



**Notice of a public meeting of
Corporate and Scrutiny Management Policy and Scrutiny
Committee (Calling In)**

- To:** Councillors Levene (Chair), Galvin (Vice-Chair), Crisp, D'Agorne, Fenton, Gates, Lisle, Reid and Williams
- Date:** Monday, 25 July 2016
- Time:** 5.30 pm
- Venue:** The Thornton Room - Ground Floor, West Offices (G039)

AGENDA

1. Declarations of Interest

At this point, Members are asked to declare:

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

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

2. Public Participation

It is at this point in the meeting that members of the public who have registered to speak can do so. The deadline for registering is **5.00pm on Friday 22 July 2016**. Members of the public can speak on agenda items or matters within the remit of the committee.

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

Filming, Recording or Webcasting Meetings

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

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

The Council's protocol on Webcasting, Filming & Recording of Meetings ensures that these practices are carried out in a manner both respectful to the conduct of the meeting and all those present. It can be viewed at https://www.york.gov.uk/downloads/file/6453/protocol_for_webcasting_filming_and_recording_council_meetingspdf

- 3. Minutes** (Pages 1 - 6)
To approve and sign the minutes of the meeting held on 9 May 2016.

- 4. Called-in Item: Better Bus Area Fund - (Pages 7 - 24)
Clarence Street Bus Improvement Scheme**
To consider the decisions made by the Executive Member for Transport and Planning at a Decision Session held on 9 June 2016 in relation to the above item, which has been called in by Councillors Flinders, Looker and D Myers in accordance with the Council's Constitution. A cover report is attached setting out the reasons for the call-in and the remit and powers of the Corporate and Scrutiny Management Policy and Scrutiny Committee (Calling-In) in relation to the call-in, together with the original report and the decisions of the Executive Member for Transport and Planning.

- 5. Urgent Business**
Any other business which the Chair considers urgent under the Local Government Act 1972.

Democracy Officer:
Name: Jayne Carr
Contact Details:
Telephone – (01904) 552030
Email – jayne.carr@york.gov.uk

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

- Registering to speak
- Business of the meeting
- Any special arrangements
- Copies of reports and
- For receiving reports in other formats

Contact details are set out above.

This information can be provided in your own language.

我們也用您們的語言提供這個信息 (Cantonese)

এই তথ্য আপনার নিজের ভাষায় দেয়া যেতে পারে। (Bengali)

Ta informacja może być dostarczona w twoim własnym języku. (Polish)

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

یہ معلومات آپ کی اپنی زبان (بولی) میں بھی مہیا کی جاسکتی ہیں۔ (Urdu)

 (01904) 551550

This page is intentionally left blank

City Of York Council

Committee Minutes

Meeting	Corporate and Scrutiny Management Policy and Scrutiny Committee (Calling In)
Date	9 May 2016
Present	Councillors Levene (Chair), Fenton, Flinders, Galvin (Vice-Chair), Gates, Lisle, Reid, Williams and D'Agorne (Substitute for Councillor Kramm)
In attendance	Councillor Boyce Councillor Carr Councillor Craghill Councillor Cuthbertson
Apologies	Councillor Kramm

11. **Declarations of Interest**

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

12. **Public Participation**

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

13. **Minutes**

Resolved: That the minutes of the meeting held on 12 October 2015 be approved as a correct record and then signed by the Chair subject to minute 7 being amended to read "*Councillor Flinders declared a personal interest as First Group operates train services on railway infrastructure owned by his employer*".

14. Called-in Item Pre-Decision: Private Sector Housing Strategy

Members received a report which presented an update on the work to revise the Private Sector Housing Strategy.

In accordance with the arrangements for pre-decision scrutiny call-in, three Members (Councillors Boyce, N Barnes and Flinders) had called in the intended decision in relation to the Private Sector Housing Strategy for the following reasons:

- (i) To provide input on addressing the efficacy of the current voluntary accreditation scheme;
- (ii) To establish ways in which the council can improve on a lack of available data on the quality of private sector housing stock;
- (iii) To consider how the strategy ties in with the planning system.

Councillor Boyce spoke on behalf of the Call-in Members. She stated that although they broadly supported the strategy they were asking for further consideration to be given to the following issues in order to enhance the policy:

- Referring to objective 2 in the strategy, Members' attention was drawn to the problems caused when Houses in Multiple Occupation (HMOs) were poorly managed. Consideration should be given to extending the current licensing rules for HMOs and for this to be included within the Strategy and Action Plan.
- Referring to the consultation on standards that had previously been reported to Cabinet, Councillor Boyce commented on the poor response from hard to reach members of the community. There was a need to ensure that data in respect of housing was comprehensive in order to make informed decisions on issues such as thresholds. If the data on HMOs was improved, the Article 4 Directive could be managed more effectively.
- The use of more proactive language in the strategy to demonstrate that the Council was determined to take action where standards were dangerous.

- There had been low engagement with the voluntary YorProperty accreditation scheme and hence there needed to be mandatory licensing of all HMOs.

Councillor Boyce also drew Members' attention to the findings of the Building Research Establishment (BRE) survey and stressed the importance of improving the quality of housing. She stated that she was pleased to note that the council had responded to the Government consultation that had taken place on extending mandatory licensing of HMOs and related reforms.

The Executive Member for Housing and Safer Neighbourhoods stated that he supported the comments made by Councillor Boyce. He commented on the significant increase in the number of student lettings in the city, which could cause problems because of the transient nature of this population. The Executive Member stated that there was a need to give further consideration to the extending of licensing and to the Article 4 Directive.

Officers gave an update on the development of the strategy. They stated that it was anticipated that legislation would be introduced in respect of HMOs and it was understood that this would broaden the definition of a mandatory licensing of HMOs.

Members' attention was drawn to research which confirmed the links between poor health and housing issues. It was now possible to plot this data on a ward basis. The Executive Member for Housing and Safer Neighbourhoods informed Members that, although the report primarily focussed on links between housing and physical health, this work needed to be further developed to consider the impact on mental health. Members were informed of a regional Health and Housing Conference which would be taking place at the university on 13 June 2016.

Members suggested that the strategy should also take account of the following issues:

- Whilst the previous approach in respect of HMOs had been on their concentration and spread, there now needed to be a focus on the quality of the accommodation they provided and the wider health impacts.
- It was appropriate for the strategy to focus on the category 1 issues but it was also important to consider less

immediate concerns such as damp or appearance of the property.

- The strategy should use more proactive language regarding the licensing of HMOs.
- Consideration needed to be given as to how issues in respect of the quality of private sector rented family housing could also be addressed.
- Referring to the objective in the Action Plan to reduce the number of long-term empty homes, in particular above shops, it was important to recognise that previous efforts to increase the housing stock by utilising upper floors over city centre shops had not always delivered the results that were sought.
- Whilst it was pleasing to note that the Government was intending to legislate in respect of HMOs, this may not be imminent and hence the Council should progress the strategy without delay. Consideration should also be given as to whether there was an opportunity for the Council to influence the legislation.
- More work needed to be done to ensure that the targets within the Action Plan were ambitious, smart and measurable.
- The strategy needed to make clear how it would make landlords aware of any planned changes and the timescales for doing so.
- More detail needed to be included in the strategy in respect of energy efficiency.
- There was an acknowledgement that the accuracy of data had been an issue and hence Members welcomed actions to address this matter. The bringing together of data sets in respect of planning and licensing would bring benefits.
- Concerns were expressed that the YorProperty accreditation scheme was only voluntary and hence not all landlords participated.

On behalf of the Call-in Members, Councillor Boyce stated that she was pleased that there had been a consensus regarding the issues raised. This recognised the impact of poor quality housing on quality of life.

Resolved: (i) That the draft strategy and action plan be noted.

- (ii) That it be requested that the comments of the Call-In Committee be taken into account when the draft Housing Strategy was considered by the Executive.

Reason: To provide scrutiny's views on the ongoing work to revise the Private Sector Housing Strategy.

Cllr D Levene, Chair

[The meeting started at 5.30 pm and finished at 6.10 pm].

This page is intentionally left blank



Corporate and Scrutiny Management Policy and Scrutiny Committee (Calling-In)**25 July 2016**

Report of the Assistant Director, Governance and ICT

Called-in Item: Better Bus Area Fund - Clarence Street Bus Improvement Scheme**Summary**

1. This report sets out the reasons for the post decision call-in of the decisions made by the Executive Member for Transport and Planning on 9 June 2016 in respect of the Better Bus Area Fund – Clarence Street Bus Improvement Scheme.

This cover report sets out the powers and role of the Corporate & Scrutiny Management & Policy & Scrutiny Committee in relation to dealing with the call-in.

Background

2. An extract from the Decision Sheet issued after the Executive Member Decision Session is attached as Annex A to this report. This sets out the decision taken by the Executive Member for Transport and Planning on the called-in item. The original report to the Executive Member Decision Session on 9 June 2016 on the called-in item is attached as Annex B to this report.
3. The Executive Member's decision has been called in post decision by Councillors Flinders, Looker and D Myers for review by the Corporate & Scrutiny Management Policy & Scrutiny Committee (CSMPSC) (Calling-In), in accordance with the constitutional requirements for call-in. The following are the reasons given for the call-in:
 1. The proposed scheme has involved no consultation with Guildhall's ward councillors;
 2. The scheme commits significant public funds for very little change to the status quo, representing poor value for money;

3. The revised scheme draws on two separate funding streams designed specifically to improve bus services; this scheme's measures will make no improvements to bus services in the short to medium term, if at all; and
4. The scheme provides no knock on benefits for motorists or cyclists following the removal of the extended two lane approach to the junction, the removal of the separate signalling for left turns into Lord Mayor's Walk and the removal of the cycle lane and cyclist waiting area at the top of Clarence Street.

Consultation

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

Options

5. The following options are available to CSMPSC (Calling-In) Members in relation to dealing with this post decision call-in, in accordance with the constitutional and legal requirements under the Local Government Act 2000:
 - a. To decide that there are no grounds to make specific recommendations to the Executive in respect of the report. If this option is chosen, the original decision taken on the item by the Executive Member for Transport and Planning on 9 June 2016 will be confirmed and will take effect from the date of the CSMPSC (Calling-In) meeting; or
 - b. To make specific recommendations to the Executive on the report, in light of the reasons given for the post decision call-in. If this option is chosen, the matter will be reconsidered by the Executive at a meeting of Executive (Calling-In) to be held on 25 August 2016.

Analysis

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

Council Plan

7. There are no direct implications for this call-in in relation to the delivery of the Council Plan and its priorities for 2015-19. The contribution of the Clarence Street Bus Improvement scheme to the Council Plan is detailed in paragraph 14 of the report that was considered by the Executive Member (Annex B).

Implications

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

Risk Management

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

Recommendations:

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

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

Contact details:

Author:

Dawn Steel
Head of Civic &
Democratic Services
01904 551030

Chief Officer Responsible for the report:

Andrew Docherty
Assistant Director, Governance and ICT

**Report
Approved**



Date 14 July 2016

Specialist Implications Officer(s) None

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

For further information please contact the author of the report

Annexes

Annex A – Extract from the Decision Sheet produced following the Executive Member Decision Session on the called-in item.

Annex B – Report of the Director of City and Environmental Services of 9 June 2016

Background Papers

None

Decision Session - Executive Member for Transport and Planning**Thursday, 9 June 2016****DECISIONS**

Set out below is a summary of the decisions taken at the meeting of the Decision Session Executive Member for Transport and Planning held on Thursday, 9 June 2016. The wording used does not necessarily reflect the actual wording that will appear in the minutes.

Members are reminded that, should they wish to call in a decision, notice must be given to Democratic Services no later than 4pm on the second working day after this meeting.

If you have any queries about any matters referred to in this decision sheet please contact Judith Betts.

10. Better Bus Area Fund - Clarence Street Bus Improvement Scheme

Resolved: (i) That the progress with the scheme be noted and the proposal to proceed with the revised, better value and less disruptive scheme be supported.

(ii) The scheme shall be amended so that the cycle feeder lane remains in place on Lord Mayor's Walk and that a separately signalled left turn out of Clarence Street is not delivered at this stage but the operation of the junction is kept under review and a report brought back to enable a further decision to be taken if warranted by increased demand in the area.

Reason: To deliver a higher capacity junction whilst maintaining the existing cycle lane arrangements.

This page is intentionally left blank



**Decision Session - Executive Member for
Transport and Planning****9 June 2016**

Report of the Director of City and Environmental Services

**Better Bus Area Fund –
Clarence Street Bus Improvement Scheme****Summary**

1. This report is to update the portfolio holder with progress on the Clarence Street bus improvement scheme, particularly how it has been revised to provide better value for money for City of York Council and minimise disruption during construction. The paper also sets out when the scheme will be delivered in the 2016/17 year.

Recommendations

2. That the Executive Member notes progress with the scheme and supports the proposal to proceed with the revised, better value and less disruptive scheme.

Reason: To provide increased network capacity at a key junction on the Inner Ring Road.

Background

3. The Clarence Street Bus Improvement Scheme is a Better Bus Area Fund (BBAF) programme proposal, is intended to improve journey times for buses, taxis, private hire vehicles and emergency vehicles travelling inbound to York on Clarence Street. In line with CYC policies, the scheme has also considered how it can be used to also improve conditions for cyclists.
4. Implementation of the scheme was planned for spring 2015, but has been delayed after the position with utilities apparatus (which would have to be moved to enact the approved scheme) was revealed to be significantly more complex than anticipated. The delay to the scheme has allowed a

number of alternative approaches to the scheme to be investigated.

Revisions to the scheme

5. Appendix A to this report shows the current road layout. Appendix B shows the scheme approved by the Executive Member in November 2014 and Appendix C shows the revised scheme now proposed for delivery. A comparison between the “approved” and “revised” schemes shows the following changes to improve value for money, accept the recommendations of a Safety Audit of the “approved” scheme and reduce disruption from construction:
- Deletion of 20m of cycle lane on the inbound approach to the Clarence Street/ Lord Mayor’s Walk/ Gillygate junction – this avoids the need to widen the junction mouth and move utilities equipment. This saves approximately £90,000 of capital costs and avoids the need for a complete closure of Clarence Street for 4 weeks whilst a power main is rerouted;
 - Retention of the existing island crossing south of the bus stops on Clarence Street (instead of replacing it with a toucan crossing). Retaining the island crossing saves approximately £13,000 of capital costs and gives pedestrians greater flexibility in crossing the road as they do not have to wait for their passage to be signalled by pedestrian crossing lights. Furthermore, a safety audit identified that, in this location, an island type crossing is likely to have a better safety performance than a signalled crossing;
 - Retention of the right turn ghost islands on Clarence Street for traffic turning off Clarence Street into York St John University or into Union Terrace coach park to retain good visibility of oncoming traffic for vehicles turning right, particularly from Clarence Street into the York St John University access road;
 - Small changes to the stop line and junction approach on Lord Mayor’s Walk, principally removing a short stretch of narrow cycle lane between the two approach lanes on Lord Mayor’s Walk, to allow sufficient space for vehicles to turn right out of Lord Mayor’s Walk into Clarence Street at the same time that vehicles are turning left from Clarence Street into Lord Mayor’s Walk. The advanced stop line at the junction head is retained.

Benefits

6. The benefits of proceeding with the revised scheme are:

- Traffic turning left from Clarence Street into Lord Mayor's Walk will have a separate signal phase. This will reduce waiting time for traffic turning left at this junction reducing overall queue lengths on Clarence Street at peak times;
- The proposed changes to kerb lines and signals will allow future installation of a bus lane at a significantly lower cost than building one from scratch to support existing or future development north of York or any potential future park and ride service for York District Hospital and York city centre from a site on Wigginton Road;
- Proceeding with the scheme will discharge CYC of its obligation under the Better Bus Area Fund to deliver a scheme to improve bus services at this location;
- The scheme will allow a number of improvements to be delivered concurrently including replacement of the life-expired carriageway surfacing on Clarence Street and the traffic signals at the Clarence Street/ Lord Mayor's Walk/ Gillygate junction which are close to the end of their operational life.

Disruption to traffic

7. The previously approved scheme would require a complete closure of Clarence Street for 4 weeks, followed by a partial closure (of the left, inbound lane) for 8 weeks, assuming an alternative location can be found for an electricity main, which, having consulted Northern Powergrid, appears unlikely. The amended scheme requires partial closure (left inbound lane) for 6 weeks, plus overnight working to replace traffic signal ducting and resurface Clarence Street. It is contended that this is an acceptable level of disruption which is proportionate to the benefits of delivering the proposed scheme.

Risks

8. If the scheme is not taken forward then CYC will be unable to fund the improvements on Clarence Street from the Department for Transport (DfT) grant received in 2012. As such, CYC would need to find an alternative funding source for the work done on the scheme to date and to meet, from its own funds, the replacement costs for the life expired carriageway surfacing and traffic signals in due course.
9. Not delivering a scheme on Clarence Street would also:

- Cause reputational damage to CYC with key external stakeholders, including bus operators and the DfT, who have a realistic expectation that CYC will deliver a scheme at this location;
 - Require CYC to find alternative funding for a scheme at a later date to increase capacity at this location to meet future demand.
10. The revised scheme has already been subject to a Stage 1 Safety Audit, but it should be noted that it may be subject to minor amendment following detailed design and completion of a Stage 2 Safety Audit.

Financial

11. The future cost of delivering the previously approved scheme was calculated to be £373,000. The cost of delivering the revised scheme is £270,000 funded principally from the Better Bus Area Fund, of which around £150,000 relates to the costs for new traffic signals and resurfacing/ patching the carriageway. As such, the revised scheme represents a reduced cost of £103,000, plus a very substantial reduction in disruption during construction.

Programme for the Scheme

13. The programme for the scheme is:
- Decision Session meeting 9th June
 - Issue TMA notice mid June (3 months notice)
 - C4 returns by mid July. Raise and issue orders for Stats diversions
 - Lead-in times for Public Utilities 6 -12 weeks
 - Stats diversions begin mid September
 - Stats diversions completion end October
 - Construction of main works in January (after December works moratorium).

Council Plan

14. The potential benefits of this scheme for the priorities in the Council Plan are:
- A prosperous city for all – improvements to bus services have a generally beneficial impact on economic growth and GVA. This scheme directly improves access to a number of key employment sites in York, including York city centre, York District Hospital, Clifton Moor, Nestle and York St John University. Also, improvements to the junction and highway will improve traffic flow

for both bus services and other road users.

This includes for emergency vehicles travelling westbound from York District Hospital (for example, to respond to emergency calls).

The measure will improve the attractiveness of bus services and will encourage modal transfer from cars to buses, reducing vehicle emissions in the city centre. The measure will reduce congestion more generally, which will reduce emissions from vehicles standing in traffic. The scheme will result in the removal of two existing silver birch trees, although two new trees will be planted on Clarence Street to replace them.

- A focus on frontline services – the Social Exclusion Unit identified that good bus services are an effective means of reducing social and economic isolation and hence building stronger communities. Improvements to Clarence Street will improve access travel to and from York District Hospital, assisting those who need to travel to the Hospital either for outpatients appointments, emergency care or to visit friends and relatives receiving care at the hospital
- A Council that listens to residents: this scheme will assist in addressing concerns that travel times on Clarence Street, both for bus services and other road users, are variable and will also address concerns about the condition of the carriageway on Clarence Street.

Implications

15. This report has the following implications:
16. **Human Resources** - none
17. **Equalities** - none
18. **Legal** - none
19. **Crime and Disorder** - none.
20. **Information Technology** - none.
21. **Land** - all land lies within the adopted highway.

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

Contact Details

Author:

Julian Ridge
Programme Manager, BBAF
Sustainable Transport Service
Tel: (01904) 552435

Chief Officer Responsible for the report:

Neil Ferris
Director
City and Environmental Services

Report Approved **Date** 27 May 2016

Specialist Implications Officer(s)

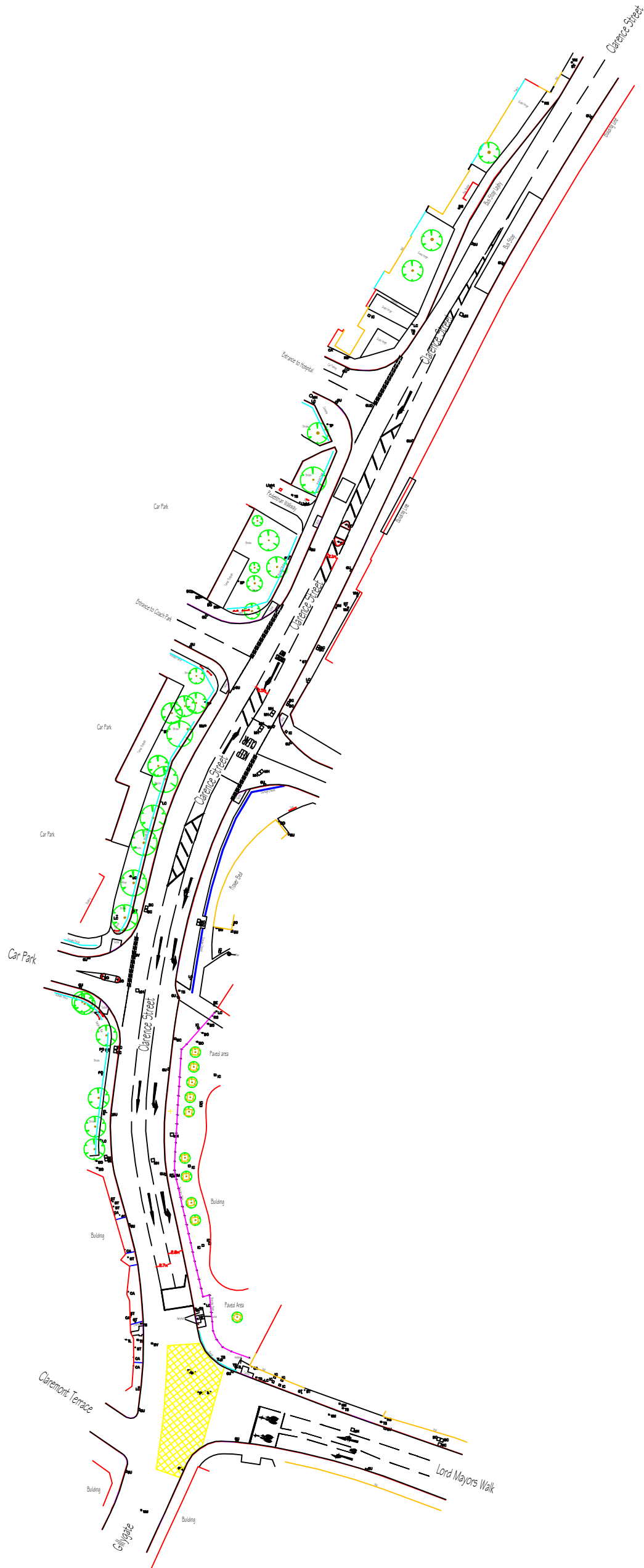
None


Wards Affected: Guildhall (site of scheme), Clifton Ward **All**
(adjacent to scheme)

For further information please contact the author of the report.

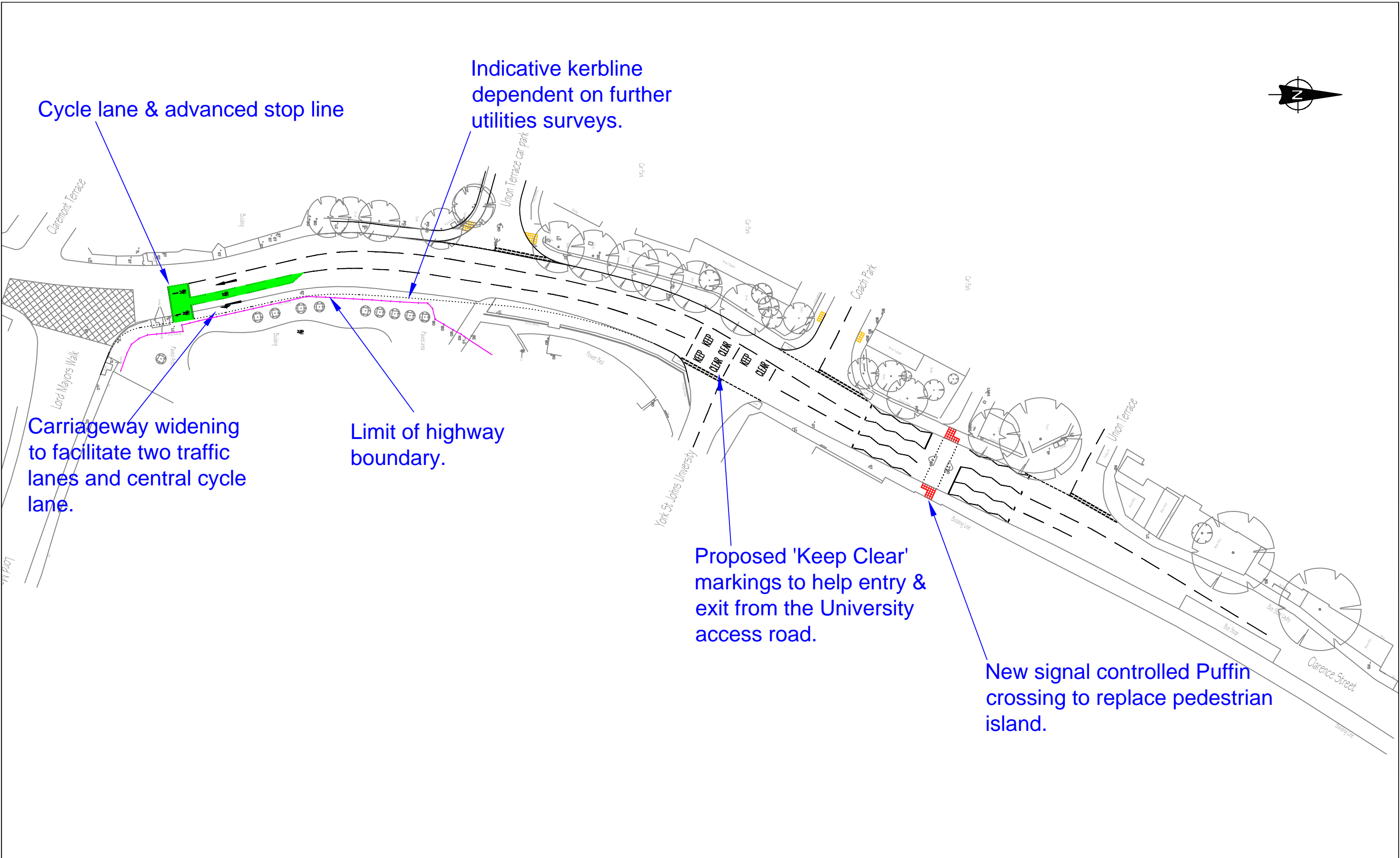
Annexes:

- Appendix A Clarence Street existing layout
- Appendix B Scheme approved in November 2014
- Appendix C Revised scheme



 <p>CITY OF YORK COUNCIL Highways – Transport Projects and Delivery Team Eco Depot, Hazel Court, James Street, York, YO10 3DS www.york.gov.uk</p>	<p>Clarence Street – Existing Layout Annex A</p>		REV	AMENDMENTS	DATE	SCALE	A3
	<p>BASED UPON THE ORDNANCE SURVEY MAPPING WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE © CROWN COPYRIGHT. UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. City of York Council OS Licence No. 1000 20818</p>						DATE
<p>Drawn by: RB Checked by: SH</p>						Checked	

This page is intentionally left blank



Cycle lane & advanced stop line

Indicative kerbline dependent on further utilities surveys.

Carriageway widening to facilitate two traffic lanes and central cycle lane.

Limit of highway boundary.

Proposed 'Keep Clear' markings to help entry & exit from the University access road.

New signal controlled Puffin crossing to replace pedestrian island.

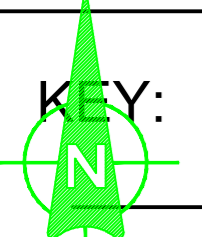







	INITIAL	REV	AMENDMENTS	DATE
	DRAWN BY	SJH/CMH		
	CHECKED BY	SH		
	SCALE	N.T.S		
	DATE	Jan 2014		

BBAF – Clarence Street Bus Improvement scheme
Option 2

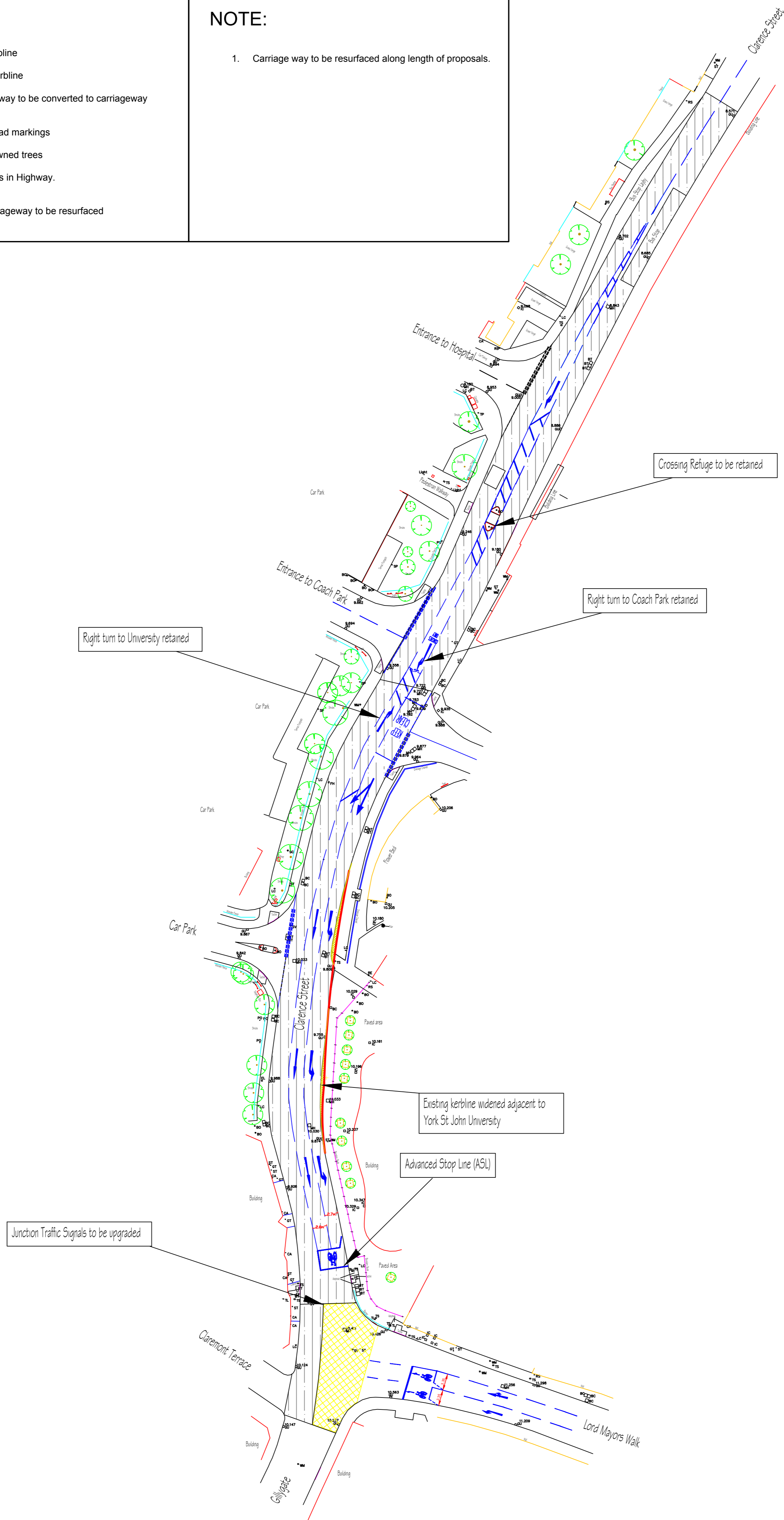
BASED UPON THE ORDNANCE SURVEY MAPPING WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. © CROWN COPYRIGHT. UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS.
City of York Council, Licence No. 1000 20818

HE/12012062/Cons/02

This page is intentionally left blank

<p>KEY:</p>  <ul style="list-style-type: none">  Existing Kerbline  Proposed kerbline  Existing footway to be converted to carriageway  Proposed road markings  University owned trees  Existing trees in Highway.  Existing carriageway to be resurfaced 		<p>NOTE:</p> <ol style="list-style-type: none"> 1. Carriage way to be resurfaced along length of proposals.
---	--	---

Annex C



This page is intentionally left blank