejected the proposal to voluntarily merge the region's existing police authority/forces. North Yorkshire Police Authority (NYPA) did support the merger and in a press release stated the following:
 - *The Authority decided that the proposal would be in the best interests of policing in North Yorkshire and the City of York*
 - *Following a recent guarantee from the Home Office that any restructuring will not result in any net increase in cost to the Council tax payer and that net set up costs of restructuring would be met by the Home Office, and not by either the council tax or existing authority reserves, the Authority expressed itself satisfied that there will be no financial burden on the communities of North Yorkshire or the City of York*
 - *The Government has announced that it plans to equalise council tax precept levels across all 4 current police areas over a period of years, which should see levels in North Yorkshire reduce*
 - *NYPA wishes to see more accurate financial information from the Home Office on set-up costs and potential savings following restructuring, prior to making a final decision*
 - *In addition, NYPA wants to ensure that North Yorkshire has a meaningful say on any new police authority for the region, to protect the interests of the area in the future.*
17. The Home Secretary has now laid down orders before the House of Commons to amalgamate the North Yorkshire, South Yorkshire, West Yorkshire and Humberside police areas with effect from 1 April 2008. A four-month statutory consultation period

has now commenced and City of York Council has until 11 August to lodge any objections. All four police authorities are advised to engage in further consultation with their local communities on the proposed merger before deciding whether to submit any objections.

The Crime and Disorder Act review

18. A review of those areas of the Crime and Disorder Act which instruct the work of Crime and Disorder Reduction Partnerships (CDRPs) was published in January of this year. It acknowledges the significant changes that have occurred in the partnership landscape since the creation of CDRPs, and seeks to provide guidance on how they should be modelled and run in future.
19. The review establishes a framework of recommendations to inform the development of more effective partnership working, set within the context of developing a Local Area Agreement and therefore how the work of CDRPs may better link with the community safety aspirations of the Local Strategic Partnership (LSP).
20. The resulting recommendations have significant implications for the work of the council in this area, as a key player in the CDRP, (i.e. Safer York Partnership (SYP)) and as lead in the development of the LSP and LAA.
21. A number of the proposals from this review will require new, or amendments to existing, legislation. The Police and Justice Bill, will act as the vehicle for these changes. The Bill seeks to drive forward the police and CDRP reform programme and also serves to promote the Prime Minister's Respect agenda. Royal Assent is likely to be sought in the autumn of 2006.
22. In the meantime government will be working with stakeholders to develop the national standards that will allow for the changes set out in the review to be delivered by CDRPs. These will be discussed more fully later in this paper.
23. The recommendations from the review fall under the following 4 broad themes.
 - Structures
 - Delivery
 - Governance and Accountability
 - Mainstreaming
24. Where appropriate, other issues of relevance locally, but not necessarily resulting from the review have been included under these headings also.

Structures

25. The review recommends the separation of the strategic and operational functions of CDRPs (summarised as annex A), with the strategic elements increasingly residing with the LSP. This model ensures that the CDRP acts as the delivery arm for the LSP's community safety priorities whilst encouraging greater strategic planning capacity at LSP level. This latter point should be considered in conjunction with the proposals made to the WOW Board on 23rd May.
26. This will mean significant changes to the way in which future strategy is decided. Presently the CDRP sets the strategic direction, and has, in the latest Community Safety Plan established priorities with links to the Community Strategy and actions to support some, but not all, of those aspirations under the Safe City aim.

27. **Safer and Stronger-** Broadly, there presently exists a difference in tone between the 2 plans. The Community Strategy places more emphasis on inclusion, encouraging community cohesion and active participation, whereas the Community Safety Plan lends more emphasis to enforcement activities. This distinction is best summarised by a differing weighting on outcomes in respect of stronger communities, which relate to community empowerment, and outcomes in respect of safer communities, which seek to reduce the instance of specific crime types.
28. These terms have relevance in view of the Safer and Stronger Community Fund agreement (SSCF), which forms a tranche of the LAA. This agreement was recently signed-off by the council's Executive, the SYP Board and LSP, and provides for the majority of funding to address the 'safer' outcomes. This may seem appropriate in view of the fact that government considers York to be in the high crime quartile, and has established, in turn, challenging targets for the CDRP in the reduction of crime (for instance an overall reduction of 24% in the city's crime rates by 2008).
29. If it is felt that the balance between safer and stronger outcomes could be better established, then this could be addressed by future LSP planning, and translated into action by the CDRP, with the acknowledgement that government will probably continue to set challenging and prescriptive targets for the reduction of crime in York beyond the life of the latest Community Safety Plan 2005-2008.
30. The council already undertakes much good work in improving the safety of communities by addressing causal factors which underpin the incidence of crime and disorder. It is anticipated that this will be further strengthened by increased investment in this area. And that work, much of it undertaken by the Neighbourhood Pride Unit, will help inform the development of a more refined funding agreement in future. It is hoped that work to map this activity can start soon, making the SSCF agreement a living document as it shows the progression of work to build stronger communities.
31. Such work should involve increased engagement with the voluntary and community sector in development of strategy and joined-up delivery towards jointly agreed goals. It will also include pursuit of Target-Hardening activities such as the gating of alleyways, the temporary closure of snickets and work to support safety and security in residential areas and buildings inhabited by vulnerable people, such as those living in sheltered accommodation. It is recommended that further details of this work be incorporated in the SSCF agreement at its next iteration.
32. The Neighbourhood Pride Unit will continue to make a significant contribution to the council's Safe City agenda, and is well placed to respond to government's expectation that councils will pursue increased community engagement.. This will be achieved through-
 - The Neighbourhood Team undertaking community development activities and projects, which support resident empowerment and involvement in the affairs of their locality, including Community Safety.
 - Ward Committees which will continue to play a leading part in the delivery of Neighbourhood Policing, as it is rolled-out by 2008. This work is progressed mainly but not exclusively through Joint Action Groups (JAGs). JAGs meet at Ward Committee level and are led by Ward Councillors. They identify crime and disorder issues in each locality and look at deploying resources in partnership to tackle the issues. SYP, VCS, relevant CYC services and the Police are represented on each JAG.

- The work of the Local Authority Liaison Officer (LALO) a senior Police officer currently seconded to the NPU to facilitate partnership working between CYC and the Police Authority especially on issues relating to neighbourhood policing.
33. **LSP Development** - The recommendation of a model which places increased emphasis on the LSP to develop strategic capability is likely to become familiar in the delivery of all of the LSP's priorities, and has previously been recommended in other government policy guidance (see 'Local Strategic Partnerships: Shaping their future'). This model suggests a role of increased maturity for the LSP, as it moves towards, as government describes it, acting as the 'partnership of partnerships'. This conception sees LSPs establishing medium-term priorities, established under the auspices of Local Area Agreements, which are in turn translated into action by the partnerships established for each strategic aim. SYP is such partnership, and is accordingly likely to have to undergo changes to the way in which it works to deliver these priorities.
 34. Whilst these issues extend to implicate all such delivery partnerships, it should be acknowledged that SYP is larger than most, has been established longer and commits more resources, both in terms of finances and employee numbers. It will also be responsible for an agenda which will continue to be highly scrutinised by government and prioritised by the council.
 35. Future work to refine the LSP; ensuring that appropriate structures are established, that it has sufficient capacity to undertake a strategic planning role and has access to relevant expertise to help inform its decision-making will be particularly important in this area. Especially given that it is likely to review the long-established structures which have informed the work of Safer York Partnership to date.
 36. Presently the SYP partnership has its own strategic board, which is likely to be replaced by the LSP as it grows in its ability to assume this new role. The current SYP Executive group of officers may well remain a useful addition to this structure to manage the day to day delivery of priorities and oversee the work of smaller partnership groups which presently co-ordinate work around a number of thematic areas. Such groups presently in existence tackle areas identified in the Community Safety Plan such as burglary and vehicle crime.
 37. These changes, it is anticipated, will provide useful context in helping the council to better appreciate and co-ordinate the contribution that it makes to the Safe City priority.
 38. **Coterminous boundaries** - Another significant recommendation of the Crime and Disorder Act review related to structures, pertains to government's desire to see CDRPs and Police Basic Command Units (BCUs) share coterminous boundaries, and to encourage (or compel?) mergers of CDRPs to achieve this. This recommendation should be viewed alongside the government's plans to create strategic Police authorities, , and are intended to provide a means to ensure that this is complemented by appropriate local representation. Whilst a viable model elsewhere in the country, this recommendation, if it were to be implemented, would make little sense for York.
 39. Presently, Central Area BCU within North Yorkshire Police, represents the area formed by York's unitary boundary and that of neighbouring Selby district. If a merger of York and Selby CDRP were to be compelled then there could be significant repercussions for the ability of this new CDRP to act effectively or adequately represent the area it serves, especially in view of the recommendation above to make LSPs responsible for setting the strategic direction of CDRPs. It is hard to envisage how this could work well if the CDRP were to have to represent the aspirations of the LSPs of York, Selby and North Yorkshire. Indeed, these 2 distinct recommendations appear to create contradictory tensions if applied in the locality.

40. The review of the Crime and Disorder Act states-
The power to merge CDRP areas already exists in statute (The Police Reform Act 2002) but we are not at this stage thinking of compelling mergers. We will, however, be asking the Government Offices for the Regions to work with local partnerships to assess the case for mergers in their areas, against some criteria that we will be developing over the coming months. In taking this work forward, we will be working closely with ODPM as well as with regional and local partners to ensure that we do not end up with merged CDRP boundaries which are out of step with the likely future structure of local government itself.
41. The Chief Executive of Selby District Council has written to David Atkinson to express his concerns at the recommendations to make CDRPs coterminous with BCUs. His letter is attached as annex B. The Executive are asked to consider the issues he outlines and provide a formal response.
42. Whilst those working within CDRPs recognise the potential benefits to be derived from cross boundary working and the economies of scale which may be realised by the joint commissioning of projects, this is unlikely to represent a sufficient basis for recommending the formal merger of the 2 CDRPs as government guidance suggests.

Delivery

43. These wider and structural considerations, are complemented by additional recommendations from the Crime and Disorder Act review to support the future delivery of community safety priorities. They complement the ones above concerned with improving the strategic input of the LSP.
44. **Intelligence-** The use of intelligence in formulating strategy and informing operational priorities is recommended, including an increased emphasis on partners to share data, and for partnerships use of this to be informed by appropriate protocols. SYP already does well in this regard, though arguably this could be broadened to better ensure that more partners have access to it. The new structural arrangements may need to make consideration, therefore, of how both strategic and operational duties are to be addressed with reference to data needs, and their associated resourcing.
45. The Crime and Disorder Act review suggests that chief officers of partner agencies consider strategic intelligence assessments on a 6 monthly basis, with this to include both crime data and also community consultation outcomes. Existing assessments completed by the police may help satisfy this requirement, though attention should be given to ensure that this is appropriately focussed on community aspirations, and consideration given to how this might be complimented by the Neighbourhood Policing project.
46. **Strategies-** To complement the new role conceived for the LSP and the part that LAAs will play in setting the strategic direction, the review suggests the abandonment of CDRPs' existing 3 year strategies (the Community Safety Plan) in favour of annual rolling three year strategies. This also acknowledges the pace at which operational priorities can change, both in terms of crime incidence and community priorities. Further work will need to be undertaken in developing York's LAA to understand how this stratification of partnerships and strategies form a coherent and co-ordinated whole.

Governance and Accountability

47. **Community engagement** - This is an emerging theme, represented across many strands of recent government policy and within the purpose of the LAA. The Crime and

Disorder Act review accordingly shares this emphasis, and places increased responsibility on partnerships to use community priorities in shaping strategy. Also, it recommends the use of regular reports to communities and for senior representatives from agencies to hold regular 'face the people' briefings, in order that local people can be clear about how the partnership is performing on their behalf and in order that they can hold key deliverers to account. Such arrangements already exist in the 5 wards presently piloting the Neighbourhood Policing project.

48. Within this framework, the Crime and Disorder Act review conceives of an enhanced role for local councillors in representing the concerns of their constituents. The review introduces the idea of the 'Community Call for Action' whereby communities can secure a response from the CDRP to an issue that they believe has not been adequately addressed, the conduit for this would usually be via a ward councillor.
49. Whilst it's expected that the 'Community Call for Action' will be a remedy of last resort, government is clear that local councillors will need to play a central role in the dialogue between local agencies and local people as they are uniquely placed to act as a conduit at neighbourhood level for relaying local concerns to community safety partner agencies. They are equally well placed to encourage local people to get involved in neighbourhood governance. In so doing they can help inform decisions over local community safety priorities and help to mobilise local action.
50. The Crime and Disorder Act review recommends the active involvement of elected members in community safety to be equally important at both neighbourhood and strategic levels. It is clear in its desire to reinforce local democratic accountability for community safety by embedding community safety arrangements firmly into local democratic processes.
51. It is worth noting that the Respect Action Plan states that 'We will place a duty on district level ward councillors to consider (community safety issues) and respond within a prescribed timescale'. It is expected that this duty will be included in the Local Government White Paper expected to be published in June 2006.
52. In implementing the detail of these recommendations, due accord should be given to the role that the Neighbourhood Policing project can play in providing sufficient community consultation, feedback and accountability. York may be ahead of the game in this regard already in that this project is already integrated with local democratic arrangements. The Joint Action Groups formed in those wards piloting Neighbourhood Policing are chaired by ward councillors and include a core membership from street environment, Neighbourhood Pride Unit, Police Ward Managers, Sergeants and PCSOs, Estate managers and detached youth workers.
53. The roll-out of the project should be monitored to ensure that, if it is the vehicle for satisfying these requirements, representation from key partners is adequate and the capacity to engage with communities is maximised.
54. **Scrutiny Plus** - The Crime and Disorder Act review provides for a renewed role for scrutiny and overview committees, in this instance it is recommended that their remit be extended to include the work of the CDRP, and therefore assist in holding to account those agencies other than the council that are engaged in its work.

Mainstreaming

55. **Section 17-** Presently the council has a legal obligation to consider promoting safety and reducing crime in all that it does. Making this a reality and ensuring that safety is a primary issue which is considered in the planning of service delivery is more difficult.

Progress to date has been slow, but incorporation of this issue within the service planning process has helped to map the breadth of contribution that the council can make. To make it a central consideration in the delivery of services is a further step will require additional work, so that, for instance, services are delivered differently in areas where there is a high incidence of crime, or where vulnerable groups are implicated.

56. This challenge is more significant still with the broadening of the Section 17 definition, which will now require the council to also take account of anti-social behaviour, behaviour adversely affecting the environment and substance misuse. These additional aspects are likely to be represented within future CPA assessments, and any future planning the authority undertakes to further mainstream Section 17 should take account of these additional responsibilities.
57. **National standards-** Government believe that in supporting the work of CDRPs a broad set of principles or standards are needed to clarify what is expected of agencies in partnership, whilst not prescribing how they should be met. These national standards will be mandatory and will cover many of the aspects discussed above, for instance-
- The benefits of engaging communities
 - Clarity around the roles and responsibilities of partner agency chief officers
 - Ensuring the organisation's compliance with section 17
 - Clarity around inter-agency, and local democratic governance and accountability
58. These National Standards will be developed in partnership with stakeholders such as practitioner bodies, Government Offices and relevant national bodies, and will set out government's minimum expectations of CDRPs, reflecting the issues discussed above and including for instance the responsibilities of individual partner agencies, their chief officers and the standards of good governance that are expected.

Corporate Objectives

59. The changes discussed within this paper will have significant implications for the Council's corporate aim 'Create a safe city through transparent partnership working with other agencies and the local community'.
60. The Crime and Disorder Act Review, establishes key recommendations for improving the effectiveness and transparency of partnership working in this sector, and implementation of these should be considered in view of the council's stated aim, above. Equally the recommendations relating to community engagement need to be considered in this context.
61. The authority also needs to consider what the implications of the strategic police merger will mean for achievement of the above aim, and what sub-regional accountability arrangements need to be put in place to ensure a maintained focus on local outcomes.

Implications

62. **Financial** - members are asked to note the suggestion that Police precept levels will be equalised for those local authority areas which will be represented by the new strategic police force. Further clarity from government is required before we can assess in detail what the implications of this proposal will be for York.
63. **Human Resources (HR)** – there are no immediate HR implications, though these may emerge as details of the structural changes discussed in this paper become clearer.

64. **Equalities** – there are no immediate equalities implications.
65. **Legal** – again, legal implications concerning these proposals may emerge as we become clearer on how the proposals discussed are to be implemented and the Police and Justice Bill becomes law.
66. **Crime and Disorder** – the crime and disorder implications of this paper are significant, full cognisance should be taken of them in planning for the future development of SYP and the LSP.
67. **Information Technology (IT)** – there are no immediate IT implications.

Recommendations

68. The Executive are asked to note and comment on the recommendations of the Police and Justice Bill/Crime and Disorder Act review and the implications for York, specifically
 1. Whether the Council's overall policy position on the creation of a strategic police authority as set out at Paragraph 6 above remains valid.
 2. How the Executive should respond to the Home Secretary's consultation on strategic policing (e.g. campaign, letter, meeting with Government).
 3. What type and level of public consultation should be carried out on this matter.
 4. Developing the LSP's capacity for the changes to delivery of Safe City by splitting the strategic planning from delivery arrangements.
 5. Proposals to create coterminous CDRPs and Police Basic Command Units. The Executive are asked to consider a response to the letter from Selby council's Chief Executive regarding this issue (per Annex B).
 6. The increasingly important role that community engagement will play in Safe City, and consider the links between community safety work and existing local democratic arrangements.
 7. The enhanced role for Scrutiny committees in holding the CDRPs contributing agencies to account.
 8. The formal broadening of the Section 17 definition, and consider how best the authority should respond to this.

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Report
Approved



Date 17th May 06

Wards Affected: *List wards or tick box to indicate all*

All

For further information please contact the author of the report

Background Papers:

The Police and Justice Bill (2006)
The Crime and Disorder Act Review (2006)
Local Strategic Partnerships: Shaping their future- a consultation paper

Annexes

A - The strategic and operational functions of Crime and Disorder Reduction Partnerships, as suggested in the Crime and Disorder Act Review

B - Letter from Selby District Council's Chief Executive to David Atkinson re proposals to make CDRPs coterminous with Police BCUs

The strategic and operational functions of Crime and Disorder Reduction Partnerships, as suggested in the Crime and Disorder Act Review

STRATEGIC

- Identifying short, medium and long-term strategic priorities for community safety encompassing crime, anti-social behaviour, behaviour adversely affecting the environment and substance misuse.
- Commissioning and considering regular strategic intelligence assessments informed by community consultation and engagement
- Committing resources
- Overseeing performance and removing barriers to performance improvement
- Responsible for the interface between CDRPs and others with connected areas of responsibility (Local Criminal Justice Boards, Local Strategic Partnerships, Drug and Alcohol Action Teams, Youth Offending Teams, Police Authorities etc.)

OPERATIONAL

- Translating high-level strategic priorities into local action plans for delivery
- Key partners coming together on a more regular basis
- Commissioning and considering day to day 'operational' intelligence assessments to identify immediate priorities for action
- Commissioning community safety services and deploying resources – on either a locality or thematic basis
- Performance and risk management of community safety services

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Letter from Selby District Council's Chief Executive to David Atkinson re proposals to make CDRPs coterminous with Police BCUs

Please ask for	: Mr M Connor	Your Ref	:
Direct Dial No	: 01757 292001	Our Ref	: MC/CA/71 (116)
Direct Fax No	: 01757 210741	E-Mail	: chexoffice@selby.gov.uk

7 March 2006

Mr D Atkinson
Chief Executive
City of York Council
The Guildhall
YORK
North Yorkshire
YO1 1QN

Dear David

Thank you for the opportunity to speak to yourself and Councillor Steve Galloway on Tuesday last week. I said I would follow up this meeting with a letter setting out the perceived obstacles and opportunities of a CDRP merger involving York and Selby.

First of all, let me reiterate that, as a starting point, I recognise the impetus for the merging of CDRPs as a general concept:

- For Countywide agencies and government departments it will be less administratively cumbersome dealing with three bodies rather than 8 or 9.
- Joint working has the potential to reduce costs.

But in order to make this work for a joint CDRP comprising a unitary and a shire district, I think there are some key issues to consider. In no particular order, I would list the major ones as follows:

- The LAA process would mean that for the combined CDRP area, there would be two LAAs in operation.
- Selby's bid into the County LAA might be on a different premise or judged on different criteria. This could impact on either the direction taken by the combined partnership or funding allocations.
- The guidance indicates that the strategic and operational functions should be separated. In York this might be split between the LSP and the CDRP. In a combined CDRP situation, how would this be accommodated? We have the NYSP, the Selby LSP, the Selby CDRP and the Pan North Yorkshire Partnership Group. A recipe for confusion.

Continued.....

Letter from Selby District Council's Chief Executive to David Atkinson re proposals to make CDRPs coterminous with Police BCUs

7 March 2006
Continued (2)

- In York, you have a merged CDRP and DAT. This is not the case in the County.
- Political representation would also be an issue. The guidance indicates that the relevant portfolio holders will be members of the CDRP. Presumably this is to ensure engagement and accountability. Members would be expected to be accountable for both direction and delivery. If strategic and operational issues are to be dealt with at different forums does this mean that Members would also attend both levels of forum? Would Selby Members sit on the strategic forum at County? Indeed, with a combined CDRP would Selby Members sit on the York LSP if this is to be your strategic body?
- What form would community engagement take and who would conduct it on behalf of a combined CDRP?
- What funding arrangements would be in place in relation to Council contributions?
- What would happen if a combined CDRP felt that the greatest return would be gained from tackling issues in York to the exclusion of Selby or vice versa?
- Who would carry out the scrutiny function?

This is not an exhaustive list but indicates that the matter has not been adequately considered by the Home Office. I am disturbed by the fact that the police and other countywide agencies are supporting this move and that we will face pressure to conform. Unless we can properly resolve these issues both of our organisations and both of our CDRPs could be worse off than at present.

I should be pleased to receive your thoughts on how we should take this forward when you have had the chance to consult colleagues and partners. Currently, the Selby view is that a merger would be wrong although there is scope for greater collaboration at an operational level.

Yours sincerely

M Connor
Chief Executive



Meeting of the Executive**30th May 2006****Report of the Head of Housing Services****Relocation of Peasholme Centre – Site Shortlist****Summary**

1. This report provides a profile of the services provided at the Peasholme Centre, information outlining why the Peasholme Centre needs to be relocated, the site requirements for relocation and a shortlist of potential sites. It seeks agreement to carry out consultation with local residents, business and community groups around the shortlisted sites.

Background

2. The Peasholme Centre is currently located within the boundaries of the proposed Hungate redevelopment area which has been identified by the council as the preferred location of the development of a new office complex for the councils back office functions. As a result of this it necessary to relocate the Peasholme Centre from it's current location.
3. A core group of officers has been established to oversee the relocation with the Head of Housing Services leading the project. The group comprises of: the Head of Housing Services, Head of Property Services, Housing Services - Strategy & Enabling Manager, Housing Operations Manager, Homeless Services Manager & the Head of Marketing & Communications.

Profile of the Peasholme Centre

4. Peasholme Centre is a 22 bedded, supported accommodation centre staffed 24 hours per day. The centre offers support and accommodation to single homeless people and / or couples without children who are citizens of York, and who are homeless. It is a joint project between City of York Council and Peasholme Charity. It has been located on its current site since 1987.
5. The Peasholme Charity is a charitable organisation with over 20 years experience of working with vulnerable people. The Charity manages several supported housing projects with ongoing support. In the last 2 years the Centre has successfully supported and secured permanent accommodation for 57 people, over 90% of who are still in their accommodation.

6. Residents at Peasholme are at a stage in their lives where they have made a conscious decision to engage with the service at a level that will enable them to move towards long-term accommodation options. A pre requisite of residing at the Peasholme Centre is a willingness and ability to undertake a planned resettlement programme. This programme is based on a persons individual needs and aspirations in order that they will be fully supported in their move toward successful independent living.
7. Residents of the centre will be referred by agencies to the service, it is not direct access and agencies will have worked with the individuals and assessed them as suitable to engage with Peasholme's support package. When referred to the centre they carry out their own assessment prior to an individual moving in, to assess there commitment / ability to engage with the resettlement process.
8. Once accommodated a resident will remain at Peasholme Centre for a short period until they are able to be re-house in a more secure accommodation. All residents of the centre are from York or have a local connection to York.
9. All residents of the Peasholme Centre have a key worker and co-worker who will work very closely with individuals on issues pertinent to them been rehoused in a suitable accommodation.
10. The Centre offers a comprehensive programme of activities workshops and groups some are delivered by the centre staff and others by specialist external agencies. Many residents move into voluntary work, training and employment while at the Peasholme Centre.
11. In the past 2 years there have been no external complaints about the project.

Site Requirements

12. The core officer group have meet to consider the site requirement to enable the centre to be relocated and have agreed that any site would need to meet the following requirements:
 - a) Minimum 700m² footprint on either one level or multi level;
 - b) Available by December 2006 and be capable of delivery within the timescale set out by the Council's Admin Accommodation project;
 - c) A new building to be able to be built by November 2007 and ready before old service can be closed;
 - d) Within 10/15 minutes walk (maximum) from city centre to enable customers to access existing services or be on a reasonable, affordable bus route to enable mainstream services to be accessed;
 - e) Accessible to people with disabilities;

- f) Not in an isolated location;
- g) Non institutional in appearance and integrated within the existing community;
- h) Ability to have on site parking for two vehicles;
- i) Ability to have two access points (one foot and one for deliveries);
- j) Be a well-lit area, or able to be upgraded to.

Applying the Criteria

- 13. All available sites, which are either owned or available for purchase, have been assessed against the above criteria. A full analysis of all sites assessed against the site requirements can be found at Annex 1.
- 14. As a result of applying the above site requirements only two sites meet the criteria:
 - 4 Fishergate
 - Monk Bar Garage

Next Steps

- 15. The two sites that meet the site requirements are situated in the Guildhall and Fishergate wards. It is proposed to carry out public consultation with local residents, businesses and community groups within the vicinity of the shortlisted sites. It is proposed that consultation should be carried out through a number of different methods:
 - Leaflets which outline the nature of Peasholme Centre with comments from the Peasholme Charity, the reasons for relocation and details of the consultation process to be delivered to all homes and business in the vicinity of the sites;
 - An open day at the Peasholme Centre for residents to see first hand the work carried out;
 - A public meeting for residents to have the opportunity to raise any issues they have with officers and members.
 - Links on the councils web site outlining the nature of the centre, details of the above and an e-mail address to which messages can be sent.
- 16. Whilst the consultation process is ongoing it is proposed that the short listed sites are subject to a more detailed appraisal taking into account operational and technical issues comprising of:

Technical	Operational
Planning	Operational management
Highways	Separate access points
Archaeology	Location and accessibility
Affordability	
Deliverability	
Property / Legal	

Options

17. Option 1 – Members agree the shortlist of sites and to carry out detailed consultation with local residents and businesses.
18. Option 2 – Member amend the shortlist of sites and agree to carry out detailed consultation with local residents and businesses.
19. Option 3 – Members do not agree the shortlist of sites and ask officers to bring back alternatives

Analysis

20. Option 1 – This option would allow officers to carry out consultation and bring a further report back to the Executive on 25th July 2006, which will outline any issues raised during the public consultation as well as the detailed technical and operational analysis. If this option is not agreed, it will delay the Councils Accommodation review.
21. Option 2 - This option would allow officers to carry out consultation and bring a further report back to the Executive on 25th July 2006, which will outline any issues raised during the public consultation as well as the detailed technical and operational analysis. If this option is not agreed, it will delay the Councils Accommodation review.
22. Option 3 – This option would result in a delay in the Council's Accommodation Review

Corporate Objectives

23. The relocation of the Peasholme Centre is necessary as a result of the council's wider admin accommodation project.

Implications

24. **Financial** - The costs associated with the relocation of the Peasholme Centre has been built into the overall costs of the Councils Accommodation Review. A full cost benefit analysis of the short listed sites will be carried out as part of the detailed site analysis and presented in the next report.
25. **Human Resources (HR)** – There are no HR implications.

- 26. **Equalities** – There are no Equalities implications.
- 27. **Legal** – There are no Legal implications.
- 28. **Crime & Disorder** - There are no Crime & Disorder Implications
- 29. **Information Technology (IT)** There are no IT implications
- 30. **Property** – The centre is currently located within the boundaries of the Hungate Development. The relocation of the Peasholme Centre is required to enable the redevelopment to take place.

Risk Management

- 31. If the Peasholme Centre is not relocated within the timescale set out within the Councils Accommodation Review, there is a risk that the Hungate development will be delayed.

Recommendations

- 32. Members are asked to agree:
 - Option 1, as set out in Para 17, with a further report to be brought back on 25th July 2006 giving details of the outcome of the consultation process and detailed site analysis.

Contact Details

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Tel No. 4016

Chief Officer Responsible for the report:

Bill Hodson
Director of Housing & Adult Social Services

Report Approved **Date** Insert Date

Chief Officer's name
Title

Report Approved **Date** Insert Date

Wards Affected: List wards or tick box to indicate all

All

Guildhall Ward
Fishergate Ward

For further information please contact the author of the report

Background Papers:

Minutes of the 2nd May 2006 Executive meeting.

Annexes

Annex 1 – Site Analysis against Criteria

Peasholme Centre Relocation - Long List

Site	Site area - (700 sq.m building req)	Available Dec 06	Building Complete Nov 07	Location - 10/15 minutes walk or on good bus route	Access - Disabled	Parking - Two cars	Two Access points	Well Lit	Officer Comment	In Y/N
Ashbank - 1 Shipton Road	2900	no	no	yes	design in	design in	design in	yes	Part of Admin Accom project	N
Balfour Street Play Area	3400	vacant	yes	yes	design in	design in	design in	yes	Restrictions in title prevent building	N
2 Blake Street	Building 375	no	no	yes	no	no	yes	yes	Part of Admin Accom project Does not meet site area requirement	N
The Bonding Warehouse	Building 900	no	no	yes	no	no	no	yes	Currently let to third party Listed building status would restrict a satisfactory conversion	N
3 Blossom Street	700	no	no	yes	design in	no	design in	yes	Currently let to CAB	N
White Swan		no	no	yes	design in	design in	design in	design in	Building privately owned with owner unwilling to sell & currently looking to re-let	N
29 Castlegate		no	no	yes	design in	no	yes	yes	To be let to the Youth Enquiry Service in October 2006	N
Clifton Family Centre	1540	yes	yes	no	design in	design in	design in	yes	Does not meet location criteria	N
4 Fishergate		yes	yes	yes	design in	design in	design in	yes	The site could accommodate a new building Existing occupiers can be relocated to other council accommodation	Y
Germany Beck		no	no	no	design in	design in	design in	design in	Does not meet location criteria Owned by third party	N
92 Holgate Road	300	no	no	yes	no	no	possible	yes	To be used for a Community Services provision	N
Galmanhoe Lane Cons. Labs	659.5	no	no	yes	design in	design in	design in	yes	Let to third party	N

Site	Site area - (700 sq.m building req)	Available Dec 06	Building Complete Nov 07	Location - 10/15 minutes walk or on good bus route	Access - Disabled	Parking - Two cars	Two Access points	Well Lit		In Y/N
Hollycroft, Wenlock Terrace	2000	no	no	yes	design in	yes	yes	yes	Part of Admin Accom project	N
Haymarket Car Park		yes	yes	yes	design in	design in	design in	design in	Part of Admin Accom project	N
Huntington Road (Yearsley Bridge)		no	no	yes	design in	design in	design in	design in	Review of Service provision on site has just begun.	N
Layerthorpe Tyre Depot		no	no	yes	design in	design in	design in	design in	Let to third party	N
Malthouse, Lower Darnbrough Street	Building 432	yes	yes	yes	design in	no	design in	yes	Listed Building and cannot meet site requirements	N
Mansfield Street Garage	Building 226	no	no	yes	design in	design in	design in	design in	Let to third party	N
1-9 St Leonards Place	4200	no	no	yes	design in	yes	yes	yes	Part of Admin Accom Project	N
York Central		no	no	yes	design in	design in	design in	design in	Any development of the site would be ruled premature	N
35 Hospital Field Road	Building 350	yes	yes	yes	Difficult	design in	design in	design in	Does not meet space requirements	N
Marygate Car Park		yes	yes	yes	design in	design in	design in	yes	Car parking volume reduced due to relocation of Arc Light. Inappropriate to reduce car parking provision further	N
Parkside, Terry Avenue		no	no	yes	design in	design in	design in	design in	Let to third parties	N
Nunnery Lane Car Park		yes	Possible	yes	design in	design in	design in	yes	Planning requirements due to proximity to bar walls will impact on ability to complete development by Nov 07	N

Site	Site area - (700 sq.m building req)	Available Dec 06	Building Complete Nov 07	Location - 10/15 minutes walk or on good bus route	Access - Disabled	Parking - Two cars	Two Access points	Well Lit	Officer Comment	In Y/N
Monk Bar Garage		yes	yes	yes	design in	design in	design in	design in	Lease expires April 2006 - Location is close to Union Terrace Car Park which is the preferred location for the re-location of Arc Light	Y
Peel Street Car Park		no	no	yes	design in	design in	design in	design in	Owned by third party Considered for Arc Light and rejected	N
17 -21 Piccadilly	1795	yes	yes	Possible	design in	design in	design in		Planning issues / requirement for joint development with retail will impact on ability to complete development by Nov 07	N
Union Terrace Car Park		yes	yes	yes	design in	design in	design in	yes	Preferred location for relocation of Arc Light Facility	N
5 Silver Street		no	no	yes	yes	no	no	yes	Occupied by City Centre Partnership	N
Derwenthorpe		no	no	yes	design in	design in	design in	design in	Sold to JRT subject to planning	N
St Georges Field Car Park		yes	yes	yes	design in	design in	design in	yes	The site is prone to flooding	N
Hungate		no	no	yes	design in	design in	design in	design in	The design of the wider hungate redevelopment and the councils proposed new office is currently only at concept state and any decision to decision to redevelop would be premature	N

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Executive

30 May, 2006

Report of the Assistant Director (Lifelong Learning and Culture)

York Museums Trust Funding**Summary**

1. This report asks the Executive to:
 - Agree core funding for the York Museums Trust for the period 2008-2013
 - Release £50k of capital funding to the York Museums Trust (YMT) for a scheme to refurbish Kirkgate in the Castle Museum

Background

2. In 2002 City of York Council entered into a partnership agreement with the newly constituted York Museums Trust in order to ensure the long-term stability and prosperity of the City's museums and collections. The background to the decision to create YMT was:
 - The accelerating decline in visitor numbers – an average of 37,000 visits per year lost over the previous ten years
 - The increasing gap between income and expenditure with the service costing an extra £120k every year
 - A large backlog of inadequately catalogued objects and poor storage
 - Buildings requiring extensive maintenance and upgrading including full access for people with disabilities
 - The need to modernise the displays at all the sites
 - The need to improve the effectiveness of the management of the service
3. The Council recognised that the Museums had suffered from a lack of investment over many years and that significant additional funds were needed on an ongoing basis - the 'funding gap'. In response to the business plan that was drawn up by YMT the Council agreed to:
 - funding based on present levels with inflation with 5 yearly reviews, and
 - a triennial 'dowry' to fund 90% of the funding gap
4. The first dowry amounted to £415k. The initial business plan predicted the need for further dowries albeit reducing in size. The second dowry, to be paid in 2005/6, was projected to be £320k. In the event YMT requested £240k. The Council agreed in principle to provide £120k, linked to the project to refurbish Kirkgate at the Castle Museum. However, in setting the 2005/6 budget the Council was not in fact able to allocate this funding.

5. The legal agreement between the Council and YMT provides that the level of 5-year core funding for 2008 to 2013 must be agreed now. The purpose of this paper is to explain YMT's current financial position, its business and capital plans, and to make the business case for continued revenue funding.

Progress

6. The Council has received regular reports on the general progress of the Trust, which has seen significant progress in all of the problem areas identified above. Most notably, the overall decline in numbers of visitors has been halted and major sources of project funding have been tapped (£2.5m to date). A major HLF bid for £5m towards a project costing £9.2m was submitted in December.
7. Funds raised have been used to:
 - Remove all admission charges to York Art Gallery, increasing visitor numbers by 40,000
 - Create a vibrant museums' education provision with 3 new learning posts
 - Tackle the problems in collections management through a new Directorate of Collections
 - Strengthen the curatorial team with new posts in archaeology and natural history
 - Re-fit the entrance to the Castle Museum, resulting in a much more appealing space and a higher retail spend per visitor
 - Completely refurbish York Art Gallery, increasing visitor numbers by a further 60,000
 - Develop a new contemporary art venue in the city at York St Mary's
 - Achieve accreditation for all of YMT museums, an important marque of quality within the sector
 - Submit a major capital bid to the Heritage Lottery Fund (HLF) for St Mary's Abbey Precinct project – a potentially transformational scheme which will create a Cultural Quarter for the city
8. Overall visitor numbers have gone from 387,000 in the first full year of operation to 465,000 in 2005/06.

Forward Plans to 2013

9. A summary of the project plan is attached at Annex 1 together with a summary of the business plan at Annex 2. The Performance Delivery Plan which sets out detailed targets will be submitted to Leisure and Heritage EMAP in June. Key milestones in the business plan are:

York Castle Museum:

10. The strategy for York Castle Museum is to raise and invest £300k - £500k in new displays on a yearly cycle. This investment will be used to develop new offers for visitors to encourage repeat visits.
11. It is also intended that the Trust will tackle the problems of physical access to the upper galleries and integrate and strengthen the museum's position more effectively in the new Castle Piccadilly developments. This would be a major

scheme involving new build to connect both museum buildings as well as resolving the best position for the main entrance and integrating the river into the museum offer. The Trust will expect to play a major part in the consultation process both with the developers and the people of York.

12. Key milestones for the development of York Castle Museum are:

- Spring 2006 – refurbished Victorian Streets (Kirkgate) open to public (part-funded by DCMS / Wolfson and HLF)
- Throughout 2007 – collections reinterpreted on the theme of slavery, to reflect the UK wide Slavery Bill Bicentenary; renewal of military gallery
- Summer 2007 to February 2008 – new workrooms for hands-on collection and learning activities, including a kitchen, a sewing room and an armoury (funding part-secured from Renaissance in Regions)
- During 2007 review the evening offer in order to create more special events
- By 2008 – plans formulated for Castle Museum in the context of the Castle Piccadilly planning process
- Spring 2008 – new 1960s gallery opens (funding applied for from DCMS / Wolfson)
- 2009 – 2011 secure funding for new connecting building and entrance (funding to be raised)
- Spring 2009 – new display to interpret the 18th Century prison experience (funding to be raised)
- Spring 2010 – new display to replace Cradle to Grave (funding to be raised)
- Spring 2011 – new display to replace Toys and Costume (funding to be raised)
- Spring 2013 – new connecting building and entrance opens

Yorkshire Museum and Gardens:

13. The strategy for Yorkshire Museum and Gardens is laid out in detail in the St Mary's Abbey Precinct project plans. It is dependent on the success of the bid to HLF. This area of the precinct is Phase One of a two-phase project. Phase One is a £9.2m project, which includes £1.8m from CYC. The key milestones are:

- July 2006 – decision by HLF on Stage One of Phase 1 of St Mary's Abbey Precinct project, if successful submit Stage Two December 2006
- Late Summer 2007 – Work commences on extension to Birch Park Store
- Autumn 2007 – Yorkshire Museum closes for refurbishment; collections documented, packed and transferred to permanent storage at Birch Park
- Summer 2009 – Yorkshire Museum re-opens

York Art Gallery:

14. The strategy for York Art Gallery is to develop and extend in Phase Two of St Mary's Abbey Precinct Project. This will involve creating a mezzanine floor over the main gallery, creating a new entrance to St Mary's Abbey Precinct, creating new public areas in what is now the City Archives and possibly

extending the building into new contemporary public gardens which will be created in currently private spaces within the precinct.

15. This transformation will be achieved in partnership with CYC and the University of York. The key milestones are:
 - 2006 onwards – continue to build on the success of the refurbishment of York Art Gallery in 2005 by increasing audiences by 15,000 per year (10% of this year's target).
 - 2008 – Reintegrate the space currently occupied by City Archives into York Art Gallery. This is dependent on CYC plans for relocation.
 - December 2008 – St Mary's Precinct Project Phase Two bid submitted to HLF
 - Autumn 2010 – St Mary's Precinct Project Phase Two works commence
 - Summer 2012 – St Mary's Precinct Project Phase Two works completed
16. The artistic programme will develop with the additional display space and will always include aspects of the permanent collection. It is the ambition of the Trust to include decorative art and contemporary design and craft within the programme to ensure a varied content that will address a diverse audience.
17. The temporary exhibition programme will be inspired by the designated collections of decorative and fine art, supported from other public and private collections. The programme will include major exhibitions of the works of well known artists (such as Stubbs for example) as well as thematic and contemporary works.

York St Mary's:

18. York St Mary's is the fourth venue in the Trust's portfolio and is an important asset given its location and potential outlet for a variety of purposes. For example, when the York Art gallery was closed it offered display opportunities and with the pending closure of Yorkshire Museum it will offer educational facilities. In the longer term the Trust will seek to develop a more permanent use for the venue. We are currently thinking of options such as café and conferencing, meeting space, retail and display. The Castlegate development will, no doubt, help us define our ambitions for the venue. In the meantime, the Trust has invested in the internal structure of York St Mary's and developed the space into a new contemporary visual arts venue. The site-specific new commissions have been entirely funded by the Arts Council of England. This funding is on a year-by-year basis.
19. The Trust has a commitment to securing funding to re-establish the integrity of the interior through careful contemporary design as well as ensuring a venue with facilities appropriate to the 21st Century. An indicative plan has been drawn up and costed for such a development.
20. The key milestones are:
 - Secure funding for 2007 from the Arts Council to commission new work
 - End of 2007 - Review viability of development plan in the light of discussions with potential funders and the Castlegate Development Plan

Learning – formal:

21. The Lifelong Learning Directorate has developed over the last three years with funds provided through new *Renaissance in the Regions* funding. YMT is a long way towards providing a comprehensive service to schools. However, the formal learning service for schools will need to continue to develop through the following initiatives:
22. In the short term:
 - Continue to deliver the programme of successful workshops and activities for formal booked educational groups
 - Pilot the delivery of workshops by freelance workers
 - Develop working partnerships with a number of key partners including Renaissance in the Regions Hub museums, Libraries, Archives, Adult learning, Further Education and Higher Education, CYC
 - Explore new ways of delivering the service updating the learning delivery plan and audience development programme
23. In the medium term:
 - Develop new workshop programmes and activities to access new parts of the collections
 - Improve the offer in both range and depth of subject, to 14 to 19 years, HE and FE students
 - Build on our offer to less advantaged and hard to reach groups including ethnic minorities, people with disabilities, and special needs.
 - Contribute to the regional offer of a comprehensive service to schools
 - Develop an outreach service in science and archaeology during the closure of the Yorkshire Museum
 - Extend the service in quantity and quality by the use of freelance deliverers
 - Develop partnerships with other museums in the region
 - Contribute to the wider use of cultural heritage in learning
 - Contribute to the development of object literacy in learning

Learning – informal:

24. In the short term:
 - Continue to interpret and enliven the permanent displays and temporary exhibitions on all sites to our target audiences
25. In the medium term:
 - Extend the informal learning offer to a wider range of audiences including minority groups people with disabilities
 - Increase the subject range of informal learning across all our collections
 - Develop and deliver exciting interpretation of the collections at the Castle Museum through the proposed work rooms initiative
 - Develop adult life long learning offers in partnership with existing providers.

- Develop volunteering as informal learning
- Develop the use of volunteers to deliver informal learning

Collections Management & Development:

26. The strategy for Collections Management and Development is to integrate the behind the scenes work on our collections with public outcomes such as exhibitions, new galleries, publications and research. To maximise the potential of our collections, the agreed programme of retrospective documentation needs to be completed so that we know what we have; improve storage so that the collections are kept in good condition and we can gain access to them quickly and easily. Management of the collections will also include developing an aspirational acquisitions policy so that they continue to reflect the history, science and culture of the city and region.
27. The programme of retrospective documentation for all of YMT collections is targeted for completion by 2010, in line with Accreditation standards. In order to achieve this target, investment will be required in new or upgraded documentation software, improved IT infrastructure and increased access to IT at remote sites.

Storage:

28. The strategy for storage is for short, medium and long term developments to ensure all collections are accessible and stored in acceptable environments. The St Mary's Abbey Precinct project incorporates storage improvements for all Science and Archaeology collections. In the short term YMT will improve the conditions of the Social History collections by:
- Increasing capacity at James St by the installation of additional shelving
 - Vacating the store at Darnborough Street
 - Improving storage capacity at Fulford by reorganisation and the installation of additional shelving or storage equipment
 - Vacating the commercial container storage which houses some of our furniture collections and which provides poor access and environment
29. In the medium term YMT will investigate new storage facilities for the Castle Museum Collections so that:
- The existing store at Fulford which is difficult to gain access to and which has no environmental controls can be vacated
 - Collections that are currently stored in inaccessible parts of the Castle Museum will be relocated so that they can be better used
30. For the whole of the collection, in the longer term, YMT will:
- Find an alternative storage facility for the material in James Street to improve our control and minimise external risks.
 - Increase storage for the Fine and Decorative Art Collections as part of the redevelopment of York Art Gallery.
 - Resolve the storage of archaeological material excavated from the City of York which is currently housed by York Archaeological Trust.

31. In addition to the public presentation of the collections within our venues, the strategy for collection use includes developing partnerships with universities in the region to increase knowledge and understanding. An ambitious programme of publication, both in print and as a virtual publication on the internet will be pursued.
32. While continuing to develop the skills and knowledge of the curatorial staff, YMT will also seek to build capacity in under-resourced subject areas and to build expertise in specialist categories of our collections. Synergies will be explored with other institutions in the city in all collection subject areas, such as Science City, the National Centre for Early Music, York St John etc. to ensure we maintain a contemporary relevance for all our collections.

Consultation & Evaluation:

33. YMT has undertaken consultation and market research for a variety of projects. The Renaissance in the Regions initiated market research across Yorkshire and YMT have organised more focussed research projects for particular purposes especially with regard to the Heritage Lottery application. However, YMT acknowledges the need to consult more with our users and non users and seek to understand more the needs and aspirations of our target audiences. This will be done through the following:
 - Regular market testing on publicity and potential new products such as exhibitions and displays
 - Regular and quality focussed research on new product which will inform the future planning
 - Yorkshire wide and city focussed market research on the tourism market and the changing trends
 - Public consultation with regard to specific development plans such as St Mary's Abbey Precinct project
 - Regular informal consultation with special interest groups such as Friends of York Art Gallery, Yorkshire Philosophical Society, St Mary's Abbey Steering and Stakeholder Groups, Teacher Groups and the Guildhall Ward

York Residents

34. York Residents with York Cards have free access to the Castle museum and Yorkshire Museum and last year 25,700 residents took up the opportunity to visit these two museums. In addition another 5,600 York school children visited across all the venues. York Art Gallery has free admission and is consequently difficult to monitor exactly the number of residents visiting, however out of the 152,000 visitors in 2005-6, it is reasonable to expect that a similar level of 10% would be residents at the most conservative, given the changing exhibition programme offering more reasons to visit during the year. All in all, the number of visits by York Residents was close to 50,000 in 2005-6 or one to every four residents.
35. To grow the number of visits by York residents and to engage them more fully in the Trust's work YMT will:
 - Carry out market research specifically on the interests of York residents
 - Establish a Volunteer Scheme and programme directed at York residents

- Produce publicity directed specifically for York residents
- Develop the informal learning public programme
- Continue with the Territories project which works with hard to reach groups within the city
- Develop partnership working with organisations within the city

36. Over the last three years the Trust has concentrated its energies on building the organisation and its capacity to deliver its objectives. We are now entering the second phase where we are able to become much more customer focussed in our work. Market research will be a key tool in determining where we put our resources in the future. Our aim is to embed the Trust in the life of the city as well as playing its part in its economic success as a tourist destination. Performance indicators to measure this work are currently being discussed with the Council as part of the process of redrafting the Partnership Delivery Plan.

Options

37. YMT is seeking stable core funding for this next 5 year period continuing at the current level with uplifts for inflation. Members can:
- a) Agree funding at the level requested
 - b) Agree a lower level of funding

Analysis

38. All of the above investment into the collections and the venues adds up to a transformation of the City of York's Museum service for the benefit of both local residents and visitors to the City. The plan is intentionally ambitious because the Trust believes that the importance of the heritage assets and the number and expectations of visitors to the City merit this aspiration.

39. The Trust has welcomed the opportunity to work with other partners in the City to achieve a profile of the City with a World context. The Trust sees the quality of the cultural offer within the City as a fundamental element of this vision. One key example of this collaborative working is the concept of the Cultural Quarter, of which St Mary's Abbey Precinct project is the heart.

40. In taking forward this ambitious programme it is essential, especially given YMT's short track record and its independent status, that it is able to demonstrate its financial stability and sustainability. Otherwise funders such as the HLF will not commit their capital resources. Other crucial stakeholders also need to be assured including the Department of Culture Media and Sport whose 'Renaissance in the Regions' funding is dependent on sustained and secure funding from the City of York. It is therefore recommended that stable core funding is provided by the Council for this next 5 year period as requested by YMT.

Corporate Objectives

41. YMT's business plan contributes to a number of corporate objectives including developing opportunities for residents and visitors to experience York as a vibrant and eventful city, improving opportunities for learning, and in strengthening York's economy through investment in the tourism infrastructure.

Reinvestment in the museums is an identified priority within the sub-regional investment plan.

The Business Plan

42. Key issues arising from the business plan (summarised in Annex 2) are:

- Renaissance in the Regions – this national source of funding will continue to support the new learning and collections management posts. It also will grow over the next few years to support part of the capital work at York Castle Museum, a Volunteers Programme and a post to organise events and other informal learning activities. By 2007/8 it will be worth £434k p.a. to the Trust.

It is an important condition of this funding that it is additional to core funding and so would be threatened by any reduction in real-terms in the Council's funding of YMT.

- The Trust's financial position continues to depend on York Castle Museum. The business plan has been developed to ensure that the public offer at that site is regularly refreshed whilst major developments take place St Mary's Abbey Precinct.
- The temporary closure of the Yorkshire Museum during redevelopment will yield some savings. These will be used as matching funding for the project.
- The income and expenditure forecast is summarised in Annex 2. The numbers of visitors on which it is based are as follows:

Year	Visitors	Rationale
2004/05	350,918	Actual
2005/06	450,800	Target which YMT are on course to exceed
2006/07	508,000	Uplift due to improvement of Kirkgate and Constantine
2007/08	438,000	Closure of Yorkshire Museum for refurb. in last quarter
2008/09	401,000	Full-year closure of Yorkshire Museum
2009/10	457,000	Refurbished Yorkshire Museum re-opens
2010/11	573,000	Full-year impact of refurbished Yorkshire Museum
2011 - 13	546,000	Steady state

- The business plan aims to generate funds which can be transferred to capital from 2008/9 onwards in order to generate match funds for major capital refurbishment projects and to address the back-log of major repairs required.
- The Trust will seek to retain a level of reserves commensurate with the level of financial risk it faces over the life of the business plan. The target is currently £400k, rising to £500k as the major capital project commences.
- The business plan is deliberately ambitious and so has inherent risks:
 - To achieve the programme of capital development outlined will require continued success in fundraising. Most notably, there is no guarantee that the St Mary's Precinct Project will be supported by the HLF

- The main revenue risk is that the new products developed at both York Castle Museum and the Yorkshire Museum will not prove popular with the public. This risk will be mitigated by extensive use of market research during product development

If the visitor numbers are not achieved then the Trust will not generate the projected capital contributions as set out in the Annex and its reserves could be jeopardised.

Financial Implications

Revenue:

43. The proposal is that the Council continues to provide funding at the current level with annual inflationary increases. The inflation uplift will continue to be calculated each year based on a composite of 3 inflation rates that the Council uses in its own budget process: For pay, general non-pay, and income from fees and charges. If the inflation uplift applied in 2005/6 remained the same through to 2012/13 the position would be as follows:

	2008/09	2009/10	2010/11	2011/12	2012/13
	£,000s	£,000s	£,000s	£,000s	£,000s
CYC grant	1,535	1,581	1,629	1,678	1,728
Income	1,727	2,091	2,793	2,849	2,922
Expenditure	-3,114	-3,517	-3,784	-3,863	-3,969
Transfer to capital	-250	-250	-600	-600	-600
Reserves brought f/wd	755	653	558	596	660
Reserves carried f/wd	653	558	596	660	741

44. In agreeing this level of funding members would be pre-committing resources ahead of the budget process for the period in question, in the same way that they did in 2002 for the period 2003 – 2008. In return, the business plan forecasts that once the Yorkshire Museum is re-opened to the public, increased visitor numbers and conference business will mean that, for the first time, the Trust will be generating surpluses. These projected surpluses (in the last 3 years of the new funding period) will:

- Remove the need for any further ‘dowry’ payments from the Council
- Be available to use as match funding for capital bids to external sources. In this way it will be possible to increase their value three or four fold
- Mean that YMT can potentially become self-sufficient in capital terms. This would mean that the Council may not be asked to contribute to the major Art Gallery and Castle Museum refurbishments
- Enable YMT to tackle the more than £2m worth of work required to the fabric of the buildings which would otherwise be a liability on the Council

45. Ultimately, once the programme of refurbishment is achieved, the financial benefit accruing may translate into a reduced requirement for Council revenue support from the 2013 funding review onwards.

46. The increased visitor numbers generated by the Trust to date have already allowed the Council to demonstrate non-cashable Gershon efficiency savings. Depending on the actual level of visitor numbers over the next few years it may be possible for the council to demonstrate further efficiencies with static council input in terms of revenue funding (after inflation) generating more output in the form of increased visitor numbers.

Capital

47. The Council is committed to providing £1.813m in capital funding in order to match fund YMT's HLF bid. This is profiled as follows:

2006/07	£200k	2007/08	£1m	2008/09	£613k
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48. YMT have, however, asked that in light of the second dowry not being available in 2005/6, £50k of the above capital be made available immediately to be used as match funding in the refurbishment of Kirkgate at the Castle Museum. This £50k will not then be available for the Yorkshire Museum and Gardens project and the Trust will add the corresponding amount to the overall fundraising requirement for that project.
49. An issue has been raised by the HLF in connection with YMT's Yorkshire Museum and Gardens bid. The HLF require some safeguards to be in place to protect the value of any grant when making significant awards to non public bodies such as YMT. Their helpnotes say, "You must be able to sell-on, sub-let, and charge your lease but you must first have our permission to do so". This is so that they can place a charge against the lease, in the event of them making an award, enabling them either to recover the value of the grant or to continue to protect the investment should something happen to YMT.
50. The difficulty is that the Council's leases to YMT contain an absolute prohibition on assignment or charging. The reason for this is that the Council did not wish to allow YMT to assign the buildings to any third party or to encumber the leases with charges. Under the circumstances there are 3 possible solutions if the HLF make a grant award:
- a. The Council joins in the contract between YMT and the HLF
 - b. The leases are amended
 - c. The Council enters into a deed with the HLF agreeing that if YMT's leases are forfeited in the future the Council will either:
 - i. take over the remainder of YMT's 25 year contract with the HLF, or find someone else to do so, in order to ensure that the Yorkshire Museum continues to operate and the benefit of the grant is still derived, or
 - ii. repay the grant
51. To join in the contract with YMT could not be recommended as it would give the Council a share in responsibility for a wide range of issues over which control rests entirely with YMT, for example proper expenditure of the HLF grant.
52. Negotiations are underway for a compromise on changes to the leases stopping short of allowing assignment. If this cannot be resolved within the next few days then the recommended course of action is that delegated

authority is given to officers to enter into a deed with the HLF in the terms set out in paragraph 50 above.

Other Implications

53. Human Resources: None
Equalities: None
Crime and Disorder: None
IT: None
Legal: The legal agreements between the Council and YMT require that funding for 2008-13 is settled now.
Other: None

Risk Management

54. If the Council is unable to provide the stable funding requested by YMT there is a risk that:
- ❖ Confidence will be lost, external funding opportunities will dry up, and the service will return to a cycle of decline
 - ❖ YMT will then not be able to achieve the visitor numbers set out in the business plan. No surpluses will be generated and YMT will not then be able to generate their own capital contributions
 - ❖ The Council may be faced with significant capital liabilities on the buildings, and requests for further dowry payment
55. By entering into a deed with the HLF the Council will take on responsibility, if an HLF award is made, and if anything should subsequently happen to YMT resulting in the leases being forfeited, for either ensuring the continued operation of the Yorkshire Museum for the remainder of the 25 year grant period or for repaying the grant to the HLF. The Yorkshire Museum and Gardens are of course subject to a charitable scheme and it is therefore most unlikely that the Council would be able to, or would want to use them for any other purpose.

Recommendations

56. The Executive is asked to:
- Agree core funding for the Museums Trust for the period 2008/09 - 2013/14 at the current level with continued inflationary uplifts guaranteed as set out in paragraph 43
 - Provide £50k of the £1.813m capital funding immediately as a contribution to the refurbishment of Kirkgate
 - Give officers delegated authority to enter into a deed with the HLF, if YMT is successful in its HLF bid, as set out in paragraph 52
- in order to secure the future of YMT and the successful refurbishment of the Council's museums.

Annexes:

1. Summary project plan
2. Summary business plan

Contact Details

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For further information please contact the author of the report.

Background Papers:

1. *Establishment of the Museums Trust* – report to the Executive 26 July, 2002

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York Museums Trust Business Plan 2005-13

ID	Task Name	Duration	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
1	York Castle Museum	100.2 mons		[Summary bar for York Castle Museum]										
2	Kirkgate Project	9 mons		[Task bar]										
3	Slavery Bill Bicentenary	12 mons				[Task bar]								
4	Hands-on Workrooms new offer	9 mons				[Task bar]								
5	Review of Evening offer	12 mons				[Task bar]								
6	1960's Gallery new offer	12 mons					[Task bar]							
7	18th Century Prison Experience new offer	12 mons						[Task bar]						
8	Cradle to Grave new offer	12 mons							[Task bar]					
9	Toys & Costume new offer	12 mons								[Task bar]				
10	Castle Piccadilly Planning	23.95 mons			[Task bar]									
11	Fundraising for new entrance building	29.3 mons						[Task bar]						
12	New entrance and connecting building	9 mons									[Task bar]			
13	St Mary's Precinct Phase One	55.9 mons		[Summary bar for St Mary's Precinct Phase One]										
14	Stage 1 Bid	6 mons		[Task bar]										
15	Stage 2 Bid & Procurement	12 mons			[Task bar]									
16	Yorkshire Museum Refit	24 mons				[Task bar]								
17	Birch Park Build	6 mons					[Task bar]							
18	Yorkshire Museum Programme	111.15 mons		[Summary bar for Yorkshire Museum Programme]										
19	Ice Age Exhibition	6 mons		[Task bar]										
20	Constantine Exhibition	6 mons			[Task bar]									
21	Other Exhibition	10 mons				[Task bar]								
22	Re-opening Displays	31.25 mons						[Task bar]						
23	Re-display no.1	12 mons								[Task bar]				
24	Re-display no.2	12 mons									[Task bar]			
25	St Mary's Precinct Phase Two	54.25 mons		[Summary bar for St Mary's Precinct Phase Two]										
26	Phase Two Stage 1 Bid	12 mons				[Task bar]								
27	Phase Two Stage 2 Bid & Procurement	12 mons					[Task bar]							
28	New Gardens & Pathways Developed	24 mons						[Task bar]						
29	York Art Gallery	117.8 mons		[Summary bar for York Art Gallery]										
30	Ongoing Exhibition Programme	75.8 mons		[Task bar]										
31	Reintegrate City Achives (subject to CYC)	12 mons							[Task bar]					
32	York Art Gallery Refit	24 mons								[Task bar]				
33	New Art Gallery first exhibtions	6 mons										[Task bar]		
34	York St Mary's	36 mons		[Summary bar for York St Mary's]										

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Forecast Income and Spending Account - York Museums Trust

	Complete Financial Year	Current Financial Year	Next Financial Year	2007/08 £'000	2008/09 £'000	2009/10 £'000	2010/11 £'000	2011/12 £'000	2012/13 £'000
	2004/05 £'000	2005/06 £'000	2006/07 £'000	2007/08 £'000	2008/09 £'000	2009/10 £'000	2010/11 £'000	2011/12 £'000	2012/13 £'000
Income									
Admission and user charges	1361	1290	1424	1344	1293	1537	2013	1949	1991
Catering	16	25	25	26	27	38	47	49	51
Retail	66	52	54	41	40	50	92	79	78
Other earned income	135	114	123	81	57	156	313	409	417
Revenue grants	1,364	1,405	1,447	1,490	1,535	1,581	1,629	1,678	1,728
Donations	185	10	10	11	11	11	12	12	12
Other unearned income	606	281	289	255	262	270	278	287	295
Other income	23	10	0	0	0	0	0	0	0
Bank interest	19	17	22	31	36	29	38	64	78
Total Income	3,775	3,204	3,395	3,279	3,262	3,673	4,422	4,526	4,650
Spending									
Direct Operating Costs									
Staffing	1,851	1,996	2,068	2,015	1,962	2,155	2,407	2,446	2,507
Premises	772	316	321	296	379	374	385	396	409
Equipment	180	185	191	145	124	202	153	157	162
Utilities	133	142	146	135	129	145	184	190	195
Marketing	176	180	186	158	147	237	245	252	259
Loss in value	110	111	78	68	44	41	38	38	41
Administration costs	307	417	235	241	248	265	273	281	290
Finance costs	0	0	0	0	0	0	0	0	0
Non-recoverable VAT	94	99	86	78	82	98	99	102	105
Total Spending	3,623	3,446	3,310	3,136	3,114	3,517	3,784	3,863	3,969
Operating Surplus	152	-242	85	143	148	155	638	663	681
Transfer to Capital Funds	0	0	0	0	-250	-250	-600	-600	-600
Surplus	152	-242	85	143	-102	-95	38	63	81
Reserves brought forward	617	769	527	611	755	653	558	597	660
Reserves carried forward	769	527	611	755	653	558	597	660	741
Free Reserves*	519	410	453	613	536	462	489	570	648
Target Free Reserves*	400	400	400	500	500	500	500	500	500

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Executive30th May 2006

Report of the Assistant Director (Development and Transport)

York Racecourse Traffic Management**Summary**

- 1 This report presents the objections made during the formal consultation for the proposed Traffic Regulation Orders aimed at tackling the traffic management issues that arise during race meetings.
- 2 In addition, Members are asked to consider the proposals put forward by York Race Committee for how they would like to manage traffic for their race meetings based on the likely attendance for the individual meetings.

Background

- 3 At the 7th February meeting this year of the Executive approval was given to advertise the Traffic Regulation Order shown in Annex A. These proposals were put forward following the outcome of city wide consultation on a set of draft proposals to tackle the traffic management issues that arise during the race meetings that take place over 17 days from May to October each year.

Consultation

- 4 The proposed Traffic Regulation Order has been formally advertised and two representations were received from members of the public during the statutory 3 week period. These representations are reproduced in Annex B.
- 5 In addition, the York Race Committee have submitted an alternative set of proposals (see Annex C and D) for how they would like to see traffic managed during their events. Hence, before considering the objections Members are asked to consider the traffic management plan put forward by the York Race Committee.

Traffic Management Plan Options

- 6 The two options for consideration are:
 - **Option 1** - Implementing the same traffic management plan for all race meetings throughout the year. This is the proposal that was put out for formal advertising following approval at the 7th February meeting of the Executive.

- **Option 2** - Implementing two different traffic management plans depending on the size of the race meeting. This is the proposal that the York Race Committee have asked to be considered

7 Whilst the York Race Committee have demonstrated that they are keen to take action to reduce the disruption to the highway network that the influx of their customers causes, they have stated that as they are not the sole beneficiaries of their plans they should not have to fund all the costs, but are prepared to discuss contributing to the overall costs. There are currently no funds set aside by the City Council for the management of traffic to events. The Police are currently seeking to ensure that all costs for their involvement with events is paid for by the event organisers and officers consider this approach is appropriate for the council to take as well to ensure that the financial burden for traffic management to commercial events does not fall to the city's community charge payers.

Analysis

8 **Option 1** - Whilst the option of using the same traffic management plan for all race meetings will allow road users to become familiar with what to expect for any given race day, the associated costs for implementing the proposals will be in the region of £40,000 per year. It should be noted that the City Council does not have the authority to insist that the York Race Committee fund traffic management measures for race days.

9 **Option 2** – The York Race Committee has put each race meeting into one of two categories. The major race days (see Annex D) categorised as “Ebor race days” are the John Smiths meeting on the 14th and 15th July and the Ebor meeting on the 22nd to 24th August. The St. Ledger meeting in September may also be raised to this category depending on ticket sales predictions. The remaining 12 race days are in the “Other race day” category (see Annex C). The key differences between the Ebor race days and other race days are that:

- A full “Ascot” style two lane approach one way system would be in place on the A64 slip road to the Sim Balk Lane junction.
- The section of Tadcaster Road between Moor Lane and Sim Balk Lane heading out of the city would be closed.

10 Both traffic management plans put forward by the York Race Committee can be managed using the powers set out in the Traffic Regulation Order already advertised and will lead to an improvement to the traffic flows on the city's main road network over and above what it would normally be during peak periods. The plans will adequately achieve the aim of separating the city from the effects of the racecourse traffic. Careful consideration, based on previous attendance and car parking figures, has been given to the choice of which category each race meeting should be classed as and the proposals put forward by the York Race Committee strike a good balance between the needs of the transport network and the increased costs associated with the measures required for the full package

of traffic management options available. Hence, officers recommend Members to approve the York Race Committee's preferred Traffic Management Plans. If approved, further monitoring of the road network during the coming racing season will take place to determine what, if any, amendments to the plans could be made, bearing in mind costs, to bring about further improvements.

The Traffic Regulation Order

11 The proposed Traffic Regulation Order (see Annex A) has been formally advertised and is outlined below. Two representations were received from members of the public during the statutory 3 week period. These representations are reproduced in Annex B. In brief, the representations centre around the duration of the proposed restrictions and necessity for the restrictions to be in place for every day of racing as this would result in excessive disruption for local residents, students, etc.

- Road closures, except for local buses and pedal cycles, on:
 - Top Lane, Copmanthorpe at the 30/40mph speed limit changeover.
 - The junctions of streets from the South Bank area on to Campleshon Road and Knavesmire Road.
 - Access only restriction on Campleshon Road and Knavesmire Road except for buses, taxis, pedal cycles and vehicles displaying racecourse parking permits.
 - Access only restrictions to Racecourse Road except for emergency vehicles.
 - Access only restrictions on Knavesmire Road from the Tadcaster Road end except for vehicles using car park "A" on the racecourse.
 - One way traffic on Campleshon Road and Knavesmire Road except for the length of Knavesmire Road being used for access to car park "A" on the racecourse.
- Prohibiting some turning movements at:
 - Mount Vale Drive / St. George's Place, Tadcaster Road / Knavesmire Road, Accesses along Knavesmire Road, Sim Balk Lane / Tadcaster Road, Tadcaster Road to Copmanthorpe Link Road and Moor Lane / A1237
- Prohibition of vehicles on:
 - Southbound traffic on Tadcaster Road between Moor Lane and Sim Balk Lane except for local buses, cycles and permit holders.
 - Southbound traffic on Bishopthorpe Road between Church Lane and Main Street, Bishopthorpe.

- Top Lane, Copmanthorpe between the A64 slip road and the 30mph on the approach to Copmanthorpe except for pedal cycles in both directions and buses heading in a northwesterly direction.
- Prohibiting stopping on Bishopthorpe Road between Campleshon Road and Church Lane and on Sim Balk Lane between Tadcaster Road and Church Lane.
- Prohibiting parking on parts of:
 - Albemarle Road, Bishopthorpe Road, Campleshon Road, Church Lane, Curzon Terrace, Kensington Street, Knavesmire Crescent, Knavesmire Road, Lorne Street, Montague Street, Trafalgar Street and Queen Victoria Street.
- Suspending the heavy goods vehicle restriction applying to the south-western area of York.
- Prohibiting the use of the Public Rights of Way on part of Green Lane and passing through the Scarcroft allotments.
- Authorising the Head of Network Management to suspend any parts of the above on any or all of the race days.

Options

- 12 The options available regarding the Traffic Regulation Order are as follows:

Option 1 - Approve the proposed Traffic Regulation Order as advertised.

Option 2 - Approve a reduced selection of the proposals. This would not require re-advertising.

Option 3 - Abandon the proposals.

Analysis

- 13 The scope of the proposed Traffic Regulation Order allows for a range of measures that can be used depending on the individual circumstances of each event. It is not intended, however, that all the measures will be put in place for every meeting as the meetings vary considerably in size and impact on the highway network. As the aim of the proposals is to minimise the disruption to road users, the needs of residents, students and businesses will be taken into account before each element of the proposed measures are introduced. This approach allows considerable flexibility and should ease the concerns raised, however, it is inevitable that there will be disruption to normal services in some instances if benefits are to be achieved for the city as a whole. Bearing this in mind option 1 in paragraph 13 is preferred.

- 14 It should be noted that if the proposed measures are approved the remaining legal work can be completed in time for the June race meeting.

Corporate Objectives

- 15 One of the City Council objectives is to make getting around York easier and more reliable. The introduction of traffic management measures during race meetings contributes to this aim by reducing congestion. In addition, the proposals will help in reducing the adverse effects on air quality that the additional vehicles may generate.

Implications

- 16 The proposals have the following implications:

- **Financial** With the exception of continuing officer time in monitoring the effectiveness of the proposals put forward for recommendation there are no further budget implications for the City Council.

Members are requested to confirm that the funding for the proposed traffic Management measures is the responsibility of the York Race Committee.

- **Human Resources (HR)** There are no HR implications.
- **Equalities** There are no Equalities implications.
- **Legal** The City of York Council, as Highway Authority for the area, has powers under the Highways Act 1980, the Road Traffic Regulation Act 1984 and the Traffic Signs Regulations and General Directions 2002 to implement the proposals detailed in this report.
- **Crime and Disorder** There are no Crime and Disorder implications.
- **Information Technology (IT)** There are no IT implications.
- **Other** There are no other implications.

Risk Management

- 17 There are no risks associated with any of the options.

Recommendations

- 18 Members are asked to:

- 1) Support, in principal, option 2 in paragraph 6 above (the York Race Committees proposed traffic management plans as outlined in Annexes C and D).

Reason: Because the York Race Committee have developed the plans for the benefit of their customers whereas the plan initially put forward does not have their support, hence they would not wish to pursue it.

- 2) Confirm their views on funding for the proposed traffic management plans for the race meetings.

Reason: Because the race meetings are commercial events and the costs should not fall to the residents of York.

- 3) Approve Option 1 in paragraph 12 above (the introduction of the Traffic Regulation Order as advertised and shown in Annex A).

Reason: Because this option allows sufficient flexibility to manage the traffic on the road network during race meetings

Contact Details

Author:

*Alistair Briggs
Traffic Engineer
City Strategy
Tel No. 1368*

Chief Officer Responsible for the report:

*Damon Copperthwaite
Acting Assistant Director of
City Development and Transport*

Report Approved **Date** 15/5/06

Wards Affected: *List wards or tick box to indicate all*

All

For further information please contact the author of the report

Background Papers:

None

Annexes

- Annex A** The York (Knavesmire Area) Traffic Regulation Order 2006 Notice of Proposals
- Annex B** Objections to the proposed Traffic Regulation Order.
- Annex C** York Race Committee "Other Race days" Traffic Management Plan
- Annex D** York Race Committee "Ebor Race days" Traffic Management Plan

CITY OF YORK COUNCILTHE YORK (KNAVESMIRE AREA) TRAFFIC ORDER 2006NOTICE OF PROPOSALS

Notice is hereby given that City of York Council (the Council), in exercise of powers under Sections 1, 2, 4, 19, 92 and Schedule 9 of the Road Traffic Regulation Act 1984 ("the Act") and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Schedule 9 of the Act and being satisfied that for avoiding danger or the likelihood of danger arising to persons or other traffic using the roads (including footpaths) referred to in this Notice where access for a class of vehicle or pedestrian is prohibited for more than eight hours in twenty four hours it is requisite that Section 3(1)(b) of the Act should not apply in respect of those roads (including footpaths), proposes to make an Order imposing, subject to paragraph 11, traffic and pedestrian restrictions in the Knavesmire Area of York, on days when horse racing takes place at the Knavesmire Racecourse. The restrictions will not apply to emergency vehicles and personnel in an emergency and will have the effect of:

1. prohibiting vehicles, except local buses and pedal cycles, from proceeding between 9am and 9pm:
 - (a) in Albemarle Road, Curzon Terrace, Kensington Street, Knavesmire Crescent, Lorne Street, Montague Street, Trafalgar Street and those back lanes giving access to properties on the north side of Campleshon Road and properties in roads leading therefrom at their respective junctions with Campleshon Road,
 - (b) into and from Queen Victoria Street between its junction with Knavesmire Road and Knavesmire Crescent,
 - (c) in that length of Top Lane subject to a 40mph speed limit between its junction with the A64 east-bound carriageway exit slip road to York West and the commencement of the 30mph speed limit on approach to Copmanthorpe village;

2. prohibiting vehicles, between 9am and 9pm, except emergency vehicles, local buses, taxis, private hire vehicles, buses and coaches operating a shuttle service to and from the railway station or when transporting racegoers to and from the racecourse, vehicles displaying Racecourse Parking Permits and pedal cycles from:
 - (a) proceeding in Campleshon Road and Knavesmire Road,
 - (b) from making 'left' or 'right' hand turns from Bishopthorpe Road into Campleshon Road;

3. prohibiting vehicles between 9am and 9pm, from proceeding in:
 - (a) Racecourse Road, except emergency vehicles,
 - (b) in that length of Knavesmire Road to the south west of the Herdsman's Cottage extending along the north bound traffic lane to a point 5m south from the Racecourse 'A' Car Park entrance, except those proceeding to and from that Car Park;

4. prohibiting vehicles, except emergency vehicles, from proceeding between 9am and 9pm in other than a:
 - (a) westerly direction in Campleshon Road, and in a
 - (b) north westerly direction in Knavesmire Road except that this prohibition will not apply to a vehicle proceeding to or from Racecourse 'A' Car Park between 9am and 4pm in that length to the south west of the Herdsman's Cottage extending along the north bound traffic lane to a point 5m south from the Racecourse 'A' Park entrance;

5. prohibiting the following vehicular movements:
 - (a) right hand turns between 5pm and 7pm from Mount Vale/Tadcaster Road into Mount Vale Drive and St George's Place,
 - (b) left hand and right hand turns between 9am and 9pm from Mount Vale/Tadcaster Road into Knavesmire Road except vehicles proceeding to the Racecourse 'A' Car Park between 9am and 4pm and entering Knavesmire Road in that length to the south west of the Herdsman's Cottage,
 - (c) left hand turns between 9am and 9pm from the Council Depot/Café Forecourt entrance (adjacent to Knavesmire Road) into Knavesmire Road,
 - (d) right hand turns between 9am and 9pm from:
 - (i) Racecourse 'A' Car Park entrance into Knavesmire Road,
 - (ii) Racecourse 'D' Car Park entrance into Campleshon Road,
 - (e) right hand turns between 9am and 9pm from Sim Balk Lane into Tadcaster Road except local buses and pedal cycles,
 - (f) right hand and left hand turns between 9am and 3pm from Tadcaster Road at London Bridge into the Copmanthorpe Link Road (towards Top Lane) except pedal cycles,
 - (g) right hand turns between 9am and 9pm from Moor Lane onto the York Outer Ring Road (A1237) except local buses;

6. prohibiting vehicles from proceeding:
 - (a) between 9am and 3pm in other than a northerly direction (towards the City) in that length of Tadcaster Road between its junction with Sim Balk Lane and Moor Lane except local buses, pedal cycles and Holders of Tadcaster Road Permits issued by the Council, with police approval, in cases where there is an unacceptable degree of hardship or no reasonable alternative,
 - (b) between 4pm and 9pm in other than a southerly direction (towards Bishopthorpe village centre) in that length of Bishopthorpe Road between its junctions with Church Lane and Main Street, except local buses and pedal cycles,
 - (c) between 9am and 3pm in other than a:
 - (i) south westerly direction (towards Copmanthorpe) except pedal cycles, and in other than a
 - (ii) north easterly direction (towards the City) except local buses and pedal cyclesin that length of Top Lane subject to a 40mph speed limit between its junction with the A64 east-bound carriageway exit slip road to York West and the commencement of the 30mph speed limit on approach to Copmanthorpe village;

7. prohibiting stopping at all times on both sides of that length of:
 - (a) Bishopthorpe Road between its junctions with Campleshon Road and Church Lane and
 - (b) Sim Balk Lane between its junctions with Tadcaster Road and Church Lane;

8. prohibiting waiting at any time in lengths of road on both sides of:
 - (a) Albemarle Road, between its junctions with Scarcroft Hill and The Mount,
 - (b) Albemarle Road, for 20m from its junction with Campleshon Road,
 - (c) Bishopthorpe Road, between its junctions with Scarcroft Road and Campleshon Road,
 - (d) Campleshon Road – the whole length,

- (e) Church Lane, between its junctions with Bishopthorpe Road and Sim Balk Lane, except the metalled area of verge opposite even numbered properties at 2 to 20 Church Lane.
 - (f) Curzon Terrace, for 20m from its junction with Campleshon Road,
 - (g) Kensington Street, for 20m from its junction with Campleshon Road,
 - (h) Knavesmire Crescent, for 20m from its junction with Campleshon Road,
 - (i) Knavesmire Road – the whole length,
 - (j) Lorne Street, for 20m from its junction with Campleshon Road,
 - (k) Montague Street, for 20m from its junction with Campleshon Road,
 - (l) Trafalgar Street, for 20m from its junction with Campleshon Road,
 - (m) Queen Victoria Street, for 20m from its junction with Knavesmire Crescent; except that this proposal will not apply in lengths where parking provision or 'No Waiting at any time' restrictions are in place on the day or at the time the restrictions are being imposed;
9. suspending the heavy goods vehicle Restriction of Driving Order applying to the south western area of York;
10. between 9am and 9pm, prohibiting the use of public rights of way:
- (a) passing through Scarcroft Allotment Gardens between Scarcroft Road and Albemarle Road except Allotment Permit Holders, and in
 - (b) Green Lane, between its junctions with Sim Balk Lane and Bishopthorpe Road, except pedestrians;
11. authorising the Council's Head of Network Management, after consultation with the Chief Officer of Police, to suspend the operation of the Orders or any part(s) of such Orders on any or all race days or parts thereof if it appears to that officer that such suspension will not be prejudicial:
- (a) to the expeditious, convenient and safe movement of traffic;
 - (b) to the preservation or improvement of the amenities of the area through which any highway subject of restriction passes.

A copy of the draft Order, Statement of Reasons for making it and relevant maps can be inspected at the Reception, 9 St Leonard's Place, York, during normal business hours. Objections or other representations specifying reasons for the objection or representation should be sent to me in writing to arrive no later than 27 March 2006.

Dated 6 March 2006

Damon Copperthwaite
Acting Assistant Director
(City Development and Transport)
9 St Leonard's Place, York YO1 7ET

Explanatory Note

The restrictions form the basis for future management of the movement and waiting of traffic on Race Days at and on the approaches to the Knavesmire and are tempered so as to minimise conflict of race traffic with local, commercial and holiday traffic in the Knavesmire as well as the wider City area. The Order also takes account of the need to protect and preserve the amenity of the residential areas in close proximity to the racecourse and reflects the experience gained from the implementation of the 'Experimental' measures on race days during 2005 and the feedback from the subsequent consultation process.

Whilst the regulatory measures, as outlined, are sufficient to ensure safety on a day when a higher race attendance is anticipated there is a need to reserve powers to suspend the regulations in all or in part so as to lessen local impact on those days when a lower attendance is anticipated. The measures will therefore be implemented so as to afford the degree of flexibility needed to reflect the requirements on any particular race day.

The provisions contained in this Order do not derogate from statutory powers extended to the police when taking action considered necessary or expedient to prevent or mitigate congestion or obstruction of traffic, or danger to or from traffic, in consequence of extraordinary circumstances.



YORK (COPMANTHORPE) RESTRICTION ON DRIVING AREA

SCALE 1:5000
Originating Group
Organisation

DRAWN BY JB
Project

DATE 24/6/2004
Drawing No.
DT/04/80



CITY OF YORK COUNCIL

THE YORK (KNAVESMIRE AREA) TRAFFIC MANAGEMENT ORDER 2004

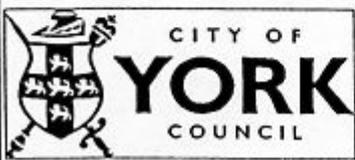
STATEMENT OF REASONS

City of York Council in furtherance of improving road safety and local amenities, whilst at the same time balancing residential and commercial considerations, are satisfied that it is desirable to introduce the traffic regulations set out in the 'Notice of Proposals' to this Order.

The Order makes provision for, what is considered, better management of the movement and waiting of traffic on Race Days at and on the approaches to the Knavesmire racecourse and its parking areas. It is tempered to minimise congestion and obstruction by removing, so far as possible, the likelihood of conflict of race traffic with local, commercial and holiday traffic not just in the Knavesmire area but in the wider City area. The Order also takes account of the need to protect and preserve the amenity of the residential areas in close proximity to the racecourse.



 BOUNDARY OF AREA



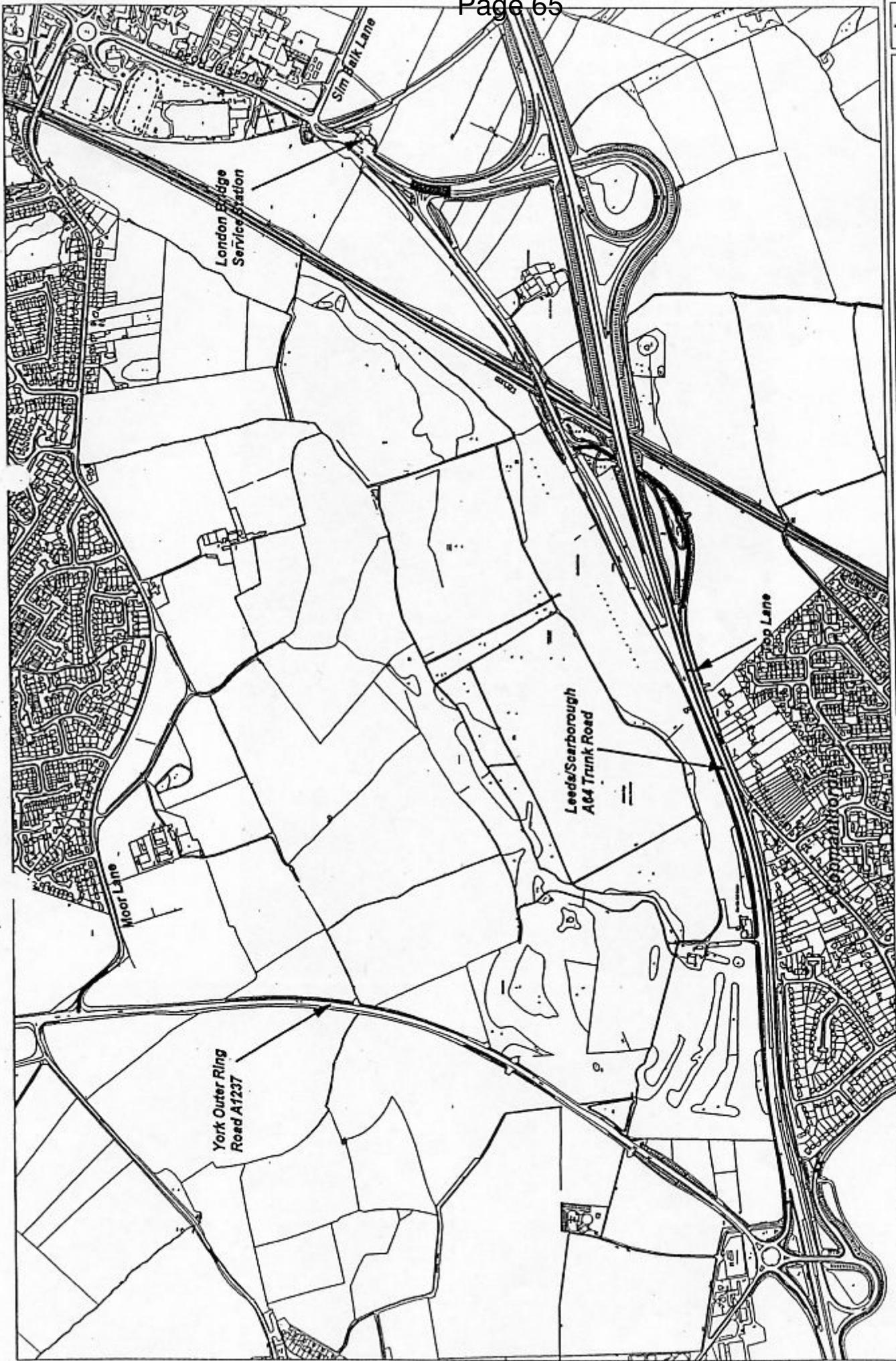
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YORK (TADCASTER ROAD) RESTRICTION ON DRIVING AREA

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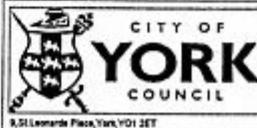
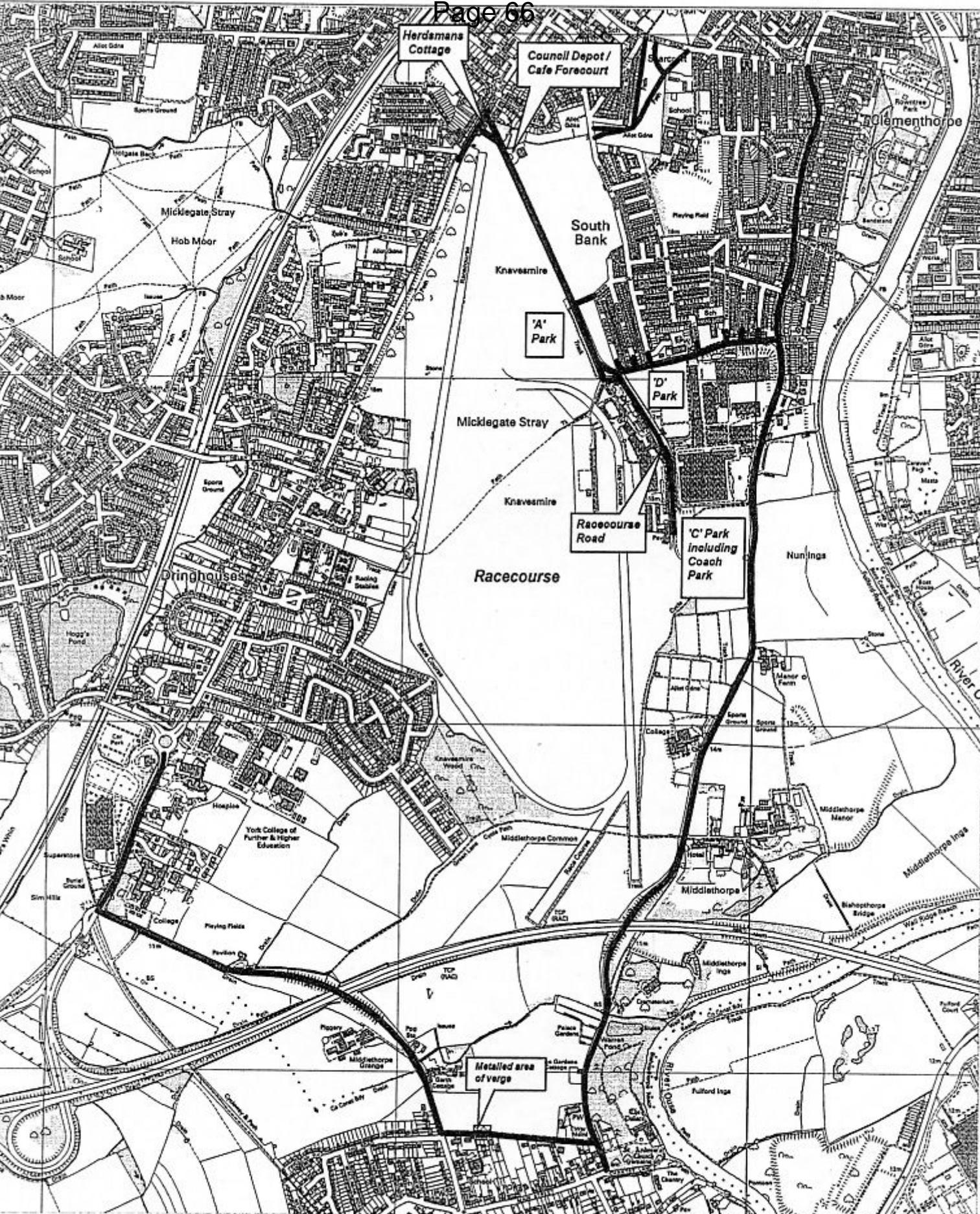



 DATE: 25/03/06
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 COUNTY: Y.S.
 ORGANISATION:



ASKHAM BRYAN/COPMANTHORPE - Plan showing roads subject of
 proposed traffic restrictions on Race Days.

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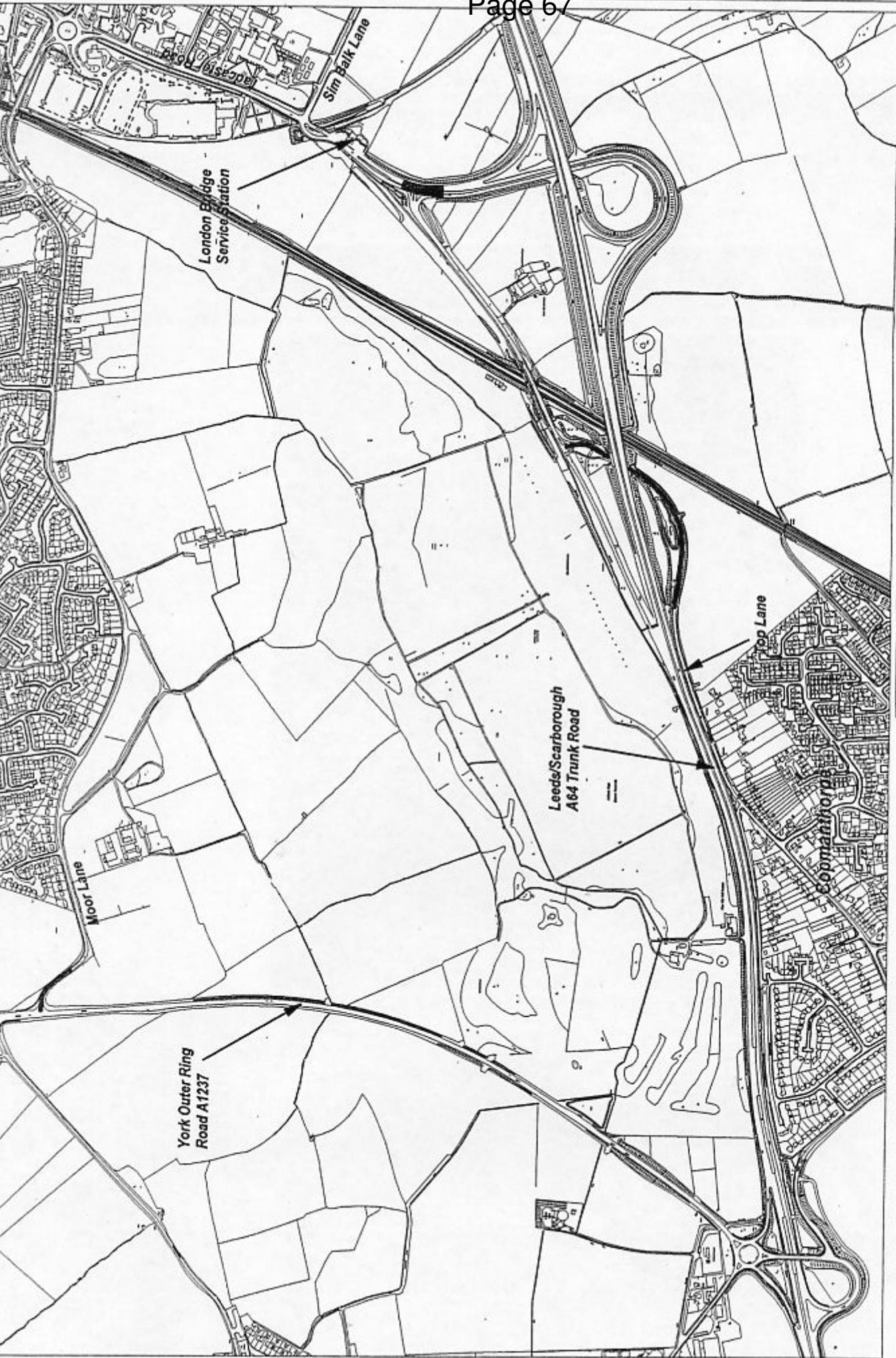


3, 21 Leazes Park, York YO1 2ET
Telephone: 01904 613161

YORK/BISHOPHTHORPE - Plan showing roads subject of proposed traffic restrictions on Race Days.

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ASKHAM BRYAN/COPMANTHORPE - Plan showing roads subject of proposed traffic restrictions on Race Days.

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YORK RACE COMMITTEE**PROPOSED RACEDAY TRAFFIC MANAGEMENT PLAN – ‘OTHER’ RACEDAYS****1 AIMS AND OBJECTIVES**

- 1.1 This plan has been devised with the aim of minimising inconvenience and travel delays to the public of York and racegoers alike by way of traffic measures that are appropriate for the traffic levels on the day, are easily understood by those involved, and which provide certainty and confidence for the users and operators of the plan.
- 1.2 The key objectives have been identified to be:
- a) The isolation of raceday traffic from the rest of the city.
 - b) Minimise delay on arrival and departure for racegoers.
 - c) Minimising the impact of race meetings on local residents.
 - d) Minimising the level of demand on the resources of outside bodies, such as the City of York Council and North Yorkshire Police.

2 OVERALL CONCEPT

- 2.1 The general concept of this proposal is to produce a plan which:
- a) Encourages raceday traffic to access the racecourse by way of the A64 road and in doing so avoiding adding to traffic loads in the city.
 - b) Encourages greater use of public transport through the operation of co-ordinated and well-managed connections

3 SUMMARY OF PROPOSALS

- 3.1 That maximum levels of vehicle users wishing to park at the racecourse approach and depart by way of the A64.
- 3.2 That, on the basis of experience gained in 2004 and 2005, all traffic approaching the racecourse from the A64 be encouraged to approach the racecourse via Sim Balk Lane, Church Lane, Bishopthorpe Road and (where appropriate) Campleshon Road and Knavesmire Road.
- 3.3 That all such vehicles approaching by the suggested route will turn off left, without crossing opposing traffic into the ‘B’, ‘C’, ‘D’ and ‘A’ car parks respectively.
- 3.4 That the ‘one-way’ system on Campleshon and Knavesmire Roads, though appropriate for the John Smith’s and Ebor Racing Festivals in July and August, is not appropriate for the anticipated vehicle levels of the remaining racedays.

- 3.5 That the costly modifications made to the traffic signals to facilitate the operation of the one-way system on major racedays should remain as originally configured on the basis that, by encouraging parking to the south of the racecourse, the load on that junction will be greatly diminished on smaller racedays.
- 3.6 At the conclusion of racing all vehicles be encouraged to retrace the route by which they accessed the area. For the majority of vehicles this would involve the A64 and it is proposed that at the exit phase all vehicles travelling towards Tadcaster Road along Sim Balk should not be allowed to turn right towards the city.
- 3.7 This proposal acknowledges that, in the light of experience, it may be necessary on the exit phase to physically prevent access to St George's Place. Similarly, it is suggested that the impact of the pelican crossing on Tadcaster Road adjacent to Nelson's Lane be monitored to prevent delays to traffic travelling out of the city. Though neither aspect is thought likely to cause problems on minor racedays, appropriate alternative arrangements can be quickly made.
- 3.8 That, by utilising a package of measures which are appropriate to vehicle levels, the impact of racedays on the everyday life of the South Bank residents will be minimally affected.
- 3.9 That, in the interests of public safety, 'no waiting' restrictions be adopted on Albemarle Road, Church Lane/Bishopthorpe Road and Sim Balk Lane on every raceday of the season.
- 3.10 That the overall plan for all racedays should give due recognition to and encourage the beneficial impact of the use of public transportation in all its forms, cycling and safe pedestrian access to the racecourse.
- 3.11 That the interests of the residents and users of Tadcaster Road and Bishopthorpe Road be protected from additional parking restrictions by the adoption of this plan.

4 PROPOSALS FOR MOVEMENT RESTRICTIONS AND PERIOD OF PLAN OPERATION

- 4.1 These are quite detailed and are attached at Appendix 'A'.

5 EVENT ROAD SIGNAGE

- 5.1 It is proposed that the temporary signage regime be developed and supplied by the AA, the racecourse's appointed contractor. Details of the appropriate signage will be specified by the York Race Committee after consultation with the City of York Council Network Management Department.
- 5.2 It is intended that the required liaison with the Highways Agency re directional signage on the major access routes be handled in similar manner.
- 5.3 At the heart of the eventual plan will be the desire to encourage all ring road traffic to use the A64 as a means of access to the racecourse thereby deterring motorists crossing the city to get there.

PROPOSED MOVEMENT RESTRICTIONS AND PERIODS OF OPERATION

A

South Bank Area

Exact Location : At the junction of Bishopthorpe Road with Campleshon Road

The prohibition of the RIGHT turns towards the racecourse between 9 am and 9 pm (and in that period only when signs are displayed) except for emergency vehicles, local buses, taxis, private hire vehicles, buses and coaches operating a shuttle service to and from the Railway Station, coaches transporting racegoers to and from the racecourse, permit holders and cyclists.

Racecourse area

Exact Location : At County Stand Road

That the road be closed between 9 am and 9 pm (and in that period only when signs are displayed), except for permit holders, emergency vehicles, local buses, taxis, private hire vehicles, buses and coaches operating a shuttle service to and from the Railway Station, coaches transporting racegoers to and from the racecourse and cyclists.

Tadcaster Road area

Exact Location : At the junction of St George's Place with Tadcaster Road/Mount Vale

The prevention of vehicles making a right turn between 5pm and 7pm only (and in that period only when signs are displayed), except for emergency vehicles (in an emergency). Signs only to be displayed when specifically authorised by the Head of Network Management.

Sim Balk Lane area

Exact Location : At the junction of Sim Balk Lane with Tadcaster Road

The prohibition of RIGHT turns towards the city centre between 9 am and 9 pm (and in that period only when signs are displayed), except for emergency vehicles (in an emergency), local buses and cyclists.

Exact Location : At Green Lane for its length between Sim Balk Lane and Bishopthorpe Road

The prohibition of cyclists cycling on Green Lane between 9 am and 9 pm (and in that period only when signs are displayed).

Bishopthorpe area

Exact Location : At Bishopthorpe Road at its junctions with Church Lane and Main Street

The prohibition of any vehicle traveling on Bishopthorpe Road, except for emergency vehicles (in an emergency), local buses and cyclists other than in the direction NORTH to SOUTH (ie towards the village) between 4 pm and 9 pm (and in that period only when signs are displayed)

Exact Location : At Bishopthorpe Road at the access point with 'B' and 'C' car parks

The prohibition of any vehicle turning left onto Bishopthorpe Road i.e. towards the city when exiting from 'C' Bustardthorpe car park.

WAITING RESTRICTIONS AND PERIODS OF OPERATION**Specific lengths**

Prohibition of vehicles waiting when and where temporary no waiting cones are in place in:-

Bishopthorpe Road between its junction with Church Lane and its junction with Scarcroft Road

Church Lane between its junction with Bishopthorpe Road and its junction with Sim Balk Lane

Albemarle Road between its junction with Scarcroft Hill and its junction with The Mount

Campleshon Road – full length
Knavesmire Road – full length

Stopping restrictions and periods of operation

That no vehicle should be allowed to stop at any time upon any road or part of the road described in column one of the table below on any race day between the points described in column two for the period specified in column three.

Column One	Column Two	Column Three
Road or Part of Road concerned	Length of road or part of road affected	Duration of restriction
Sim Balk Lane	Between its junction with Tadcaster Road and its junction with Church Lane	Any race day from 00.00 hours to 24.00 hours
Bishopthorpe Road	Between its junction with Church Lane and its junction with Campleshon Road	Any race day from 00.00 hours to 24.00 hours

UTILISATION OF PORTABLE TRAFFIC CONTROL EQUIPMENT

Temporary control measures – alternative to using Police

Use of staffed portable traffic lights (to be staffed by approved, non-police personnel) :-

Exit from 'C' Bustardthorpe car park	Exit
Bishopthorpe Road/Campleshon Road	Arrival/Exit
Church Lane/Sim Balk Lane	Exit
Church lane/Bishopthorpe Road	Arrival

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YORK RACE COMMITTEE

PROPOSED RACEDAY TRAFFIC MANAGEMENT PLAN – 'EBOR' RACEDAYS

1 AIMS AND OBJECTIVES

- 1.1 This plan has been devised for use on the major racedays at York Racecourse, ie the August 'Ebor' Festival and the John Smith's Day in July each year. It is aimed at minimising inconvenience and travel delays to the public of York and racegoers alike by way of traffic measures that are appropriate for the traffic levels on the day, are easily understood by those involved, and which provide certainty and confidence for the users and operators of the plan.
- 1.2 The key objectives have been identified to be:
- a) The isolation of raceday traffic from the rest of the city.
 - b) Minimise delay on arrival and departure for racegoers.
 - c) Minimising the impact of race meetings on local residents.
 - d) Minimising the level of demand on the resources of outside bodies, such as the City of York Council and North Yorkshire Police.

2 OVERALL CONCEPT

- 2.1 The general concept of this proposal is to produce a plan which:
- a) Encourages raceday traffic to access the racecourse by way of the A64 road and pre-determined local roads thereby avoiding adding to traffic loads in the city.
 - b) Encourages maximum use of public transport by racegoers through the operation of a 'one way' system which provides for enhanced accessibility to the racecourse for public transport users and pedestrians and clearly identifies drop-off/collection points for vehicles.

3 SUMMARY OF PROPOSALS

- 3.1 That maximum levels of vehicle users wishing to park at the racecourse approach and depart by way of the A64.
- 3.2 That, on the basis of experience gained in 2004 and 2005, the traffic leaving the A64 be directed into two streams though greater use should be made of the access roads through Bishopthorpe and car parks to the south of the racecourse site, ie coach park and Bustardthorpe. The aim being to create more manageable levels of vehicles using the A1036 Tadcaster Road, including those from the 'A' and 'D' northern racecourse car parks.

- 3.3 That for every race meeting in this category Campleshon Road and Knavesmire Road should be made one-way between Bishopthorpe Road and Knavesmire Gates, constituting a major part of a clockwise direction route for public transport and pedestrians from the railway station and city.
- 3.4 As for all categories of racedays at York, motor vehicles leaving racecourse parking areas would be required to re-trace their route to the A64. An important aspect of the plan would be that, on the exit phase, all vehicles approaching Tadcaster Road from Sim Balk Lane would not be allowed to turn right towards the city.
- 3.5 FOR THE THREE DAYS OF THE AUGUST EBOR MEETING **ONLY** the exit from the A64 from the direction of Leeds and the road to the London Bridge junction be made 'one-way' during the in-bound phase. This is to create two lanes of traffic as they leave the A64 and the early development of two clear streams of vehicles for the car parks to the north and south of the racecourse site. This initiative would be created by the diversion of traffic travelling out of the city to Copmanthorpe.
- 3.6 Again, FOR THE THREE EBOR RACEDAYS ONLY, and specifically for the in-bound phase, there would be no direct exit onto the A64 available by using Tadcaster Road. This would be achieved by a diversion using Moor Lane and the A1237. During the period of the diversion, traffic would not be allowed to turn right at the A1237/Moor Lane junction.
- 3.7 It is anticipated that there may be a need during the out-bound phase to prevent out of city traffic turning right into St George's Place. This action should be taken when judged necessary by the Network Management Department.
- 3.8 Similarly, it is possible that there may be a need, again at the out-bound phase, to address the possibility of the ordinary operation pelican crossing at Tadcaster Road/Nelson's Lane creating a traffic build-up for out-of-city traffic. This may be best dealt with by way of Community Crossing Warden until such time as it is safe to revert to normal operation of the signals.
- 3.9 With the interests of the South Bank residents in mind, we are not proposing to isolate the estate or blanket control the side roads off Tadcaster Road or Bishopthorpe Road through widespread use of temporary 'no waiting' restrictions. Having said that, it is still considered appropriate for the estate roads connecting with Campleshon Road and Knavesmire Road to be physically closed off on 'Ebor' category racedays. Failing to take such action may lead to 'rat runs' through the estate with rogue vehicles emerging the wrong way in the 'one-way' system.
- 3.10 For reasons of public safety, it is recommended that temporary restrictions are put in place on Albemarle Road, Church Lane and the rural areas of Bishopthorpe Road and Sim Balk Lane. Such restrictions should be applied for all categories of raceday.
- 3.11 By the above means, the urban sections of Bishopthorpe Road, Tadcaster Road and the side roads, will be allowed to operate free of additional waiting restrictions on racedays.

4 PROPOSALS FOR MOVEMENT RESTRICTIONS AND PERIOD OF PLAN OPERATION

4.1 These are quite detailed and so are attached at Appendix 'A'.

5 EVENT ROAD SIGNAGE

- 5.1 It is proposed that the temporary signage regime be developed and supplied by the AA, the racecourse's appointed contractor. Signage will be large, clear and visible. Details of the appropriate signage will be specified by York Race Committee after consultation with the City of York Council Management Department.
- 5.2 It is intended that the required liaison with the Highways Agency re directional signage on the major access routes be handled in a similar manner.
- 5.3 At the heart of any eventual plan will be the desire to encourage all ring road traffic to use the A64 as a means of access to the racecourse thereby deterring motorists crossing the city to get there.

PROPOSED MOVEMENT RESTRICTIONS AND PERIODS OF OPERATION

South Bank Area :

Exact Location : as specified below

That the following roads be closed between 9am and 9 pm only except for emergency vehicles (in an emergency) local buses and cyclists at the following points: -

Junction Montague Street with Campleshon Road
 Junction Kensington Street with Campleshon Road
 Junction Trafalgar Street with Campleshon Road
 Junction Lorne Street with Campleshon Road
 Junction Albemarle Road with Campleshon Road
 Junction Curzon Terrace with Campleshon Road
 Junction Knavesmire Crescent with Campleshon Road

Exact Location: the junction of Queen Victoria Street and Knavesmire Crescent

That the road be closed between 9am and 9 pm only except for emergency vehicles (in an emergency) local buses and cyclists.

Exact Location : the junction of Bishopthorpe Road with Campleshon Road

That the prohibition of LEFT turns towards the racecourse between 9 am and 9 pm (and in that period only when signs are displayed) except for emergency vehicles, local buses, taxis, private hire vehicles, buses and coaches operating a shuttle service to and from the Railway Station, coaches transporting racegoers to and from the racecourse, permit holders and cyclists.

Exact Location : the junction of Bishopthorpe Road with Campleshon Road

The prohibition of RIGHT turns towards the racecourse between 9 am and 9 pm (and in that period only when signs are displayed) except for emergency vehicles, local buses, taxis, private hire vehicles, buses and coaches operating a shuttle service to and from the Railway Station, coaches transporting racegoers to and from the racecourse, permit holders and cyclists.

Racecourse area

Exact Location : the junction s of Campleshon Road with Bishopthorpe Road and Campleshon Road with Albemarle Road

That the roads be closed between 9 am and 9 pm (and in that period only when signs are displayed), except for permit holders, emergency vehicles, local buses, taxis, private hire vehicles, buses and coaches operating a shuttle service to and from the Railway Station, coaches transporting racegoers to and from the racecourse and cyclists.

Exact Location : the entire length of County Stand Road

That the road be closed between 9 am and 9 pm (and in that period only when signs are displayed), except for emergency vehicles.

Exact Location : the entire length of Campleshon Road and Knavesmire Road

Prohibition of any vehicle traveling on the following roads/parts of road, except for emergency vehicles (in an emergency) and cyclists other than in the direction SOUTH EAST to NORTH WEST (ie towards the city centre) between 9 am and 9 pm (and in that period only when signs are displayed) unless accessing 'A' car park in the dedicated lane,-

Exact Location : Knavesmire Road

The prohibition of left turns from the Council Depot/café forecourt 9am to 9pm onto Knavesmire Road as and when signs are displayed.

Tadcaster Road area

Exact Locations : the junctions of Tadcaster Road with Moor Lane and Sim Balk Lane

Prohibiting right turns between 5pm and 7pm only (and in that period only when signs are displayed), except for emergency vehicles (in an emergency), from Tadcaster Road/Mount Vale into St George's Place. The signs only to be displayed when specifically authorised by the Head of Network Management.

These roads to be closed between 9 am and 3 pm (and in that period only when signs are displayed), except for emergency vehicles (in an emergency), local buses, cyclists and permit holders traveling between the following POINTS and in the direction NORTH to SOUTH (i.e. towards the A64).

Exact Location : the junction of Tadcaster Road and The Mount with Knavesmire Road

The prohibition of LEFT turns towards the racecourse between 9am and 9 pm (and in that period only when signs are displayed) except for emergency vehicles (in an emergency) and cyclists.

Sim Balk Lane area

Exact Location : the junction of Sim Balk Lane and Tadcaster Road

The prohibition of RIGHTs turn towards the city centre between 9 am and 9 pm (and in that period only when signs are displayed), except for emergency vehicles (in an emergency), local buses and cyclists.

Exact Location : the length of Green Lane between its junction with Sim Balk Lane and Bishopthorpe Road

Prohibition of cyclists cycling on Green Lane between 9 am and 9 pm (and in that period only when signs are displayed).

Exact Location : between the junctions of Bishopthorpe Road with Church Lane and Main Street

The prohibition of any vehicle traveling on Bishopthorpe Road, except for emergency vehicles (in an emergency), local buses and cyclists other than in the direction NORTH to SOUTH (ie towards the village) between 4 pm and 9 pm and in that period only when signs are displayed.

Exact Location : Bishopthorpe Road at the entrance point to the 'B' and 'C' racecourse car parks

Prohibition of any vehicle turning left onto Bishopthorpe Road i.e. towards the city when exiting.

Copmanthorpe area

Exact Location : the junction Top Lane and the A64 city centre exit slip road from the Leeds direction. The commencement point of the 30 mph built up area for Copmanthorpe on Top Lane

The prohibition of any vehicle traveling on Top Lane, except for emergency vehicles (in an emergency), and cyclists other than in the direction NORTH EAST to SOUTH WEST (ie towards the village) between the following POINTS between 9 am and 3 pm (and in that period only when signs are displayed),.

Exact Location : the junction of Top Lane and the A64 city centre exit slip road from the Leeds direction. The junction of Top Lane extension and the A64 city centre exit slip road from the Scarborough direction

The prohibition of any vehicle traveling on Top Lane, except for emergency vehicles (in an emergency), and cyclists other than in the direction SOUTH WEST to NORTH EAST (ie towards the city centre) between 9 am and 3 pm (and in that period only when signs are displayed).

Exact Location : the junction of the Top Lane extension and the A64 city centre exit slip road from the Scarborough direction

The prohibition of RIGHT turns towards Copmanthorpe between 9 am and 3 pm and in that period only when signs are displayed, except for emergency vehicles (in an emergency) and cyclists.

Exact Location : the junction of the Top Lane extension and the A64 city centre exit slip road from the Scarborough direction

The prohibition of LEFT turns towards Copmanthorpe between 9 am and 3 pm and in that period only when signs are displayed, except for emergency vehicles (in an emergency) and cyclists.

Exact Location : the junction of Moor Lane and the A1237 Outer Ring Road

The prohibition of RIGHT turns between 9 am and 9 pm (and in that period only when signs are displayed), except for emergency vehicles (in an emergency) and local buses.

Waiting restrictions and periods of operation

Specific lengths

It is proposed that waiting be prohibited when and where temporary no waiting cones are in place in the following locations:-

Bishopthorpe Road between its junction with Church Lane and its junction with Scarcroft Road.

Church Lane between its junction with Bishopthorpe Road and its junction with Sim Balk Lane.

Albemarle Road between its junction with Scarcroft Hill and its junction with The Mount.

Campleshon Road – full length.

Knavesmire Road – full length.

Montague Street both sides for a distance of 20m at its junction with Campleshon Road.

Kensington Street both sides for a distance of 20m at its junction with Campleshon Road.

Trafalgar Street both sides for a distance of 20m at its junction with Campleshon Road.

Lorne Street both sides for a distance of 20m at its junction with Campleshon Road
Albemarle Road both sides for a distance of 20m at its junction with Campleshon Road.

Curzon Terrace both sides for a distance of 20m at its junction with Campleshon Road.

Knavesmire Crescent both sides for a distance of 20m at its junction with Campleshon Road.

Queen Victoria Street both sides for a distance of 20m at its junction with Knavesmire Crescent.

Stopping restrictions and periods of operation

No vehicle shall stop at any time upon any road or part of the road described in column one of the table below on any race day between the points described in column two for the period specified in column three.

Appropriate clearway signing will be required.

Column One	Column Two	Column Three
Road or Part of Road concerned	Length of road or part of road affected	Duration of restriction
Sim Balk Lane	Between its junction with Tadcaster Road and its junction with Church Lane	Any race day from 00.00 hours to 24.00 hours
Bishopthorpe Road	Between its junction with Church Lane and its junction with Campleshon Road	Any race day from 00.00 hours to 24.00 hours

Issue of Permits

Permits to be available free of charge to those approved in advance by the City of York Council's Head of Network Management and based upon the criteria that: -

- there is no reasonable alternative available to the individual concerned

AND

- the prohibited movement would impose an unacceptable degree of hardship on the individual concerned

AND

the police are in agreement with such a permit being issued.

Event Road Signage

- 5.1 It is proposed that the temporary signage regime be developed and supplied by the AA, the racecourse's appointed contractor. Details of the appropriate signage will be specified by the York Race Committee after consultation with the City of York Council Network Management Department.
- 5.2 It is intended that the required liaison with the Highways Agency re directional signage on the major access routes be handled in similar manner.
- 5.3 At the heart of the eventual plan will be the desire to encourage all ring road traffic to use the A64 as a means of access to the racecourse thereby deterring motorists crossing the city to get there.

UTILISATION OF EXISTING AND PORTABLE TRAFFIC CONTROL EQUIPMENT

Traffic Control Points:-

Top Lane/ A64 Eastbound exit slip Traffic lights (Location No.)	Arrival (Police supervised)
London Bridge Traffic Lights	Arrival (Police supervised)
Tadcaster Road/ Sim Balk Lane Traffic Lights	Arrival (Police supervised)
Tadcaster Road/ St Helens Traffic Lights	Exit (Police supervised)
Moor Lane Rbt Tesco's	Arrival (Police supervised)
Knivesmire Gates	Arrival & Exit (Police supervised)

Temporary control measures – alternative to using Police

Use of staffed portable mobile traffic lights (to be staffed by approved, non-police personnel) :-

Exit from 'C' Bustardthorpe car park	Exit
Bishopthorpe Road/Campleshon Road	Arrival/Exit
Church Lane/Sim Balk Lane	Exit

Knivesmire Road :-

Remove central island so that it can be driven over

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CITY OF YORK
 DEEDS
 9 MAR 2016
 RECEIVED

Copmanthorpe
 York
 YO23 3UJ

Dear Sir,
 I was absolutely incensed to read in the Evening News that you are intending to close the road to Copmanthorpe on all race days. This is totally unacceptable to all the residents and opposed on their behalf by the Parish Council. You have totally disregarded the rights of the residents to access the village. Remember we are the people who pay your wages and elect the Council. The traffic on the majority of race days is reasonably light and it is totally unnecessary to

deny the villagers access and the
 road has service just so a
 few more goes can get there a few
 minutes earlier

It is a great inconvenience and
 expense to residents to have to
 be narrowed in and to have to make
 an expensive detour for several days
 at a time during rare times.

It is a disgrace that you disregard
 the wishes of the Council Tax Payers
 to introduce draconian measures
 that are totally unwarranted
 and put hundreds of residents to
 such disruption to their lives

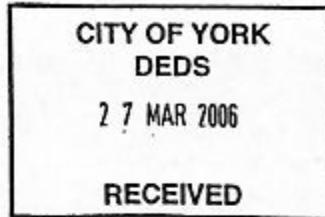
Yours faithfully,

Ans. Anonim (RES)

24 March 2006

Principal: Mike Galloway

Damon Copperthwaite
Acting Assistant Director
City Development and Transport
9 St Leonard's Place
YORK
YO1 7ET



Dear Mr Copperthwaite

THE YORK (KNAVESMIRE AREA) TRAFFIC ORDER

On behalf of York College, I wish to draw attention to the following issues arising from your Notice of Proposals for traffic orders on days when horse racing takes place at the Knavesmire Racecourse.

The proposals impact directly on the normal operation of the College. There are also additional implications for students taking examinations and for enrolment and recruitment events during this period. The restrictions also place operational issues at our Sim Balk Lane Site, which is currently under construction. Any impact of race days, which causes delay to the construction programme, could have both financial consequences as well as a delay to the opening of the new College in September 2007.

The points below summarise our concerns:

1. Section 5(e) prohibits right hand turns between 9.00 am and 9.00 pm from Sim Balk Lane into Tadcaster Road. This will require students accessing the College from this direction to join the A64 and return along the Tadcaster Road via the 1036, which will cause additional disruption.
2. The length of time the restrictions will operate, between 9.00 am and 9.00 pm, seems excessive given the actual impact of race traffic. If applied, the order should be lifted for both afternoon and evening periods.

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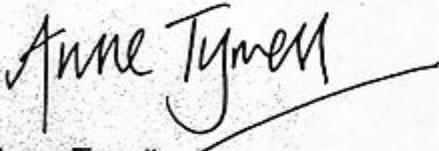
INVESTOR IN PEOPLE



3. The restrictions will impact on all Race Days from May to October. We question the necessity for this level of disruption for all meetings.
4. The planning is based on current highways and road traffic arrangements. As a result of Section 106 and 278 works related to our current development, the road layouts will change in advance of 2007. The implications will be even greater once the College is operational on the Sim Balk Lane Site.
5. The restrictions will also impact adversely on the migration period for the College from May to September 2007. Any potential for delay to the opening of the College at the start of the academic year has very significant adverse consequences.

We are keen to work with you to assist in the smooth running and flows of traffic during race days. We would appreciate the opportunity for further detailed discussion with you on the above points.

Yours sincerely



Anne Tyrrell
Deputy Principal (Operations)



Meeting of the Executive

30 May 2006

Report of the Corporate Landlord

5 Kings Square and 2-3 Kings Court

Summary

- 1 This report is to seek approval to the sale of the freehold interest in this property.

Background

- 2 The subject property is shown by a black verge on the plan at Annex 1 and has a site area of 382 square yards (319 square metres). The site has been developed with a 3 storey building with 2 shops on the ground floor, and 2 storeys of offices above. The council own the site and the buildings are owned by the lessee, the Oakgate Group. The ground lease under which the building was built is for a term of 99 years from October 1962 at a fixed ground rent of £965 per annum.
- 3 The Oakgate Group has applied to buy the freehold interest subject to the existing lease, as they wish to carry out a refurbishment of the building. In view of the fixed ground rent, this is a property which it is considered can be sold providing that the development value is reflected in the price obtained.

Consultation

- 4 Ward Member consultation has taken place. No objections have been received to the proposed sale of the freehold.

Options

- 5 The council could retain the existing ground lease. The existing buildings would revert to the council in 2061, but may deteriorate in the meantime, as there is little incentive to modernise the property.
- 6 To sell the council's freehold interest on the terms listed in confidential Annex 2. This option is recommended.

Analysis

- 7 The sale of the freehold therefore has the following benefits:

- a) Secure a capital receipt for the council.
- b) The value of the fixed ground rent will be eroded by inflation.
- c) Eliminating the blight that can occur to a property in the latter years of a lease.

Corporate Objectives

- 8 As part of the 2006-07 budget, Members earmarked this property for possible disposal to contribute towards the funding of the 2006-09 capital programme. This proposed transaction therefore contributes towards corporate objectives by the raising of finance for approved schemes.

Implications

- 9 There are no financial implications from the proposed transactions other than paragraph 8 above. There are also no legal, crime and disorder or other implications.

Risk Management

- 10 The only risk implication is to the 2006-09 capital programme, if the matter does not proceed.

Recommendation

- 11 That the site of 2-3 Kings Court and 5 Kings Square be sold to the Oakgate Group Plc, as existing lessees, on the terms and conditions detailed in this report.

Contact Details

Author
David Baren
Property Manager – Commercial
Asset & Property Management
Tel: (01904) 553306

Chief Officer Responsible for the Report:
Neil Hindhaugh
Assistant Director of Property Services
Tel: (01904) 553312

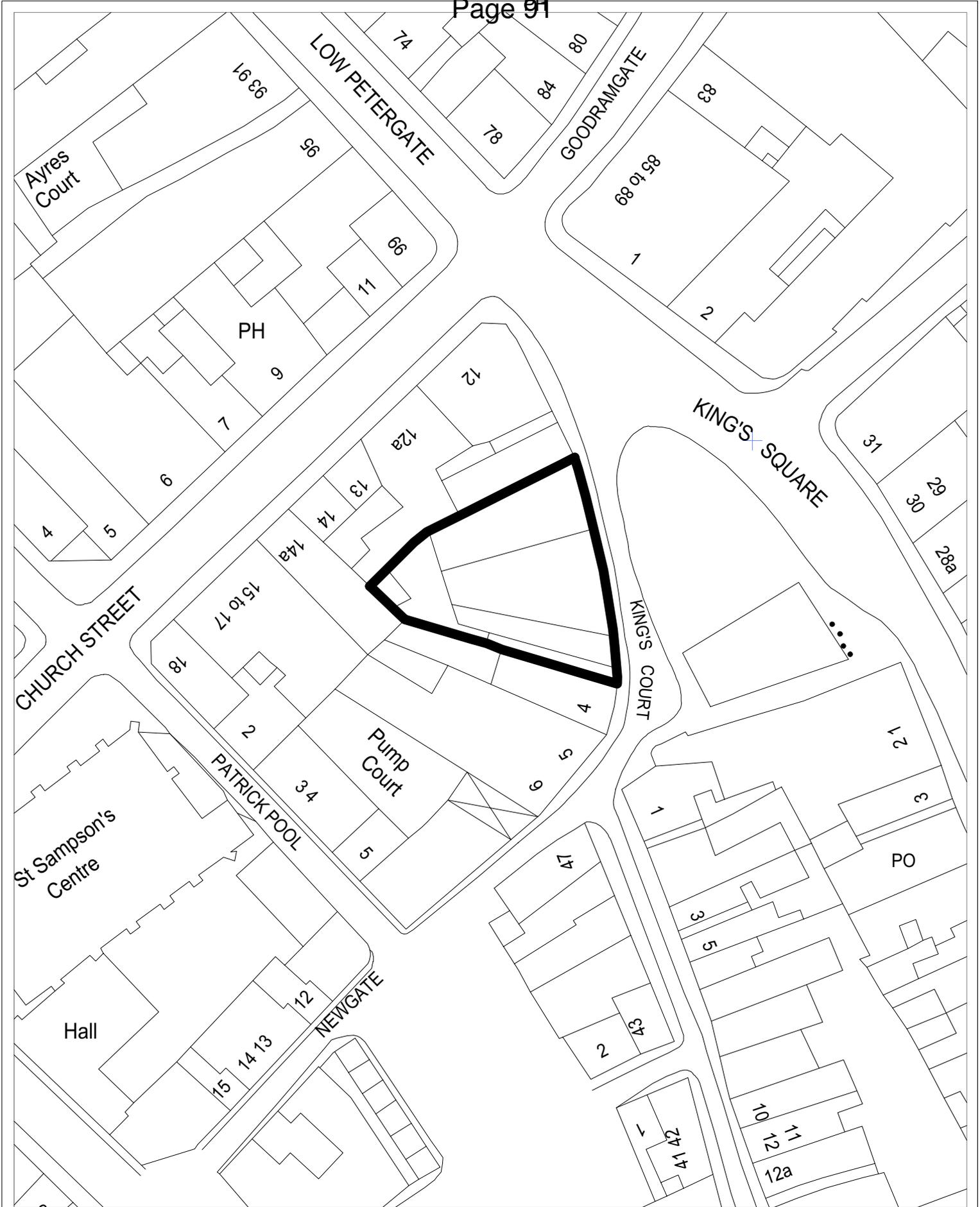
Report Approved **Date** 2 May 2006

Wards Affected: Guildhall

For further information please contact the author of the report

Background Papers: All the information in this report is held on the Property Services file, subject to confidentiality on exempt negotiations.

Annexes **1 – Plan**
 2 – Confidential Terms



2/3 King's Court and 5 King's Square.



Resources
Property Services

SCALE: 1:500

DRAWN BY: GR

DATE 27/4/2006

Originating Group:

Property Services

Drawing No.

PS/A4/106778



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By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

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