

## Agenda Supplement

### Council

**To:** Councillors K Myers, S Barnes, Galvin, D Myers, Wells, Carr, Fenton, Mason, Reid, D'Agorne, D Taylor, Aspden, Craghill, Flinders, Looker, Cuthbertson, Gates, Richardson, Boyce, Funnell, Williams, Ayre, Cannon, Derbyshire, N Barnes, Pavlovic, Shepherd, Cullwick, Orrell (Lord Mayor), Runciman, Crawshaw, Hayes, Kramm, Brooks, Warters, Dew, Lisle, Rawlings, Gillies, Steward, Doughty, Douglas, Hunter, Jackson, Waller, Mercer and K Taylor

**Date:** Thursday, 21 March 2019

**Time:** 6.30 pm

**Venue:** The Citadel, Gillygate, York

The Agenda for the above meeting was published on **Wednesday 13 March 2019**. The attached additional document is now available

### Recommendations, Motions and Amendments

This agenda supplement was published on **Tuesday 19 March 2019**

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**Council Meeting – 21 March 2019  
Recommendations, Motions and Amendments**

Agenda Item 7 – Report of Executive Leader and Executive  
Recommendations and Questions

**Executive, 18 March 2019**

**138. Investment in the Redevelopment of Lincoln Court  
independent Living Scheme**

Recommended: That Council approve the revised gross capital investment of £4.793m in the scheme, noting that this equates to £137k per unit of accommodation, which compares favourably to other older persons' accommodation schemes being delivered across the city.

Reason: To secure the long term future of Lincoln Court and ensure that it will provide high quality of accommodation for older people to help meet the increasing demand for accessible accommodation in this area.

**139. A Sustainable Future for York with Hyper Hubs**

Recommended: That Council approve the budget of £700k for the Hyper Hubs project.

Reason: In order to move forward and implement a sustainable approach to EV charging to meet the council's ambitions in terms of promoting sustainable transport, reducing the city's carbon footprint and increasing the use of electric vehicles in the city, and to work towards increasing air quality in the city.

Agenda Item 9 – Motions on Notice

**Motions submitted for consideration directly by Council, in accordance with standing Order 23.**

(i) From Councillor K Taylor

Highways Standards

“Council notes that potholes affect all road users including cyclists, public transport users, those with mobility issues and private car users.

It further notes worrying trends on local road standards, including:

- An increase in secondary roads in need of repair jumping from 7% to 21% in the past three years;
- An increase in unclassified roads in need of repair jumping from 10% to 28% in the past three years;
- An increase in those local roads in the worst states of repair jumping from 16% to 24% in the past four years;
- York’s position as having the highest percentage of poorly maintained minor roads in the entire country.

Under investment in roads is an issue at both a local and national level, with 18% of the local road network estimated to be in need of repair nationally, with an associated cost of £9.31bn.

Council believes:

That greater investment in repairing York’s roads is urgently needed and that long term, more sustainable solutions must also be found including:

- Earlier detection and intervention;
- Better, more sustainable repair materials and technologies;
- Reducing wear through increased walking and cycling; and
- Increased investment in public transport to reduce car-dependency

Council resolves to ask the next Executive to make road repairs more of a local priority by:

- Adopting a progressive and game-changing strategy that seeks to reverse each of the above indicators to fewer than one in five roads being in need of repair;
- Investing at least an extra £1m each year for pothole repairs, targeted at secondary and unclassified roads, above current approved budgets; and
- Giving cyclists a fair deal by increasing the proportion of highways expenditure spent on cycling.”

#### Amendment from Councillor Craghill

After ‘Council resolves to ask the next Executive to make’ **replace** ‘road’ with ‘highway’

**Add** two final bullet points at the end of the motion as follows:

- Giving pedestrians and people with mobility difficulties a fair deal by making sure a greater proportion of the budget is spent on improving pavements and providing more pedestrian priority.
- Ensuring that the winter maintenance regime takes a risk-based approach with priority gritting for the city’s main cycling and pedestrian routes including key cycle/pedestrian bridges requiring separate treatment (Millennium Bridge, Hungate Bridge and the new Scarborough Bridge route).

#### **For information the effect on the original motion of this amendment:**

“Council notes that potholes affect all road users including cyclists, public transport users, those with mobility issues and private car users.

It further notes worrying trends on local road standards, including:

- An increase in secondary roads in need of repair jumping from 7% to 21% in the past three years;
- An increase in unclassified roads in need of repair jumping from 10% to 28% in the past three years;
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- Earlier detection and intervention;
- Better, more sustainable repair materials and technologies;
- Reducing wear through increased walking and cycling; and
- Increased investment in public transport to reduce car-dependency

Council resolves to ask the next Executive to make **highway** repairs more of a local priority by:

- Adopting a progressive and game-changing strategy that seeks to reverse each of the above indicators to fewer than one in five roads being in need of repair;
- Investing at least an extra £1m each year for pothole repairs, targeted at secondary and unclassified roads, above current approved budgets;
- Giving cyclists a fair deal by increasing the proportion of highways expenditure spent on cycling;
- **Giving pedestrians and people with mobility difficulties a fair deal by making sure a greater proportion of the budget is spent on improving pavements and providing more pedestrian priority; and**
- **Ensuring that the winter maintenance regime takes a risk-based approach with priority gritting for the city's main cycling and pedestrian routes including key cycle/pedestrian bridges requiring separate treatment (Millennium Bridge, Hungate Bridge and the new Scarborough Bridge route)."**

(ii) From Councillor Reid

Investing in our roads and footpaths

“This Council notes that despite significant investment, a proportion of York’s roads, footpaths and cycle network are in need of further maintenance and reconstruction.

This Council further notes:

- According to the Department of Transport, 8% of the Council’s A roads were judged to be in need of maintenance, 22% of B and C roads are in need of work and 28% of unclassified roads require repair;
- To date, this administration has invested over £20 million into the city’s highways network, with a further £13 million secured in the recent 2019/20 Council Budget;
- That the previous Labour administration only invested £16,266,000 into the city’s highways network;
- That adverse weather conditions, particularly extreme wintry weather, has caused significant deterioration in the city’s road network;
- That due to the Conservative Government’s failure to deliver sufficient investment in the North, funding for our region’s transport system is the lowest at £844 per person during 2017/18, whilst for London, it was £4,155 per person and the next highest was the West Midlands, with £3,029 per person (according to IPPR North).
- That considerably more funding is required from Central Government to further help maintain and develop York’s road, footpath and cycle network.

Council believes that further action and additional funding from the Government is needed to address the extent of highways repairs and to deliver an enhanced cycle network in York.

Therefore, Council resolves:

- To formally request additional funding from the Government to further increase the scope and pace of

highways repairs and cycle network enhancements across the city;

- To further review the current policy on unadopted roads, with a view to addressing the number of unadopted roads that are in very poor condition;
- To ask officers to identify a series of opportunities for the Council to improve sustainable transport infrastructure across the city, including options for new segregated cycle lanes.
- To ask officers to bring forward a report to the Executive that considers all options for a proactive city-wide road, footpath and cycle network reconstruction and enhancement programme, to include a ranking of the routes in the poorest condition, in order to minimise future expenditure on reactive repairs.”

#### Amendment from Councillor D’Agorne

**Add** a final bullet point:

To ask officers to review the existing winter maintenance schedule and recommend changes to the Executive that would ensure a risk based approach to treatment of priority walking and cycling routes, to include top priority for specialist treatment of Millennium Bridge, Hungate Bridge and the new Scarborough Bridge (including ramps either side).

#### **For information the effect on the original motion of this amendment:**

“This Council notes that despite significant investment, a proportion of York’s roads, footpaths and cycle network are in need of further maintenance and reconstruction.

This Council further notes:

- According to the Department of Transport, 8% of the Council’s A roads were judged to be in need of maintenance, 22% of B and C roads are in need of work and 28% of unclassified roads require repair;
- To date, this administration has invested over £20 million into the city’s highways network, with a further



£13 million secured in the recent 2019/20 Council Budget;

- That the previous Labour administration only invested £16,266,000 into the city's highways network;
- That adverse weather conditions, particularly extreme wintry weather, has caused significant deterioration in the city's road network;
- That due to the Conservative Government's failure to deliver sufficient investment in the North, funding for our region's transport system is the lowest at £844 per person during 2017/18, whilst for London, it was £4,155 per person and the next highest was the West Midlands, with £3,029 per person (according to IPPR North).
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- To formally request additional funding from the Government to further increase the scope and pace of highways repairs and cycle network enhancements across the city;
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- To ask officers to identify a series of opportunities for the Council to improve sustainable transport infrastructure across the city, including options for new segregated cycle lanes.
- To ask officers to bring forward a report to the Executive that considers all options for a proactive city-wide road, footpath and cycle network reconstruction and enhancement programme, to include a ranking of the routes in the poorest condition, in order to minimise future expenditure on reactive repairs.

- **To ask officers to review the existing winter maintenance schedule and recommend changes to the Executive that would ensure a risk based approach to treatment of priority walking and cycling routes, to include top priority for specialist treatment of Millennium Bridge, Hungate Bridge and the new Scarborough Bridge (including ramps either side).’’**