

Board and Topic	Rec No.	Recommendation	Update on Implementation of Recommendations
Social Services and Health Scrutiny Board: Access to Services to the Homeless in York (Nov 2004)	1	The Council, with Selby and York PCT, should support the aims and long-term financial maintenance of the PMS.	
	2	The Council should request that the PCT re-establishes the drop-in service at Carecent.	
	3	The Council should work towards building a stronger and closer working relationship with the PMS.	
	4	The Council should request that the PCT examines ways of increasing the profile of PMS in the voluntary services.	
	5	The Council should request that the PCT seeks to increase the number of detox beds in York.	
	6	The Council should look jointly with the PCT into ways of providing more rehabilitation services to support clients after detox.	
	7	The Council should work to develop better relationships with external organisations, encouraging these groups to improve communications between themselves and with the Council.	
	8	The Council should investigate ways of sharing training opportunities in this area both across the Council and with other statutory and voluntary organisations, in order to reduce the cost incurred by smaller agencies.	
	9	The Council should examine the use of grant-supported joint training for staff working with the homeless on mental health issues. Statutory bodies should take a lead role in assessing training needs across all interested agencies and should promote the take-up of that training.	
	10	The Board should be supplied with the results of the Advocacy for the Homeless survey currently being conducted by Mind.	
	11	This Board or the Council should write to the ODPM explaining the main findings of this review and highlighting the need for flexibility in policy based on the 'local connection' directive.	
	12	The council should maintain its homelessness strategy, continuing its current policy on homelessness and its policies aimed at preventing homeless people from developing mental health problems.	
	13	In recognising the welcome review of the housing allocation process, the council's housing allocations continue to be made with sensitivity to clients' needs for suitable homes and appropriate support.	
	14	The Council should examine ways of increasing support given to the homeless in temporary accommodation and while in tenancies.	
	15	The council should examine tenancy sustainability programmes as a way of helping particularly vulnerable people.	

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Economic Development and Community Safety Board: City Centre Retailing (Oct 2004)	1	a) That the appeal and potential benefits of a large 'flagship' retailer in York are acknowledged as a valuable addition to the stores that York already has.	
		b) That future efforts to develop this type of retailer are supported, if it is viable to do so in view of the other issues that must be taken into account when any such large scale development is proposed.	
	2	a) That the appeal and potential benefits of a primarily food selling retailer in York city centre are acknowledged.	
		b) That future efforts to develop this type of retailer are supported, providing the other planning requirements that must be taken into account for such developments can be satisfied.	
		c) That a large, non-specialist food retailer be sought for the city centre, to serve a broad customer base	
	3	a) That the uniqueness and diversity of York's shops is acknowledged as a particularly appealing aspect of shopping in the city.	
		b) That efforts to promote the city as a shopping venue emphasise this uniqueness.	
		c) That council officers look into how the council's planning powers could be used to encourage new stores to design their shop fronts, so that wherever possible they compliment the architecture and character of the building and street they occupy	
	4	a) That the uniqueness of many of York's shops and of some of the events that the city stages (and has the potential to stage in the future) are recognised as a key attraction and selling point of the city.	
		b) That efforts to promote these unique shops and events are supported and encouraged, particularly in terms of raising York's profile as a centre for certain specialist interests.	
		c) That the success of specialist market events is acknowledged and more widely encouraged	
	5	That the detailed review of the methods in place to raise awareness of which shops there are in York and where these are based is conducted and that this should include a specific focus on improving:	
		i) Signage in and around the city centre.	
		ii) Information that raises awareness about the diversity of shops in York and where these are based.	
	6	That a detailed review is conducted of York's city centre toilet facilities with a view to considerably improving these facilities. This review should include in its considerations:-	
		i) How to improve the cleanliness and hygiene of the toilets.	
		ii) Reviewing the number and location of toilets including a review of the distribution of users.	
		iii) How to fund improvements to toilets – considering charging for usage on the provision that money made is invested in improving and maintaining facilities.	
		iv) Staffing – whether any money made from charging for toilets could be invested in staffing the toilets to maintain their upkeep and safety.	
		v) Signage for toilets, including disabled toilets	
	7	a) That officers carry out a detailed review of boarded-up shops and devise and initiate a system for monitoring the number of boarded-up shops in any given street or area in the city centre.	
	b) That officers consider how to reduce the negative appearance of such shops when a build-up of them is identified. These considerations should include looking at the viability of open shops using unoccupied shops for additional window space		

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Economic Development and Community Safety Board: City Centre Retailing (Oct 2004)	8	a) That efforts to improve and then maintain the appearance of the city centre by reducing rubbish are fully supported and encouraged to continue.		
		b) That initiatives to improve the appearance of the city centre incorporate considerations of how the effective usage of bins can be maximised, particularly in terms of using bins that have ash trays in areas where large numbers of smokers are likely to be concentrated.		
		c) That an adequate programme of repair and replacement of litter bins is put in to place		
		9	a) That art in York (in a diversity of forms) is recognised as a valuable way of adding to the attractiveness of the city centre and interest in it.	
			b) That initiatives aimed at bringing more art to the city (where that art adds value and interest to the city's appearance) are supported.	
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		11	<p>That a review of parking charges is fully supported and that this takes into account the following considerations:</p> <p>i) The impact of parking charges on the evening economy.</p> <p>ii) How the removal of free 'on street' parking spaces are impacting on the number and type of shoppers in certain areas.</p> <p>iii) How to challenge unrealistically negative perceptions of parking charges in the city centre.</p> <p>iv) The impact of the charges specifically on York's peripheral retail streets</p>	
		12	a) That full support is given to initiatives aimed at ensuring that pedestrianisation rules on all relevant York streets are adhered to.	
			b) That every effort is made to ensure people are well informed about what York's pedestrianisation hours are and to which streets they apply	
		13	a) That any current or future considerations of potential coach drop-off points in or around York city centre include recognition for the need to try and increase footfall to York's	
			b) That considerations of changes to, or potential new, bus drop-off points also include recognition of this need.	
			c) That consideration is given to how to encourage visitors to enter the city centre from the railway station via Micklegate, which is a peripheral shopping street.	
		14	a) That the importance of trying to find innovative and effective ways of raising awareness about events, attractions and specialist shopping areas in the city centre is acknowledged.	
			b) That efforts aimed at raising awareness about events and attractions amongst visitors and residents are supported	
		15	a) That the need to raise awareness about the location of York's key information points is acknowledged.	
			b) That efforts to address this issue are supported.	
	16	a) That efforts to build stronger partnerships that recognise the diversity of interests between businesses in the city and City of York Council are recognised as an extremely important way of helping to promote the city and devising strategies which benefit the city's retailers and its prosperity as a whole.		
		b) That partnerships are devised in such a way that they aim to benefit the many different types of retail business in the city.		

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Economic Development and Community Safety Board: City Centre Retailing (Oct 2004)		c) That initiatives aiming to build stronger partnerships, with a view to achieving more effective city centre management, are fully supported.	
	17	a) That the negative impact that crime, drugs and anti-social behaviour can have on retailing in York is acknowledged.	
		b) That initiatives aiming to tackle these problems are fully supported.	
		c) That future work seeking to examine these problems in more detail and identify possible solutions, is encouraged and supported.	
		d) That further information be sought from the Safer York Partnership and relevant groups on the impact that crime, drugs and anti-social behaviour has on retailing in York.	

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Economic Development and Community Safety Board: Drug and Alcohol Anti-social Behaviour (Mar 2006)	1	The Board urges North Yorkshire Police to consider its support arrangements for dealing with the city centre, including the re-establishment of a city centre office, as a visible presence in the city centre is a key factor in addressing retail crime and anti-social behaviour resulting from drug and alcohol use.	
	2	Given the evidence that a high proportion of incidents of shoplifting are motivated by drug use, the Board recommends that treatment and rehabilitation services for drug users is given a high priority by the Safer York Partnership and Adult Services.	
	3	That the Executive writes to the Home Office and to local MPs expressing the Council's disappointment that the courts service has not responded to the Scrutiny Board's request for information, and asking them to seek Government action to foster partnership working.	
	4	The Board welcomes the development of the City of York Alcohol Strategy but recommends that it specifically addresses the issues of selling alcohol to people who are already drunk and tackling those who are repeatedly drunk and disorderly on the street.	
	5a)	The Board recommends that the comparative data on the incidence of crime and anti-social behaviour inside and outside the saturation zones is made available to the relevant Executive Member and Advisory Panel 12 months after the introduction of the Licensing Act so that its impact can be assessed. To be timed to fit in with the statutory review required by the Licensing Act 2003.	
	b)	The Board recommends that officers explore the option of a follow-up survey carried out with local residents and businesses to find out about their experiences of the impact. To be timed to fit in with the statutory review required by the Licensing Act 2003.	
	6a)	The Board recommends that, as part of the Best Bar None scheme, licensed premises are encouraged to take a tough approach to excessive drinking, in accordance with the regulation not to serve people who are already drunk	
	b)	The Board recommends that, as part of the Best Bar None scheme, a training scheme is developed that will ensure all participating premises meet minimum criteria for supporting staff in dealing with drunkenness	
	c)	The Board recommends that, as part of the Best Bar None scheme, a publicity campaign is implemented to raise the public's awareness of the law and that it will be enforced.	
	7	That information is disseminated, through the Licensing and Regulation department, to be displayed in licensed premises and taxis that gives information about alcohol units and contact details of support agencies for people with drug and alcohol problems.	
	8	That the Executive lobbies the Government and local MPs to establish a national Alcohol Arrest Referral Scheme which would result in more opportunities for the treatment of alcohol-related offenders.	
	9	That the Executive lobbies the Government and local MPs to request that the negative price differential between alcoholic and soft drinks is addressed in order to discourage alcohol volume drinking and encourage soft drink alternatives.	
	10	The Board recommends that, as part of the CCTV system upgrade, the Council takes a proactive role in seeking to close key gaps in the system e.g. Rougier Street and Toft Green and encourages businesses and taxi operators in York to contribute to the cost of CCTV cameras in their locality.	
11	That the issue of domestic abuse related to alcohol use and binge drinking is taken up as a separate scrutiny review.		
12	That, as part of the Best Bar None initiative, the confiscation of false identification is mandatory and action is taken against young people who repeatedly try to buy alcohol with false IDs.		
13	That the Executive Member for Children's Services and the Safer York Partnership explore the option of ongoing funding being made available for young people to receive accurate information on alcohol units and the effects of alcohol/drug use that is delivered in the most effective learning format for them.		

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Planning & Transport Board: Cycling Policy and Provision of Facilities (Oct 2004)	1	That all cycling policies take account of the fact that there are many different cycle user groups in York with different concerns and levels of concern. Wherever possible all of these groups should be catered for on York's cycling network and throughout its cycling provisions.	
	2	That wherever possible cycle routes should allow access to all different types of cycles to ensure that cycling is available for different types of users right across the city	
	3	That in developing on-road cycling provisions priority is given to: 1. Completing gaps in the network, especially at particularly dangerous and/or busy points 2. Putting on-road cycle lanes on main roads where queuing is a regular occurrence, to allow cycles to bypass the queues	
	4	<p>That increased efforts are made to improve the quality, safety and coherence of York's cycling network. These should include initiatives that aim to:</p> <ul style="list-style-type: none"> § Ensure consistent and well connected cycle routes run throughout the city. § Develop and improve dedicated cycle tracks § Increase consideration of others and awareness of safety issues amongst all road users (challenging negative perceptions). A 'considerate road user' campaign should be looked at as a way of achieving this. § Using mandatory cycle lane specifications in preference to advisory ones. § Avoid wherever possible, features that hinder the safety or perceived safety of cyclists, such as narrow cycle lanes and combined bus and cycle lanes and provide full width segregated cycle lanes, if necessary by considering road space reallocation. § Enhance the land available for public highways when a development opportunity arises, to enable off road cycle paths or at second best full width cycle lanes on the road. § That the points set out above are referred to the Green Belt Working Group for consideration as part of the amendments to the Local Plan. 	
	5	That City of York Council identify potential opportunities in and/or around the city centre to build a safe and ideally sheltered cycle parking facility. This facility should use innovative ways to ensure a high level of security for bicycles parked in it. It should be considered through the council's regular planning procedures. That this is referred to the Green Belt Working Group for consideration as part of the amendments to the Local Plan.	
	6	That when a cycle lane comes across a difficult obstacle, innovative ways are explored of either enabling the lane to continue or suggesting a continued route for cyclists. This should be done with the aim of enabling all the different types of bicycles and cyclists to use as much of the network as possible	
	7	That every effort is made to maximise the safety of York's cycle network through high quality and regular maintenance and (wherever possible and appropriate) the use of sufficient lighting to make routes accessible to people at all times	
	8	That commitments to develop and improve York's road/cycle network (including commitments made as part of the forthcoming 'Local Transport Plan') are matched by adequate staffing levels to help the council to fulfil those commitments. Efforts should be made to ensure that all staff whose work impacts upon the cycle network, are sufficiently trained and skilled to enable them to deliver high quality, safe and cycle friendly improvements to the network effectively and efficiently	
	9	That the Executive Member for Planning and Transport considers the existing method(s) used for prioritising cycling schemes with a view to assessing whether this needs to be updated in light of the recommendations of this report	

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Planning & Transport Board: Cycling Policy and Provision of Facilities (Oct 2004)	10	a) That the infrastructure suggestions outlined in paragraphs 6.1 and 6.2 above are taken into account during future analyses of the developments needed on York's cycle network	
		b) That in future, officers take into account the emphasis placed on these developments by those consulted, when assessing the popularity and appeal to users of different cycle routes and network developments	
	11	a) That a short interim update report on the progress made in implementing the recommendations outlined above be brought to the Planning and Transport Scrutiny Board in February 2005, or as near to then as possible	
		b) That a full report on the progress of implementing the recommendations outlined above be brought to the Planning and Transport Scrutiny Board in June 2005 or as near to then as possible	
		c) That this report is put together in partnership between the Board's Scrutiny Officer and the Transport Officer(s) responsible for implementing the recommendations	