



Notice of meeting of

Executive Members for City Strategy and Advisory Panel

To: Councillors Steve Galloway (Executive Member), Reid (Executive Member), Vassie (Chair), Simpson-Laing (Vice-Chair), D'Agorne, Holvey, Hyman and Merrett

Date: Monday, 15 January 2007

Time: 5.00 pm

Venue: Guildhall

AGENDA

Notice to Members - Calling In:

Members are reminded that, should they wish to call in any item on this agenda, notice must be given to Democracy Support Group by:

10:00 am on Friday, 12 January 2007, if an item is called in *before* a decision is taken, *or*

4:00 pm on Wednesday, 17 January 2007, if an item is called in *after* a decision has been taken.

Items called in will be considered by the Scrutiny Management Committee.

1. **Declarations of Interest**

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

2. Exclusion of Press and Public

To consider excluding the public and press from the meeting during consideration of Annex C to agenda item 14 on the grounds that it contains information relating to the financial or business affairs of the authority. This information is classed as exempt under Paragraph 3 of Schedule 12A to Section 100A of the Local Government Act 1972, as amended by the Local Government (Access to information) (Variation) Order 2006.

3. Minutes (Pages 1 - 22)

To approve and sign the minutes of the meeting of the Executive Members for City Strategy and Advisory Panel held on 11 December 2006.

4. Public Participation

At this point in the meeting members of the public who have registered their wish to speak regarding an item on the agenda or an issue within the Panel's remit can do so. Anyone who wishes to register or requires further information is requested to contact the Democracy Officer on the contact details listed at the foot of this agenda. The deadline for registering is Friday, 12 January 2007 at 10am.

BUSINESS FOR THE EXECUTIVE LEADER

ITEMS FOR DECISION

5. Financial Support to Voluntary Organisations (Chief Executive's/City Strategy) 2007/2008 (Pages 23 - 42)

This report advises Members of the applications received for financial support of £5,000 or over from the Chief Executive's voluntary sector funding budget for 2007/2008. The Executive Leader is requested to consider officer recommendations to put in place a number of funding agreements, including three year agreements, for amounts up to £50,000 and to forward a recommendation to the Executive for an award of over £50,000. The report also considers the need for a review of future options for making most effective use of the Chief Executive's voluntary sector

funding in the face of continuing budget pressures and commitments in the Local Area Agreement.

BUSINESS FOR THE EXECUTIVE MEMBER FOR CITY STRATEGY

ITEMS FOR DECISION

6. Automatic Teller Machine Defensible Space (Pages 43 - 48)

This report seeks approval for a policy for defensible space markings at Automatic Teller Machines (ATM's).

7. Strategic Approach to Highway Maintenance Programme for 2007/08 (Pages 49 - 62)

This report examines the most appropriate strategic approach to enable the programme of maintenance schemes to be prepared. The programme for 2007/08 is currently being prepared in line with procedures approved in the past but there is an opportunity to reflect the needs of other parts of the highway network asset, other than footway and carriageway surfaces, such as drainage, signs, road markings etc. The inclusion of schemes, to improve assets of this nature, can be incorporated in the full programme of work for 2007/08 and presented to Members in the Annual Highway Maintenance report, should the recommendation in this report be approved.

8. Public Rights of Way - Petition seeking closure of a snicket leading from Mayfield Grove to St Helen's Road, Dringhouses (Pages 63 - 88)

This report advises the Advisory Panel of the receipt of a petition signed by 101 residents living in the Dringhouses area, requesting that a snicket leading from St Helen's Road into Mayfield Grove be closed at night because of problems with criminal activity and anti-social behaviour.

The report recommends that the Advisory Panel advises the Executive Member to approve Option C and leave the snicket open to public use at the present time, pending a review of the Alleygating Policy document.

9. Dunnington Weight Limit Petition (Pages 89 - 96)

This report advises the Advisory Panel of the receipt of a petition that requests the more effective enforcement of the weight restriction through the village of Dunnington.

10. Petition in support of safety measures in Wiggington (Pages 97 - 108)

This report asks Members to consider a petition presented to the City of York Council seeking traffic calming along Mill Lane and 'The Village' and a pedestrian crossing near to the junction of Westfield Lane for school children and all pedestrians.

11. Petition from residents of Ganton Place, Woodthorpe, requesting the renewal of footpaths in Ganton Place (Pages 109 - 126)

This report advises Members of the receipt of a petition from 26 residents living mainly in Ganton Place requesting the renewal of footpaths in Ganton Place.

12. Badger Hill Action Group - Petition: Over development of family homes to student lets (Pages 127 - 140)

The purpose of this report is to inform Members of a petition received from residents of Badger Hill concerning an increasing number of family homes on the Badger Hill Estate being converted to student lets, primarily for the University of York students.

13. Petition from residents of Langholme Drive, Acomb, requesting highway improvement works to the street (Pages 141 - 154)

A petition from 78 residents who live in Langholme Drive, Acomb, York was presented to the Council on 13 November 2006. The petition asks that the Council look at the verges in the street, the footpath, and the width of the road and to carry out improvement works which will make access and egress of the street easier for vehicular traffic. Members are asked to consider the options outlined in the report and approve the recommendation.

14. Petition from local residents and businesses requesting the pedestrianisation of Fossgate (Pages 155 - 166)

This report advises the Executive Members of the receipt of a petition from residents and businesses of Fossgate requesting that the street be pedestrianised. The report recommends feasibility work be undertaken to investigate whether such a scheme is possible and the potential implications should it be introduced.

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

Democracy Officer

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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

Minutes

MEETING	EXECUTIVE MEMBERS FOR CITY STRATEGY AND ADVISORY PANEL
DATE	11 DECEMBER 2006
PRESENT	COUNCILLORS STEVE GALLOWAY (EXECUTIVE MEMBER), REID (EXECUTIVE MEMBER), VASSIE (CHAIR), SIMPSON-LAING (VICE-CHAIR), D'AGORNE, HOLVEY, HYMAN AND MERRETT (EXCEPT AGENDA ITEMS 15, 16, 17 & 19)

52. **Declarations of Interest**

The Chair invited Members to declare at this point in the meeting any personal or prejudicial interests they might have in the business on the agenda.

Cllr D'Agorne declared personal non-prejudicial interests in Agenda Item 18 as he had received representations from residents as a Ward Councillor, Agenda Items 19, 20 and 22 as a member of the East Area Planning Sub Committee, who had considered these items, and Agenda Item 23 as he had presented the petition to Council as a Ward Councillor.

Cllr Merrett declared personal non-prejudicial interests in Agenda Item 8, as a member of York City Centre Partnership Board, in the business generally as it related to cycling issues as an honorary member of the Cyclist Touring Club (CTC) and a member of Cycling England, and in the business generally as a member of YorkEngland.com

Cllr Hyman declared personal non-prejudicial interests in Agenda Item 4 as a member of Science City York, and in Agenda Items 19, 20 & 22 as a Member of the East Area Planning Sub Committee, who had considered these items.

Cllr SF Galloway declared a personal non-prejudicial interest in Agenda Item 8 as a member of York City Centre Partnership Board,

Cllr Vassie declared personal non-prejudicial interests in Agenda Items 19, 20 and 22 as a Member of the East Area Planning Sub Committee, who had considered these items.

Cllr Simpson-Laing declared a personal and prejudicial interest in Agenda Item 14 with regards to Dial-a-ride/York Wheels as a family member runs York Wheels. However this item was not discussed therefore she did not have to leave the room.

53. Minutes

RESOLVED: That the minutes of the meeting held on 30 October 2006 be approved and signed by the Chair and Executive Members as a correct record.

54. Public Participation

It was reported that there had been 20 registrations to speak at the meeting under the Council's Public Participation Scheme, and 3 Members spoke as Ward Councillors.

The following people spoke in relation to Agenda Item 18, Objections to the Annual Review of Traffic Regulation Orders:

5. Main Street, Heslington

Niall McTurk spoke broadly in favour of the parking restrictions in the area. He raised issues regarding safety, the number of minor accidents and the damage to verges due to narrow roads and parking.

Tony Loffill spoke in support of the original proposals, stating that residents have car parking space and that the waiting restrictions should be extended. He stated that the fact that the area is within a conservation area should be considered.

Mr McClean spoke in objection to the proposals, stating that they would increase the on-street parking problems, and that he supported a residents parking scheme.

Cllr Jamieson-Ball spoke as a Ward Councillor presenting local residents concerns regarding safety issues, stating that the initial proposals to restrict Main Street would address the parking concerns. A compromise solution would suit the majority with the minority being against any parking restrictions.

9. Greencliffe Drive

Mr Goodey spoke in objection to the proposals, regarding access issues, and stating that the majority of residents were in objection to the proposals and the responses.

1. Barley Rise, Strensall

Mrs Ward spoke in objection to the proposals, stating that there were no cars parked during the day and that shoppers were getting priority over residents. She stated that the proposals would increase speeding and devalue properties.

Keith Marquis, the Vice Chair from Strensall & Towthorpe Parish Council, spoke in objection to the proposals, stating that the restrictions would affect both residents and shoppers and would increase traffic levels.

Cllr Cuthbertson spoke as a Ward Councillor stating that the proposals were not a good solution, would inconvenience residents, would increase the speed of traffic, and that the proposals should be withdrawn.

14. Marlborough Grove

Steven Hayman spoke in objection to the proposals, as an owner of a business in the area, concerned that the proposals would affect his business. He stated that the parking is used by customers and parents for

St Georges Primary School. The issue regarding lorries was irrelevant as the nearby building work had now been completed.

7. Osbaldwick Lane

Jacqueline Bottomley spoke in objection to the proposals as the owner of a business in the area. She stated that there had been no accidents in the area and that the buses were the cause of the congestion. She stated that the church had not been consulted on the proposals, and there were approximately 10 functions in the church each week where parking was needed.

Cllr Kettlestring spoke in objection to the proposals on behalf of Osbaldwick Parish Council. He stated that the proposals would affect local residents and shops, as there would not be sufficient parking nearby, and requested that the council's traffic engineers meet the Parish Council.

8. Malton Road

Mr Miles spoke in objection to the proposals, regarding the Malton Road / Jockey Lane area, raising issues regarding safety and accidents, obstructions and damage to verges.

18. St Pauls Square

Mr Smith spoke on behalf of the St Pauls Square Residents Association, and stated that the revised proposals were acceptable.

6. Melrosegate

Mr Mansfield spoke on behalf of Holy Trinity Church in objection to the yellow lines outside the church hall. He stated that parking was required outside the church to attend events at the church.

12. Scarcroft Road

Lance Andrews spoke on behalf of St Clements Church. He stated that the proposals would affect church users to attend church services and other events. He said that the church are having a car park built but space would still be needed at the front of the church.

Cllr Moore spoke in relation to Agenda Item 20, Skelton Speed Management Scheme. He distributed photographs of two areas with 40 mph speed limits and no road engineering. He supported a 40 mph zone on specific parts of the road, raising issues regarding the accident record.

The following representations were received in connection with Agenda Item 24, Public Rights of Way – Outstanding Objection to Public Path Extinguishment Order Public Footpath Osbaldwick No 6:

Mr Warters spoke regarding the loss of public amenity, and referred to procedural irregularities as he stated that the consultation had not been carried out in the correct manner. He stated that if this was approved it would create a precedent.

Gavin Winter, agent for the applicant, spoke in support of the application, stating that the footpath is no longer used by the public.

Brian Mellors spoke on behalf of Bishopthorpe Parish Council in relation to Agenda Item 21, Six Monthly Review of Speeding Issues. He spoke of the

issues of speeding in the village, of the lack of enforcement and the lack of information in the report.

The following representations were received in connection with Agenda Item 22, Proposed Pedestrian Refuge Island on A19 Main Street Fulford near Fordlands Road :

Denise Craghill spoke on behalf of York Green Party in support of the application. She stated that she supported Option 1 of the report, and that the refuge was an urgent and well overdue need, and was needed irrespective of the Germany Beck development.

Cllr Aspden spoke as Ward Councillor in support of the refuge, stating that it was in a good location, and there is local support and demand for the refuge.

Denise Craghill spoke on behalf of York Green Party in relation to Agenda Item 23, Petition Seeking Better Bus Service for Fordlands Road Fulford. She stated that she supported option 2 of the report.

David Nunns spoke in relation to Agenda Item 25, Public Rights of Way – Network Development Proposed Development of the Public Path Network using Legal Orders. He spoke in objection to the proposals, regarding budget and staffing issues, and made specific comments on Proposal 1 and Proposal 3 as to why they were unsatisfactory.

55. Economic Development Revenue Budget Estimates 2007/08

Members considered a report which presented the 2007/08 budget proposals for Economic Development, including the budget for 2006/07 (included as Annex 1 to the report) to show the existing budgets, the budget adjusted and rolled forward from 2006/07, the allocation of pay and price increases for the portfolio, budget savings options for the portfolio area (Annex 2), and fees and charges proposals (Annex 3).

Cllr Simpson-Laing requested a further more detailed breakdown of the car and train allowances, this is to be provided by officers by e-mail.

Members of the Labour Group and Green Party reserved their position for Budget Council.

Advice of the Advisory Panel

That the Executive Leader be advised to note the report.

Decision of the Executive Leader

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: As part of the consultation in setting the overall 2007/08 council budget.

56. Chief Executive's Monitor 2 Finance & Performance Report (2006/07)

Members considered a report which presented the Chief Executives Directorate's second performance monitoring report for the current year. The report informed Members of progress against the directorates service plan actions and targets, along with the current financial position.

Key points included :

- A relatively stable position on the directorate and corporate performance measures (as detailed in paragraphs 8 & 10 of the report)
- The final Local Area Agreement (LAA) will be submitted to Government office on 1st December 2006 (as detailed in paragraph 18 of the report)
- Good progress has been made to date on the Organisational Effectiveness Programme (as detailed in paragraph 20 of the report)
- The financial position is on target and forecast as a £12k underspend this year (as detailed in paragraph 24 of the report)

Members asked for further details on the sickness absence and stress performance figures, and were informed that the level of sickness absence is improving along with the effectiveness of monitoring sickness absence. Members discussed the reduction in income of the Print Unit, and were informed that the service were looking at ways of increasing their income, for example preparing court bundles for Legal Services.

Advice of the Advisory Panel

That the Executive Leader be advised to note the report and place on record his thanks for the work of the Chief Executive and his staff in addressing budget issues and in maintaining good quality of service performance.

Decision of the Executive Leader

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: To inform the Executive Leader on progress made against the service plan targets and budget.

57. Chief Executive's 2007/08 Service Plans

Members considered a report which presented the stage 1 2007/08 Service Plans for the Chief Executives directorate. The report included Service Plans for Policy and Improvement, Human Resources, Marketing and Communications and Civic, Democratic and Legal services (including Scrutiny).

Advice of the Advisory Panel

That the Executive Leader be advised to note the report.

Decision of the Executive Leader

RESOLVED: That the advice of the Executive Leader be accepted and endorsed.

REASON: To inform the budget process and the second stage of service planning within the directorate.

58. Chief Executive's Directorate Budget Estimates 2007/08

Members considered a report which presented the 2007/08 budget proposals for the Chief Executives directorate. It included the budget for 2006/07 (as detailed in Annex 1 of the report) to show existing budgets, the budget adjusted and rolled forward from 2006/07, the allocation of pay and price increase for the portfolio, budget service pressure proposals and savings options for the portfolio area (as detailed in Annexes 2 & 3), and fees and charges proposals (as detailed in Annex 4).

Members were asked to consider the budget proposals before the budget is considered by Budget Council on 21 February 2007.

Members discussed the failure to appoint a Safe City Coordinator, the concern that some of the proposed savings may not be cost effective, for example contracting out services, concerns regarding training and support for staff, and the issue of sponsorship of city boundary signs.

Members of the Labour Group and Green Party reserved their position for Budget Council.

Advice of the Advisory Panel

That the Executive Leader be advised to note the report.

Decision of the Executive Leader

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: As part of the consultation in setting the overall 2007/08 council budget.

59. City Centre Events Review

Members considered a report which detailed the review by York City Centre Partnership, through the council's City Centre Operations team, of events taking place in the city centre's open spaces. The reviews key aims were to examine and improve the content, quality, organisation and coordination of York's city centre events (both individually and as a whole programme) with a view to developing a high-quality programme of events for our city centre open spaces, which meets the needs of residents, businesses, participants and visitors to the city. A coordinated approach to events was favoured and Members were asked to consider the findings of the review and to formally endorse its proposed mission statement and recommendations for the future development of the events programme.

Officers updated that the report had been endorsed by Safer York Partnership.

Members raised concerns regarding the layout of the stalls for the events in Parliament Street making the cycling stands inaccessible, and vehicles blocking disabled crossings during the events. They also commented that in the summer months it would be advantageous for the events to go on later into the evening, and raised the importance of ensuring that there are a variety of events.

Members discussed the mission statement and agreed amendments as detailed below.

Advice of the Advisory Panel

That the Executive Leader be advised to endorse an amended mission statement which reads “City of York Council and York City Centre Partnership are committed to working with York’s festivals and events organisers to achieve a balanced and varied programme of high quality, well-presented and safe events for York city centre which respond to the interests of both residents and visitors”, and that the first two sentences of the proposed mission statement be incorporated into the objectives included as part of Annex 1 to the report.

Advice of the Executive Leader

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: To show a unified approach to events and support for the council’s future development of the events programme.

60. 2006/07 Second Monitoring Report Economic Development Service - Finance and Performance

Members considered a report which presented the latest projections for revenue and capital expenditure by Economic Development, as well as performance against target for Best Value Performance Indicators, Customer First targets (letter and telephone answering) and Staff Management targets (sickness absence and appraisals completed).

Members discussed the managed workspace at Amy Johnson Way, Clifton Moor and it was clarified that this was considered by East Area Planning Sub Committee in December. Members discussed York Market and how it would be promoted and were updated that a new leaflet promoting the market had been produced and would be distributed to homes in York and available in car parks. They also raised issues regarding having more market stalls in Parliament Street.

Advice of the Advisory Panel

That the Executive Leader be advised to approve the financial and performance position of the portfolio.

Decision of the Executive Leader

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: In accordance with budgetary and performance monitoring procedures.

61. Directorate of City Strategy Service Plans 2007/08 Stage 1

Members considered a report which sought approval for 2007/08 Service Plans Stage 1 for Economic Development (attached as Annex 1 to the report) and the Partnership Support team (attached as Annex 2 to the report) that fall within the Executive Leader portfolio.

Members of the Labour Group and Green Party reserved their position for Budget Council.

Advice of the Advisory Panel

That the Executive Leader be advised to approve the recommendations but to caution officers that the new Assistant Director for Economic Development will be expected to undertake a comprehensive review of the Councils economic development strategy and that this may well have implications for the Service Plans of the Directorate.

Decision of the Executive Leader

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: To monitor and review service planning issues and challenges facing City Strategy in the near future.

62. Target Hardening Budget Allocation

Members considered a report which set out recommendations for the distribution of the Target Hardening budget through the Safer York Partnership delivery structure.

Members were updated that the report had been included on the agenda in error and that they were requesting Members to defer the report to receive a revised report at a future meeting.

Advice of the Advisory Panel

That the Executive Leader be advised to defer the report and receive a revised report at a future meeting.

Advice of the Executive Leader

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: To receive an up to date report.

63. Petition Seeking to Re-Open Acomb Police Station

Members considered a petition presented to a meeting of full council on 5 October 2006. The petition was presented by Cllr Bartlett on behalf of local residents seeking the re-opening of Acomb Police Station. The petition was attached as Annex 1 to the report.

The petition contained the names of 165 local residents and stated that there is a strong feeling within the local community that people want to be able to drop into a locally accessible building where a member of the police force is available to be able to give advice, receive reports of crime and disorder, and discuss local community safety issues.

Advice of the Advisory Panel

That the Executive Leader be advised to:

- (i) Note the report;
- (ii) Support the longer term plan to provide offices/access points at public buildings throughout the Council area at which residents can interface with the Police;
- (iii) In the interim, request that the North Yorkshire Police re-open the Acomb Police Station to public access for a trial period – if necessary, initially, only at weekends – to assess the numbers of residents wishing to use such a facility and to determine the scale and nature of the issues raised;
- (iv) Arrange for the Neighbourhood Pride Unit to fully support any such initiative, for example by distributing publicity about any new police opening hours, in the areas of the City affected.

Decision of the Executive Leader

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: To respond to the issues raised in the petition.

64. City Strategy Revenue Budget Estimates 2007/08

Members considered a report which presented the 2007/08 budget proposals for City Strategy. It included the budget for 2006/07 to show the existing budgets, the budget adjusted and rolled forward from 2006/07, the allocation of pay and price increases for the portfolio, budget service pressure proposals and savings options for the portfolio area, and fees and charges proposals.

Officers updated that CSG08 should read 2007/08 net cost should read £200k (not £100k as stated in the report). Members discussed the proposal to reduce the post within Design and Conservation (CSS20).

Members of the Labour Group and Green Party reserved their position for Budget Council.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to :

- (i) Note the comments made on the budget proposals for consultation for 2007/08 contained in the report, which will be considered by the Executive on 16 January 2007;
- (ii) Note the budget proposal and the 2007/08 base budget as set out in paragraph 7 of the report, the service pressure proposals as set out in Annex 2 of the report, and the savings proposals as set out in Annex 3 of the report.

Decision of the Executive Member for City Strategy

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: As part of the consultation in setting the overall 2007/08 council budget.

65. Revenue Budget 2007/08 - City Strategy Fees and Charges

Members considered a report which advised them of the proposed fees and charges for the City Strategy portfolio for the financial year 2007/08 and the anticipated increase in income which they will generate. The annexes to the report detailed the individual charges.

Members discussed the increase in residents parking charges and were informed that the increase represents a 2.3% increase resulting in an increase in income of £12k. Cllr Simpson-Laing represented a breakdown of the £12k income by e-mail.

Members of the Labour Group and Green Party reserved their position for Budget Council.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to :

- (i) Note the comments on the fees and charge proposals for consultation for 2007/08 contained in this report, which will be considered by the Budget Executive on 16 January 2007;
- (ii) Note the comments on the fees and charges proposals for the City Strategy portfolio to be submitted to the Executive on 16 January 2007.

Decision of the Executive Member for City Strategy

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: As part of the consultation for the 2007/08 budget setting process.

66. City Strategy Capital Programme 2006/07 - Second Monitor Report

Members considered a report which set out the progress to date on schemes within the City Strategy Capital Programme for 2006/07. It reported on budget spend to the end of October 2006, which is seven

months into the capital programme year. The budgetary position over the next four years was also identified.

Members discussed the improvements to the ftr route, bus stop and shelter improvements, Barbican to St George's Field Walking Route, and School Safety Schemes.

Councillor D'Agorne requested that his concerns be noted regarding the reduction in funding for integrated transport, the slower than anticipated progress on the reserve scheme for Blossom St/Queen St Junction Improvements, and the deferral of the Barbican to St George's Field Walking Route.

Officers updated that the reason for slippages and deferrals was overprogramming.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to :

- (i) Agree to the adjustments set out in the Annexes 1 & 2, subject to the approval of the Executive to the proposed funding changes;
- (ii) Note that the Skelton Local Safety Scheme and the Speed Management Schemes will be included in the capital programme.

Decision of the Executive Member for City Strategy

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: To manage the Capital Programme effectively.

67. 2006/07 City Strategy Finance and Performance Monitor Two Report

Members considered a report which presented two sets of data from the City Strategy Directorate. These were the latest projections for revenue expenditure and capital expenditure for City Strategy portfolio, and Monitor 2 (2006/07) performance against target for a number of key indicators that were made up of Best Value Performance Indicators owned by City Strategy, Customer First Targets (letter answering) and Staff Management Targets (sickness absence).

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to :

- (i) Note the financial and performance position of the portfolio;
- (ii) Agree to the virement of £119k from City Strategy portfolio to the Economic Development portfolio in support of the temporary management arrangements.

Decision of the Executive Member for City Strategy

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: (i) In accordance with budgetary and performance monitoring procedures;

- (ii) In accordance with financial regulations.

68. Directorate of City Strategy Service Plans 2007/08 Stage 1

Members considered a report which sought approval for the 2007/08 Service Plans Stage 1 for City Development and Transport, Planning & Sustainability and Resources and Business Management that fall within the Executive portfolio. The service Plans were included as annexes to the report.

Cllr Simpson-Laing and the Green Party reserved their position for Budget Council

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to approve the 2007/08 Stage 1 Service Plans for City Development and Transport, Planning and Sustainability and Resource and Business Management.

Decision of the Executive Member for City Strategy

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: To monitor and review service planning issues and challenges facing City Strategy in the near future.

69. Objections to the Annual Review of Traffic Regulation Orders

Members considered a report which advised them of the representations made to the advertised Traffic Regulation Orders and sought a decision on how each item should be taken forward.

Officers updated that they were recommending implementation as advertised for Endfield Road, and revised proposals for Main Street Heslington.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to approve the Traffic Regulation Orders as detailed below:

Item	Street or Area	Decision
1	Barley Rise, Strensall	Withdraw
2	Shipton Street	Implement
3	Endfield Road	Implement
4	Fossway	Withdraw
5	Main Street, Heslington	Revised
6	Melrosegate	Implement
7	Osbalwick Lane	Implement with revisions from residents
8	Malton Road	Withdraw
9	Greencliffe Drive	Implement
10	Morritt Close	Implement

11	The Avenue	Implement
12	Scarcroft Road	Implement
13	Ouseburn Avenue	Implement
14	Marlborough Grove	Withdraw
15	Station Road, Upper Poppleton	Withdraw (consider a revised scheme next year)
16	Heworth Place	Implement
17	Hunt Court	Withdraw
18	St. Paul's Square	Revise
19	Clifton	Implement
20	Railway Terrace	Withdraw
21	Chapter House Street	Withdraw
22	Garfield Terrace	Implement
23	Bishopthorpe Road	Revise
24	Government House Road	Implement
25	Elliot Court, Fulford	Withdraw
26	Lastingham Terrace	Implement
27	Mount Vale Drive	Implement Mount Vale Drive as proposed Revise St Georges Place
28	Beech Grove	Revise
29	Bramble Dene / Moorcroft Road	Revise
30	Royal Chase	Implement

Decision of the Executive Member for City Strategy

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: In order to tackle the obstruction and safety issues raised.

70. Eastfield Avenue (Haxby) - Proposed 20mph Zone

Members considered a report which discussed the possible introduction of a 20 mph zone to help reinforce the existing traffic calmed area of Eastfield Avenue. This was in response to on-going local concerns over traffic speeds, and particularly the speed of buses going through the area. A decision was sought by Members on carrying out area-wide consultation on a proposed scheme, in parallel with the advertisement of the Traffic Regulation Order necessary to introduce a 20 mph zone.

Members raised their concerns regarding the speed of buses in the area.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to :

- (i) approve, in principle, the scheme as shown in Annex B;
- (ii) authorise further area-wide local consultation on the proposed scheme, including advertisement of the necessary Traffic Regulation Order;
- (iii) delegate authority to the Director and Executive Member for City Strategy to make a decision on the scheme progressing, including the making of the necessary Traffic Regulation Order (TRO), following consideration of the consultation feedback, including any objections to the TRO, at an Officer In Consultation (OIC) meeting;
- (iv) to include the implementation of this scheme as a spending option when the 2006/07 Transport Capital Programme is reviewed (under another item on this agenda) or, if this is not possible, to be considered it when the 2007/08 Transport Capital Programme is determined.

Decision of the Executive Member for City Strategy

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: To help address local concerns over traffic speeds.

71. Skelton Speed Management Scheme

Members considered a report which advised them of options for amending the speed limit on the A19 in the vicinity of Skelton village, following additional feasibility work requested by the Planning and Transport (East Area) Sub Committee in February 2006.

The report detailed the background to the proposals, the scheme options presented to the Planning and Transport (East area) Sub Committee on 9 February 2006, the consultation on the original scheme proposals, the current situation and details of the further feasibility study.

Members discussed the proposals and the issues relating to the wishes of the Parish Council and Ward Members who supported a 40 mph speed limit and the recommendations of officers that a 50 mph speed limit should be proposed.

Members raised issues regarding the safety of cyclists and pedestrians, and the need for traffic monitoring in the area.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to :

- (i) Approve the 50 mph speed limit scheme, as shown in annex two, as the preferred solution, subject to funding;

- (ii) Authorise further consultation on the preferred scheme, including advertisement of the necessary Traffic Regulation Order;
- (iii) Delegate authority to the Director and Executive Member for City Strategy to make a decision on the scheme progressing, including the making of the necessary Traffic Regulation Order (TRO), following consideration of the consultation feedback, including any objections to the TRO, at an Officer In Consultation (OIC) meeting;
- (iv) To include the implementation of this scheme as a spending option when the 2006/07 Transport Capital Programme is reviewed (under another item on this agenda) or, if this is not possible, to be considered it when the 2007/08 Transport Capital Programme is determined;
- (v) Approve that a six monthly and annual monitoring report be produced to monitor the situation.

Decision of the Executive Member for City Strategy

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: To help address local concerns over traffic speeds.

72. Six Monthly Review of Speeding Issues

Members considered a report which set out the policy framework for them to decide where vehicle activated signs (VAS) should be located to reduce casualties and road danger.

The report was also the first of a series of six monthly assessments of speeding issues to be reported to Members. It covered the period 1 May – 31 October 2006. The report set out how complaints of speeding have, and will be, verified in the future and the choice of remedial action to be taken where necessary. It also categorised roads where speeding issues had been identified on a scale of one – four, with one being the highest priority.

The report detailed the following 6 proposals:

- A. To retain the existing nine VAS at their current locations and to implement VAS at sixteen sites in York based on evidence of a known excessive or inappropriate speed by all classes of vehicles and casualty problems.
- B. To develop a programme of Speed Management Schemes, from the list of category one roads, for implementation as part of the 2006/07 Capital Programme, subject to budget allocation.
- C. To develop a programme of Local Safety Schemes, from the

list of category two roads, for implementation as part of the 2006/07 Capital Programme, subject to budget allocation.

- D. To give approval to VAS sites funded by Parish Councils and Ward Committees which meet the set criteria and to develop a list of potential Ward Committee and Parish Council funded speed management schemes.
- E. To continue to monitor speeds & the injury accident record on roads reported by the public, in particular to carry out 7 day/24 hour speed surveys on category one and two roads.
- F. To monitor and report on the short and long term impacts of VAS introduced in York in 2006/07 and to review the performance of these first VAS sites in six months time and all sites thereafter at least every twelve months.

Members discussed the categorisation tests, and the data used to arrive at a list of sites for the possible location of VAS.

Cllr Merrett proposed a motion that the item should be deferred to look further at how the list of the 16 sites had been decided upon. This motion was seconded by Cllr Simpson-Laing. The motion was put to the vote and the motion was lost.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to approve proposals A – F as detailed above.

Decision of the Executive Member for City Strategy

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: Evaluation of Vehicle Activated Signs (VAS) has shown that they can reduce speeds and road danger. Consequently, their use in York, based on evidence of a known speed and casualty problem, has the potential to reduce casualties in the city. Conducting 7 day/24 hour speed surveys on category one and two roads will ensure that the data is reliable and reflects the speed profile of the road. Treating roads identified as category one and two in the 2007/08 Capital Programme will ensure the greatest rate of return from capital spending. Allowing Ward Committee's and Parish Council's to fund schemes on roads categorised as one and three, will enable roads to be treated that are not included in the 2007/08 Speed Management Capital Programme. Monitoring of roads assessed as low priority will enable an effective response should the situation change over time.

73. Proposed Pedestrian Refuge Island on A19 Main Street Fulford near Fordlands Road

Members considered a report which updated them on proposals to help pedestrians cross Main Street Fulford in the vicinity of the Fordlands Road junction. The report noted the previous consideration of proposals by the former Planning & Transport (East area) Sub- Committee, the proposed Germany Beck development, and recent proposals to amend the local bus services considered by this committee in July 2006.

The report identified four options:

- Option 1 to advertise the Traffic Regulation Order (TRO) for the waiting restrictions associated with the scheme in Annex A and to implement the scheme, subject to funding approval, if no objections are received. If objections are received these would either be dealt with through the Officer In Consultation (OIC) process or reported back to this Advisory Panel.
- Option 2 to advertise the TRO for the waiting restrictions associated with the scheme in Annex A but to defer a decision on implementation pending the Secretary of State's decision on the Germany Beck development and the timing of any improvements associated with that development. The scheme would be implemented, subject to funding approval, if the Germany Beck development was not approved. However if Germany Beck development is given the go ahead the decision on the island would be deferred pending a further report on the improvements associated with the development.
- Option 3 to defer a decision on a crossing facility until after the outcome of the Germany Beck public inquiry and the Fulford Road Corridor Study.
- Option 4 to decide that a crossing facility is not appropriate on this particular section of the A19.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to :

- (i) Note the report;
- (ii) Adopt Option 1;
(To advertise the TRO for the waiting restrictions associated with the scheme in Annex A of the report and to implement the scheme, subject to funding approval, if no objections are received. If objections are received these would either be dealt with through the Officer in Consultation process or reported back to this Advisory Panel)
- (iii) Approve that the TRO for the waiting restrictions associated with the scheme in Annex A be advertised and, subject to no

objections being received and the scheme proceeding, the order be made;

- (iv) To delegate authority to the Director and Executive Member for City Strategy in consultation with the Opposition Spokesperson and Ward Member(s) to consider any objections to the TRO at an Officer in Consultation meeting.

Decision of the Executive Member for City Strategy

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

- REASON:
- (i) To inform Members;
 - (ii) To provide a pedestrian refuge as soon as possible;
 - (iii) To enable the waiting restrictions associated with the scheme to be implemented;
 - (iv) To resolve any objections to the TRO.

74. Petition Seeking Better Bus Service for Fordlands Road, Fulford

Members considered a report which requested them to consider a petition presented by Cllr D'Agorne to Council on 5 October 2006, opposing changes to the Council subsidised bus services terminating in Fordlands Road in September 2006.

The report presented the following options:

- To maintain the existing service in its present (or slightly modified) form
- To restore the service to its former timetable
- To modify another subsidised bus service, in combination with restoring the former service into Fordlands Road, to satisfy Arriva Yorkshire objections to the volume of subsidised bus services in the Fulford area.

Members discussed the proposals and supported a more frequent bus service for the area.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to :

- (i) Approve that Officers look into the possibility of improving bus services for Fordlands Road;
- (ii) Approve that bus service provision along the Fulford Road corridor should be closely monitored, and a review of subsidised bus services in the area should be brought forward as soon as possible after the current situation appears to have stabilised;

- (iii) Approve that the Director of City strategy be empowered, in consultation with the Executive Member, to take appropriate action, guided by the aims embodied in the report, to respond to any changes in the situation brought about by commercial bus service registrations, with any such action reported to a subsequent meeting of this panel.

Decision of the Executive Member for City Strategy

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: (i) To respond to criticism of the current service;

(ii) To explore any opportunities which might arise to improve the frequency of bus service on the route to Fulford (Fordlands Road);

(iii) To facilitate a timely response to any unforeseen changes, which may be made with a minimum of eight week's notice, to the network of bus services provided commercially by the private sector.

75. PROW - Outstanding Objection to Public Path Extinguishment Order, Public Footpath Osbaldwick No 6

Members considered a report which requested their approval for submission of an opposed Public Path Extinguishment Order to the Secretary of State for determination, for Public Footpath Osbaldwick No6 Extinguishment Order 2006, with the request that the order is confirmed.

Members discussed the issue of an alternative path being available nearby and that the issue could have been previously addressed as part of the planning process.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to approve that the Public Footpath Osbaldwick No6 Extinguishment Order 2006 be passed to the Secretary of State for the Environment Food and Rural Affairs and a request made that the order be confirmed.

Decision of the Executive Member for City Strategy

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: It is believed that the path is no longer needed for public use.

76. PROW - Network Development, Proposed Development of the Public Path Network using Legal Orders

Members considered a report which sought their authority to make 4 Public Path Orders to legally change the alignment of several rural public footpaths from their current legal alignment as shown on the Definitive Map of Public Rights of Way, to improved alignments. The changes would improve the public path network for the public. It was proposed to alter the following footpaths as detailed below:

PROPOSAL 1 - Public Footpath Askham Bryan No5 – Diversion of 2 Sections of Path. PLAN 1 Annex 1

PROPOSAL 2 - Public Footpath Strensall No17, Diversion of a Section of Path. PLAN 2 Annex 1.

PROPOSAL 3 - Public Footpath Skelton No's 7 & 8 - Extinguishment of 3 Sections of Path and the Creation of 1 Section of Path as an Alternative. PLAN 3 Annex 1

The report recommended that the Executive Member approve Option A and authorise the making of the proposed public path orders. Officers updated that they were recommending amendments to the proposals, these being the realignment of the path for proposal 1 and the addition of the further section of the path to be moved for proposal 3.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised :

1. To authorise the Head of City Strategy Directorate to instruct the Head of Civic, Democratic Legal Services to make the necessary Public Path Orders to implement Proposals 1 (with the amendment of the realignment of the path), 2, and 3 (with the addition of the further section of path to be moved) (or any combination of proposals 1 to 3 depending on consideration of each proposal) and alter the legal alignments of sections of public footpaths Askham Bryan No. 5, Skelton No.s 7 and 8 and Strensall No.17.
2. That if no objections are received to the making of the orders, or that if any objections that are received are subsequently withdrawn, the Head of Civic Democratic and Legal Services be authorised to confirm the Orders recommended in 1. above.
3. That if objections are received in relation to one or more of the proposed diversions and not subsequently withdrawn, the Head of Civic, Democratic and Legal Services be authorised to confirm the Order in respect to the public footpath(s) where no objection was received.
4. That if objections are received to any of the orders and such objections have been considered already within this report and not subsequently withdrawn, the order or orders to which the objection(s) relates be passed to the Secretary of State for determination.

5. That if objections are received to any of the orders and such objections have not been considered already within this report, a further report be placed before the Committee, to enable Members to consider whether or not pass the Order(s) to the Secretary of State for determination.

Decision of the Executive Member for City Strategy

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: The orders would develop the public path network for the benefit of the public and the future management of the routes and the proposed orders also meet the criteria of the relevant legislation.

77. Members Comments

Cllr Merrett raised his concerns regarding the length of the agenda and the ability to adequately consider all the items and decisions required.

Executive Leader

Chair of Advisory Panel

The meeting started at 5.05 pm and finished at 9.15 pm.

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**Executive Member for City Strategy and
Advisory Panel**

15 January 2007

Report of the Director of City Strategy

**Financial Support to Voluntary Organisations (Chief
Executive's/City Strategy) 2007/2008****Summary**

1. This report advises Members of the applications received for financial support of £5,000 or over from the Chief Executive's voluntary sector funding budget for 2007/2008. The Executive Leader is requested to consider officer recommendations to put in place a number of funding agreements, including three year agreements, for amounts up to £50,000 and to forward a recommendation to the Executive for an award of over £50,000. The report also considers the need for a review of future options for making most effective use of the Chief Executive's voluntary sector funding in the face of continuing budget pressures and commitments in the Local Area Agreement.

Background

2. The Chief Executive's voluntary sector funding budget has recently transferred to City Strategy as part of the restructure of the Chief Executives' Directorate. However, there has not, as yet, been any change of name for this budget, as the information for voluntary and community organisations (VCOs) was prepared prior to the restructure taking place.
3. VCOs wishing to apply for financial support to the Chief Executives voluntary sector funding budget have to complete an application form indicating how they meet the agreed criteria for funding and other requirements. The funding process put in place is compliant with the York Compact. Organisations with existing funding agreements also have to provide information about how they have complied with their existing service level agreement. Annex 1 sets out both the general and Chief Executives criteria.

4. In 2004/5 the Council agreed four longer term funding agreements with organisations funded through the Chief Executive's budget. These will end in March 2007 and those organisations wishing to reapply have had to complete new applications this year. The following applications for funding have been made to the Chief Executive's voluntary sector funding budget for 2007/8:
 - 13 applications for funding (linked to Service Level Agreements), of which 11 are from organisations with existing funding agreements
 - 11 applications for Discretionary Rate Relief (DRR) – of which 4 are for DRR only.
5. The total amount of funding applied for is approximately £338,540 plus DRR at a cost of approximately £15,200. The applications range in value from £250 to almost £149,000. Annex 2 summarises the applications received.
6. The budget expected to be available in 2007/2008 (subject to approval at Budget Council) is £256,030. This is the same as the base budget in 2005/2006; however, the cost of DRR tends to increase year on year and this reduces the amount available for funding linked to service level agreements.
7. The shortfall between applications made and budget available is almost £100,000.
8. This report covers only those applications for funding of £5,000 or above. All other applications, including those for DRR without an accompanying grant application, will be dealt with by the Chief Officer, in accordance with the delegated authority in the Constitution. It is intended to decide these applications by the end of February 2007.

Assessment of applications for Chief Executive's funding

9. Officers have assessed the applications for funding and have prepared summaries of each application which are available from the report author. Financial information has also been checked by officers in Accountancy. Where an organisation is currently funded by Chief Executives their performance against the current service agreement is also included in the application summary. Copies are also available in the Members' Library.

Consultation

10. Drafts of the application summaries have been sent to applicants to allow correction of any factual errors. It is acknowledged that this has, unavoidably, included the Christmas/New Year holiday period.

11. Voluntary and community sector (VCS) representatives of the York Compact Group also met with Council officers in December as part of the Council's wider consultation prior to finalising the Council's budget proposals for 2007/08. Included within this was a discussion of the level of Chief Executive's funding and the Compact Group highlighted the following comments in relation to this and the wider issues impacting on the Council's partnership with the VCS:
 - Most VCOs have received no significant growth (if any) in their statutory funding for many years, and struggle to cope with ever-increasing workloads.
 - If the work of these organisations is to continue, the VCS, via the Compact Group, recommends that the VCS, the Council and other partners, must work together to secure the additional funds needed to sustain valuable services for the community.
 - An added concern for many local services is the uncertainty surrounding the new Primary Care Trust's (PCT) commissioning of services from the VCS. The Compact Group requested that the Council add its support to that of the VCS in trying to secure an early and satisfactory resolution to this situation.
12. Consultation within the Council has taken place with officers in Resources, Performance and Improvement (Equalities Officer) and Civic, Democratic and Legal Services. Comments in relation to this internal consultation are included in the following paragraphs or under 'Implications' at paragraph 37.

Options and analysis

13. It is clear from the shortfall between applications made and budget availability (see paragraph 7) that all applications cannot be met. Furthermore, owing to the estimated increase in cost of DRR in 2007/8 compared to 2006/7 and previous years, it is also not possible to fund all existing awards as in previous years as there would be a shortfall of £1,260. A significant part of this increase is accounted for by the increase in rateable value of the completed Priory Street Centre; however, net rates payable have also increased across the board.
14. One future option therefore is to consider reducing the level at which DRR is paid from 12% to 10% or other lower figure. If DRR was to be awarded at 10% this would 'save' approximately £2,000 on the current cost of DRR. It would however, impact on a wide range of VCOs in the city. This option could not, in any event, be introduced for 2007/8 as no consultation has yet taken place and 12 months notice would have to be given to the organisations likely to be affected.
15. A further factor to be taken into account is that, if funding is to be taken away from organisations with existing agreements, then the York Compact

and legal advice require that sufficient notice is given, and that as a minimum this should be 3 months if the proposed reduction is likely to have a significant impact on the organisation.

16. In relation to the applications for funding received for 2007/8 a number of options for funding have therefore been considered as follows:
- A: Maintain existing awards as far as possible by 'sharing out' or 'spreading the cost' of the shortfall across all existing awards.
- Not recommended as the assessments show that there are some VCOs that can source income through charging or fundraising more easily than others; some organisations face more significant inflationary pressures than others; and, as financial pressure on the budget continues the need to prioritise between applications increases.
- B: Share out the available budget between all those applications which meet the funding criteria, including new applications.
- Not recommended as, whilst enabling new applications to be partially funded, this could only be achieved by making significant reductions in funding to other existing high priority services.
- C: Make limited savings according to the relative priority of services in relation to the Chief Executive's budget criteria and taking into account the financial circumstances of individual organisations.
- This is the recommended option as it takes into account the need to consider the relative priority of the different types of service in line with continuing budget pressures, whilst limiting the significance and impact of any reductions in funding.

Funding pressures for 2007/2008 and beyond

17. The increasing pressure on the Chief Executive's voluntary sector funding budget, resulting from a protected, but standstill, budget for many years, have made it increasingly necessary to consider which are the highest priority needs that this particular budget should be used to meet.
18. The revised criteria, introduced last year, more or less retained all the existing types of activity within their remit, albeit with a greater focus on a multi-agency approach and the links with the citywide inclusion and anti-poverty agenda.
19. It has become clear however, that this approach can only be maintained into the future if overall funding budgets increase, at the very least in line with inflation. In the current financial environment the value of funding has reduced year on year. Whilst some very small organisations, particularly those without paid staff, can just about manage to continue to provide their

services on this basis, for other bigger organisations this eventually leads to cuts in services as staff have to be made redundant or premises given up.

20. This situation also, of course, makes it extremely difficult for new services to be funded, as their applications are in direct competition with existing services for an increasingly limited total amount of funding.
21. Significant changes to criteria cannot be introduced without full and inclusive consultation, and there may be other options to consider too. For example, can better coordination of citywide funding bids bring in more resources to the city ? Would additional resources put into helping organisations bid more successfully for external funding provide a greater number of organisations with more and alternative sources of funding rather than trying to stretch limited Council funding further and thinner ?
22. The Local Area Agreement (LAA), which is currently being considered by central government, includes within it commitments for all partners, to increase service delivery by the voluntary and community sector, including to:
 - consider how to achieve the most effective delivery of the priority services across all sectors
 - review existing arrangements for commissioning services and ensure these are Compact compliant, and to
 - actively seek opportunities to bid for external funding sources to achieve partnership priorities.
23. It is proposed therefore that a process of reviewing the future options for making most effective use of the Chief Executives funding budget, including the level at which DRR is paid, takes place over the coming year, bearing these LAA commitments in mind, and that proposals be brought back to Members in due course.

Funding Priorities in 2007/2008

24. In the meantime, the priority for 2007/2008 is to manage the pressure in the budget with a view to a wider review that needs to take place during 2007/8. Using option C (see paragraph 16 above) as the basis for recommendations requires some degree of prioritisation. It is proposed that in relation to the organisations with existing funding, that those VCOs with 3 year funding agreements about to end, represent some of the key services in the city, without which, other organisations would find it difficult to maintain their own services.

York CVS: providing infrastructure support services for other VCOs/as well as supporting partnership working between the public sector and VCS

- York CAB: high volume free advice service – whose clients would otherwise have to pay or present at the council or other VCOs for advice
- Welfare Benefits Unit: a second tier service supporting other VCO and public advice providers and help to coordinate take-up campaigns
- York Racial Equality Network: with a key role to play in the city's approach to promoting race equality, tackling harassment and discrimination and engagement with York's growing BME population.

25. In relation to the criteria for services which are cross-cutting, help to reduce poverty and exclusion, and services which help to build the capacity of the wider voluntary and community sector it is suggested that these have the highest priority for funding in 2007/8. Whilst it is not possible to increase funding in the current financial circumstances it is proposed that these organisations should not face any reductions in funding.
26. In relation to the other funding applications being considered in this report, two new applications were received from Older Citizens Advocacy York and York Older Peoples Assembly. As included in the 'options' section of this report (paragraphs 13 – 16 above) funding new applications at any significant level in the existing financial circumstances is not recommended. However, it is also recognised that the difficulty in funding new applications is an issue that needs to be included in the review being proposed for the coming year. It is also noted that the Council's Grants and Partnerships officer is meeting with members of the Older People's Assembly in the new year to offer some assistance with an external funding application.
27. Three applications – from Relate, Centre for Separated Families and York Travellers' Trust fall in the £10 -15,000 range. The applications for York Volunteer Centre and York Community Accounting Scheme have been included within the application for York CVS for 2007/8 and beyond. All other applications fall below the £5,000 level and will be considered separately from this report.
28. In relation to the small reduction in service level agreement funding that needs to be found it is proposed that this is spread out between these remaining organisations as follows:
- Relate and Centre for Separated Families - funding to be reduced slightly from £9,500 to £9,000 for 2007/2008. It should be noted that the funding for these organisations was reduced from £10,000 to £9,500 last year.
- York Travellers' Trust funding to be retained at the existing level (£13,000).
29. York Travellers' Trust is at a vital stage in its development and sustainable funding remains a significant issue for the Trust. A research project is due to be carried out in the coming year which will hopefully help to determine the

future direction and priorities of the Trust. The Council is keen to play some part in this project and will consider the outcomes of the research when it is available. Although it is not possible to make any further increase in the coming year, due to the current financial circumstances, it is not recommended to make any reductions to the Trust's funding at this point.

30. The remainder of the budget, estimated at just under £6,000, would be available for distribution to organisations requesting DRR only and funding applications of less than £5,000. Based on the applications received and the expected cost of DRR it is anticipated that small reductions in funding are likely to be necessary across all applications.
31. In summary, the recommendations proposed above are as follows:

Award new 3 year service level agreements as follows:

- York CVS £33,321 plus DRR
- York CAB £126,618 plus DRR
- Welfare Benefits Unit £24,125
- York Racial Equality Network £29,626

Award new annual service level agreements as follows:

- York Travellers' Trust £13,000 plus DRR
- Relate £ 9,000 plus DRR
- Centre for Separated Families £ 9,000 plus DRR

The total estimated cost of all the above awards is £250,113. This leaves an amount of approximately £6,000 for awards of less than £5,000 and DRR only awards. These recommendations are set out in summary in Annex 3.

Recalculation of grant funding and DRR where both are payable

32. Each £1 of 'grant' awarded (funding linked to Service Level Agreements) costs the Council £1; each £1 of DRR costs the Council 75p. Therefore where both grant and DRR are awarded there is an advantage in awarding 20% DRR and a reduced amount of grant. This gives the same value of award to the organisation but costs the Council less. The financial summary at Annex 3 shows that recalculating the financial awards in this way allows awards worth £253,957 to be made at a cost of £250,113. (See the section of the spreadsheet headed 'DRR calculations and adjustments of grant'.)

Payment of awards

33. Custom and practice over the past 8 years at least has been that Chief Executive funding awards are paid out as one lump sum at the start of the agreement period, unless there are particular reasons to stage payments, for example, funding a new service which is not yet 'tried and tested' or concerns about the viability or delivery of services. However, the Chief

Executive has expressed some concern about this practice, in particular, with regard to the level of award to York CAB.

34. One of the reasons this practice has been retained in the current climate is that, some financial advantage accrues to the VCO through being able to gain interest on the funding invested, when overall levels of funding have remained static for many years.
35. Options include, maintaining the current practice for awards below a certain level and making six monthly or quarterly staged payments for others or, maintaining current practice for all awards unless there are particular reasons, as in the examples above, for staging payments. The Executive Leader's views and instructions on this issue are sought.

Corporate Priorities

36. The process put in place to deliver the Chief Executive's voluntary sector funding programme aims to support the corporate priority 'to improve the way the Council and its partners work together to deliver better services for the people who live in York'. The Chief Executive's funding criteria, which focus on increasing social inclusion also support a number of the other corporate priorities, in particular:
 - Reduce the actual and perceived impact of violent, aggressive and nuisance behaviour on people in York (e.g. services delivered by YREN, counselling services)
 - Improve the life chances of the most disadvantaged and disaffected children, young people and families in the city (e.g. services delivered by Centre for Separated Families, York Travellers Trust, Relate, York CAB, WBU)
 - Improve our focus on the needs of customers and residents in designing and providing services (e.g. services delivered by York CVS, OPA, OCAY)

Implications

Financial Implications

37. The proposed budget for Chief Executives voluntary sector funding in 2007/08 is £256,030. This amount is subject to approval at Budget Council on 21 February 2007. The total cost of all officer recommendations made in this report is estimated at £250,113. This leaves an amount of just under £6,000 for awards of DRR and amounts of less than £5,000 to be decided by the Chief Officer.

Human Resources

38. There are no direct human resource implications arising from this report.

Equalities

39. 2005/2006 saw the introduction of new equalities and diversity monitoring for VCOs funded or part funded by the Council. The results of this monitoring were brought together in an equality impact assessment for Chief Executive's voluntary sector funding in 2006/2007. This found that, in relation to the distribution of funding, race and gender issues were fairly well covered, but that there was no specific funding for disability groups and little funding for specifically age related groups. In relation to 'who receives services' there was a mixture of good and less good practice. Areas for improvement included:
- Discuss equality monitoring with individual organisations where this is not already in place and encourage VCOs to make use of existing good practice (for take up of services and for staffing / and governance arrangements); follow up individual queries with VCOs where issues need addressing.

Discussions have been held with a number of VCOs and further improvements are expected in the coming year.

Legal Implications

40. The awards set out in this report are made under Section 1 of the Local Government Act 2000. Where reduced awards are recommended they are not considered to be at a level which would cause significant negative impacts on the organisations concerned.

Crime and Disorder

41. There are no crime and disorder implications arising from this report.

Information Technology (IT)

42. There are no IT implications arising from this report.

Property

43. There are no property implications arising from this report. However, it is noted that York CAB occupy premises leased from the Council.

Risk Management

44. The potential risks in grant funding external bodies range from failure of the VCO to deliver the agreed service at the appropriate standard, to the

closure of the organisation as a whole with consequential loss of funds. These types of risks have been considered and are dealt with through the application, assessment and agreement process put in place by the Council. This includes a financial assessment of the organisation and a requirement that organisations meet the relevant standards for their type of service and that appropriate insurances are held.

45. It should also be noted that funding is not released to an individual VCO until a service level agreement has been agreed and a signed copy returned to the Council. In addition, this year, due to this decision-making process taking place earlier in the year than usual, a small number of VCOs applying for funding have not completed their own financial reporting processes. They have therefore been unable, at the time of writing, to submit annual accounts and reports. In these cases it is proposed that, where funding is recommended and agreed, this is made subject to the receipt of satisfactory accounts and reports. It is not anticipated that this will present any difficulties to the VCOs concerned as there should be ample time before actual funding awards are due to be made.

Recommendations

46. The Advisory Panel's advice and Executive Leader's instructions are invited in connection with the officer recommendations set out in this paper, as summarised in paragraph 31 above and in Annex 3, subject to the outcome of Budget Council. In particular the officer recommendations are to
- Put in place four new 3 year funding agreements from 2007/8 to 2010/11 at a cost of £218,042; referring the decision in respect of the proposed award to York CAB to the Executive for approval as this is over £50,000.
 - Put in place 3 new annual funding agreements at a cost of £31,994.
 - To set aside the remainder of the budget for awards of less than £5,000 and DRR awards (without accompanying grant applications) to be delegated to the Chief Officer
 - To make awards subject to the receipt of satisfactory accounts and reports, where necessary, as set out in paragraph 45 above.

Reason: This is so that the Council can enter into Service Level Agreements with the organisations funded for the provision of a range of services for the residents of York.

47. A further recommendation is that the Executive Leader give his views and instructions on the timing and frequency of payments to be made to VCOs as set out in paragraphs 33 to 35 above.

Reason: To notify VCO's promptly regarding the timing and frequency of payments.

48. It is also recommended that officers review the options for making the most effective use of the Chief Executives funding budget during the coming year, bearing in mind the commitments contained in the LAA, and as discussed in paragraphs 17 to 23 above, and that proposals be brought back to Members in due course.

Reason: This is so that the most effective use can be made of the Chief Executive's budget in the future.

Contact Details

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Report Approved

Date 21 December 2006

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

All

For further information please contact the author of the report

Background Papers:

Applications are held in the Partnerships Support Team.
Application summaries are available on request and can also be found in the Members' Library.
'Funding for voluntary and community organisations 2007/2008', booklet produced by Partnership Support Team, October 2006

Annexes:

Annex 1: Criteria for financial support (General and Chief Executives)

Annex 2: Summary of applications received

Annex 3: Financial summary of recommendations

GENERAL CRITERIA

Council financial support for voluntary organisations will be directed to:

- services or activities which meet defined needs in the Council's area;
- services for groups of people considered to be in special need;
- goals or activities which complement those of the Council and other organisations in the York area; in particular the Council's corporate aims and priorities
- organisations able to demonstrate the benefits of their activities to the community and to individual clients in particular
- organisations complying with relevant legislation, including equalities legislation (in support of the Council's Equality Strategy)
- Organisations able to enter into service level agreements with the Council
- Organisations able to sign up to the York Compact

The Council will not fund:

- services which it considers should be provided by other statutory bodies;
- groups working to further the aims of particular religious or party political organisations;
- the activities of individuals

CRITERIA FOR CHIEF EXECUTIVES FINANCIAL SUPPORT

The **Chief Executive's Department** focuses its funding on services and activities which support the Council's social inclusion policy and the Inclusive City theme of the Community Strategy. The voluntary and community sector provides an extensive range of services, often working alongside the Council or other bodies to reach out to those individuals or communities who are vulnerable, facing short term problems or crises in their lives and who are at risk of social exclusion. The Community Strategy supports a multi-agency approach to inclusion focusing on reduction of poverty, access to advice, finance and other services.

Chief Executives funding is therefore focused on:

- services or activities available on a citywide basis
- services or activities which help to build the capacity of the voluntary and community sector as a whole
- cross-cutting services or activities which help to reduce poverty and enable and help people and excluded 'communities of interest' to be socially included – in particular high quality advice and counselling services which help people to overcome some of the barriers to inclusion.

Applications for funding will be prioritised according to how well they:

- meet identified needs in the city (including existing services)
- provide clear outcomes from funding
- engage with excluded or vulnerable communities of interest including black and minority ethnic communities
- work alongside the Council and other agencies in a joint or multi-agency approach
- contribute to the Council's York Pride and Safer City priorities (particularly for new funding)
- provide value for money (including financial leverage)

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Summary of applications received for Chief Executive's voluntary sector funding

Organisation & amount requested	Outline of service/activity	Recent funding history & any comments
York & District CAB £148,697 + DRR	Free, high volume generalist and specialist advice provider to all who live/work in the city; helping to reduce poverty and exclusion through ensuring services accessible to most vulnerable groups/individuals; proactive / multi-agency approach.	3 yr funding agreement ends in March 2007 (funded at £126,618); Increase requested to help meet increased costs including salaries/volunteer expenses/rental increase. Income also from trusts/Legal Services Commission.
York CVS £50,000 + DRR NB incl. Volunteer Centre & York Community Accounting Scheme – previously separate	Primary infrastructure organisation for VCS in the city – supporting positive partnership working & capacity of VCOs to deliver services to meet needs of residents & enabling residents to become involved via forums, volunteering etc.	3 yr funding agreement ends March 2007; £50k application includes £20k for Volunteer Centre (increase from £4,141), funding for YCAS (previously £1,035) and for CVS core (previously £28,145). C.55% income from social enterprise.
YREN £40,000	Promotes & provides independent info & support to victims of racial harassment & discrimination; helps coordinate multi-agency approach across city; facilitating involvement & consultation with BME communities in city.	3 yr funding agreement ends in March 2007 (funding at £29,626) Funding from CRE c£24.5k in 2006/7 (reduced to £14.6k in 2005/6). Accommodation remains an issue for YREN.
Welfare Benefits Unit £25,593	Second tier advice agency providing specialist advice & training to front-line advice providers & campaign work to maximise take up of benefits– helping to reduce poverty. Partnership working across CYC /other agencies	3 yr funding agreement ends in March 2007 (funding in 2006/7 – 24,125) NYCC other main funder, plus sales & training. Increase for inflation requested.

<p>NEW Older Citizens Advocacy York (OCAY) £10,000 + DRR</p>	<p>Contribution to advocacy service for older people (either individually or with groups) to help reduce exclusion; growing focus on support for older people who are vulnerable to abuse. Aim to work in partnership with range of CYC /VCOs.</p>	<p>Receive DRR (c.£100); have applied for funding for past few years but not awarded. OCAY successful in gaining Big Lottery funding over 3 yrs in 2006/7 – but this leaves shortfall for full service.</p>
<p>NEW York Older People's Assembly £21,000</p>	<p>OPA enable older people's voices to be heard & to help them shape policies that affect their lives (e.g. in developing LAA). Help lead & support older people's information fair & 50+ festival events. Application for p/t office manager /outreach worker to develop local older peoples groups rather than relying on views of those able to attend city centre meetings & ease burden on volunteers.</p>	<p>Have applied for past 3 yrs but no funding awarded – except for help meeting costs of Info Fair. Have received some funding from PCT but future of this uncertain. Have sufficient funds for current workload (for short term) for but not to sustain or develop this.</p>
<p>Centre for Separated Families £10,000 plus DRR on 2 properties</p>	<p>Application for contribution to cost of Family Support service which supports separated families living in poverty/disadvantage across whole range of issues; helping to overcome & prevent social exclusion for children & families.</p>	<p>Funding awarded in 2006/7 £9,500 plus DRR. (Funding in place since 1996/7 at least.) Income from range of sources including training, trusts, DfES, Connexions (<i>Annual Report & Accounts awaited</i>)</p>
<p>York Travellers Trust £20,000 + DRR</p>	<p>Contribution to core running costs of service which seeks to reduce exclusion & disadvantage of Travellers & encourage acceptance between settled & Travelling communities. YTT acts as a base for other services (e.g. PCT services) to link up with Travellers as well as a frontline service for Travellers</p>	<p>Funding increased to £13k in 2006/7; £10k since 1998/99 at least. YTT has funding of £60K from JRCT over 3 yrs. Sustainable core funding remains an issue. A research project is due to take place in 2007. (<i>Annual Report & Accounts awaited</i>)</p>
<p>Relate £10,000 + DRR</p>	<p>Contribution to provision of counselling service to couples, individuals, families & young people to build better relationships & prevent family breakdown with associated risks of poverty, parenting issues & social exclusion.</p>	<p>Funding awarded in 2006/7 £9,500 (funding in place at c.£10k since 1996/7 at least). Relate relies heavily on financial contributions from clients who can afford contributions.</p>

York Rape Crisis £1,500	Contribution to provision of free crisis counselling to female victims of rape or sexual abuse	Funded c£1.5k since at least 1996/97.
Cruse bereavement Care £500	Contribution to provision of free bereavement counselling to all including young people through schools.	Funded c£500 since at least 1996/97.
York Family Mediation Service £250 + DRR	Contribution to mediation service, enabling separating couples to make informed choices & decisions for future care of children & other issues.	Funded £250 plus DRR – in 2006/7 (previously funded at higher level).
York Women's Counselling Service £1,000	Contribution to costs of provision of free counselling service for women experiencing difficulties as result of current or past emotional stress or trauma; enabling women to move on from problems.	Funded since 2000/01. (£300) increasing to £400 in 2004/5.
York Muslim Association DRR	Organisation aim – to provide means of social and mutual support to members – including teaching 'mother tongue' and of religious rights & services	Estimated cost of DRR - £221
Yorkshire Rural Community Council DRR	Organisation aim – to enable communities to improve the quality of life for all people living and working in rural areas.	Estimated cost of DRR - £879
Samaritans DRR	Organisation aim - 24 hr a day confidential support for people in distress &/or feeling suicidal	Estimated cost of DRR - £288
York Childcare Ltd DRR	To provide quality & affordable childcare for children from 6mths to 16 yrs – in particular to support lone parents and those on low incomes (via discounted fees)	Estimated cost of DRR - £1,938

Total amount of funding applied for £338,540 plus DRR

(NB Cost of DRR estimated at £15.2k for 2007/8 if all awards made as in previous years)

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Financial summary of recommendations (applications over £5000)													Annex 3
Full analysis	Grants 2007/8			Discretionary Rate Relief calculations and adjustments of grant								TOTALS	
Organisation	Funding awarded 2006/7	Requested 2007/8	Recommended 2007/8	Rates liability	DRR at 12%	Cost to Council	Total award	Total costs to Council	DRR adjusted	Cost to Council	Grant adjusted	Total award 2007/8	Total cost to Council
CAB	126,618	148,697	126,618	8,436	1,012	759	127,630	127,377	1,687	1,265	125,943	127,630	127,209
CVS -see below	28,145	50,000	33,321	53,724	6,447	4,835	39,768	38,156	10,745	8,059	29,023	39,768	37,082
WB Unit	24,125	25,593	24,125	0	0	0	24,125	24,125	0	0	24,125	24,125	24,125
YREN	29,626	40,000	29,626	0	0	0	29,626	29,626	0	0	29,626	29,626	29,626
CRUSE	500	500	0	0	0	0	0	0	0	0	0	0	0
C.S.Families	9,500	10,000	9,000	7,859	943	707	9,943	9,707	1,572	1,179	8,371	9,943	9,550
OCAY	DRR	10,000	0	855	103	77	103	77	103	77	0	103	77
YOPA	0	21,000	0	0	0	0	0	0	0	0	0	0	0
Rape Crisis	1,530	1,530	0	0	0	0	0	0	0	0	0	0	0
Relate	9,500	10,000	9,000	5,106	613	460	9,613	9,460	1,021	766	8,592	9,613	9,357
Trav Trust	13,000	20,000	13,000	1,243	149	112	13,149	13,112	249	186	12,901	13,149	13,087
Volunteer Cen	4,141	see CVS	0	0	0	0	0	0	0	0	0	0	0
YCAS	1,035	see CVS	0	0	0	0	0	0	0	0	0	0	0
YWCS	400	1,000	0	0	0	0	0	0	0	0	0	0	0
YFMS	500	250	0	2,442	0	0	0	0	0	0	0	0	0
Childcare	DRR	DRR	0	21,534	0	0	0	0	0	0	0	0	0
Muslim Assn	DRR	DRR	0	2,455	0	0	0	0	0	0	0	0	0
Samaritans	DRR	DRR	0	3,197	0	0	0	0	0	0	0	0	0
YRCC	DRR	DRR	0	9,768	0	0	0	0	0	0	0	0	0
Total			244,690	116,619	9,267	6,950	253,957	251,640	15,376	11,532	238,581	253,957	250,113
CVS - this includes YCAS and the Volunteer Centre													

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Meeting of Executive Members for City Strategy and the Advisory Panel

15 January 2007

Report of the Director of City Strategy

AUTOMATIC TELLER MACHINE DEFENSIBLE SPACE

Summary

1. This report seeks approval to a policy for defensible space markings (see Annex A) at Automatic Teller Machines (ATM's).

Background

2. At the July 17th meeting of this panel a report considered a request from a bank for markings to be put on the footway adjacent to their ATM's to deter potential crime.
3. Members gave approval for officers to draft a policy on placing markings of this type on the adopted highway outside ATM's. Although the markings are not included in the Traffic Signs Regulations and General Directions, which is the statutory document that governs the use of markings on the highway, the City Council as Highway Authority for the area can use its discretion in this matter as the markings do not give direction, warning or instruction to users of the highway.

Consultation

4. Conservation comments – “would discourage more highway markings in what are already very cluttered environments. Furthermore the majority of banks are located within substantial listed buildings in prominent, sensitive locations and marking of ground in front of them will most likely visually detract from the character of a listed building and the surrounding historic environment. Lastly there are still traditional road surfaces within the city, which should not be covered with signs or demarcations”. It should also be noted at this point that the Network Management section have been carrying out work this year to remove approved traffic signs and lines in an effort to remove street clutter in the central area.
5. Highway Maintenance - “do not support the introduction of such markings on the grounds of the ongoing maintenance liability and the impracticality of recovering costs for small amounts of work”.

Options

6. The options available are set out below:
 - A. Agree a policy of only allowing defensible space markings, at the applicant's expense, if the application is supported by the police because of ongoing crime in the area that is related to the ATM.
 - B. As A, but only if the ATM is outside a conservation area.
 - C. As B, but each application to be considered at an Officer in Consultation meeting.
 - D. Do not approve use of such markings in the York area unless they become part of the Traffic Signs Regulations and General Directions and there is good cause to place them on the highway.

Analysis

7. The defensible space markings have been used elsewhere in the country at sites where there have been ongoing problems with crime, though there is not much information about their use on the public highway. If the markings are successful in deterring crime this could be because the crimes are transferring to other sites where there are no markings. In addition, because the markings are likely to give a level of reassurance to both the financial organisations and the ATM users, the requests for markings are likely to increase.
8. Whilst the City Council could introduce a policy on only using the markings at sites with a particular crime level this is unlikely to be very practical and arguments are likely to be put forward regarding high levels of fear of crime, especially if the sites with markings are perceived as safer. This could move the onus for taking action on to the City Council where there is either no actual problem or the financial institution could take other action, such as installing CCTV.
9. Although a formal survey of ATM's off the public highway has not been carried out, from casual observations made in and outside financial institutions and other businesses where ATM's are situated, their use would appear to be quite limited (Annex B shows an example at Tesco's on Tadcaster Road), suggesting that organisations do not consider the use of such markings on their own property a high priority. Bearing this and the other information above, option D is the preferred recommendation.

Corporate Priorities

10. The City Council has a stated corporate priority to reduce the actual and perceived impact of violent, aggressive and nuisance behaviour on people in York. However, the introduction of defensible space markings is unlikely to contribute towards this corporate priority.

Implications

11. The implications of the recommendations in this report are as follows:

Financial

12. There are no financial implications.

Human Resources (HR)

13. There are no HR implications.

Equalities

14. There are no Equalities implications.

Legal

15. There are no legal implications.

Crime and Disorder

16. There are no Crime and Disorder implications.

Information Technology (IT)

17. There are no IT implications.

Property

18. There are no Property implications.

Other

19. There are no other implications.

Risk Management

20. In compliance with the Council's risk management strategy, there are no risks associated with the recommendation in this report.

Recommendations

21. That the Advisory Panel advise the Executive Member to:

Approve Option D - "Do not approve use of such markings in the York area unless they become part of the Traffic Signs Regulations and General Directions and there is good cause to place them on the highway".

Reason : Because of the visual impact on the city street scene due to the proliferation of signs and lines and ongoing maintenance issues.

Contact Details

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Chief Officer Responsible for the report:

Damon Copperthwaite
Assistant Director (City Development and Transport)

Report Approved

Date 15/12/2006

Wards Affected:

All

For further information please contact the author of the report

Background Papers: None

Annexes:

Annex A – Example of defensible space marking.

Annex B – Defensible space at Tadcaster Road Tesco's superstore.

Example of a defensible space marking



Annex B



Tesco's, Tadcaster Road



Meeting of the Executive Members for City Strategy and Advisory Panel

15 January 2007

Report of the Director of City Strategy

STRATEGIC APPROACH TO HIGHWAY MAINTENANCE PROGRAMME FOR 2007/08**Summary**

1. This report examines the most appropriate strategic approach to enable the programme of maintenance schemes to be prepared. The programme for 2007/08 is currently being prepared in line with procedures approved in the past but there is an opportunity to reflect the needs of other parts of the highway network asset, other than footway and carriageway surfaces, such as drainage, signs, road markings etc. The inclusion of schemes, to improve assets of this nature, can be incorporated in the full programme of work for 2007/08 and presented to Members in the Annual Highway Maintenance report, should the recommendation in this report be approved.

Background

2. The key purposes of the previous advance design reports has been to enable a number of schemes to be identified in the programme of works for the coming financial year at an early stage, so that design works could be well advanced for a start on site in April. Given the level of the capital budget in 2007/08, an advanced start is less of a problem and it is known that, if necessary, an accelerated programme can be delivered, as evidenced by the current level of activity around the city.
3. Pressure of work in the Highway Infrastructure Section in the first half of the financial year, due to preparation of the Pfl Expression of Interest, has created some delays in the detailed surveys of the category 3 schemes, identified in the June survey, and full details of the Advanced Programme have not been able to be completed in time to be included in this report. The delay in getting the programme agreed will not affect our ability to deliver the programme throughout the course of 2007/08.
4. The intension is to provide the full detail on all programmes in the Annual Highway Maintenance report to be presented to this meeting in March 2007. This report will also examine assets such as bridges and street lighting and the allocation of funding to improve their condition using CYC and LTP capital.

Council Plan and Corporate Priorities

5. The Council Plan and the Corporate Strategy 2006-2009 set out the main priorities. There are three priorities to which a programme of highway maintenance works can contribute.

IS2 – assisting in reducing congestion by having a well-maintained network to help traffic travel around the city quickly and safely.

IS3 – improve the actual and perceived condition and appearance of the city's streets.

IS6 – whilst this focuses on the contribution that Science City York makes to economic prosperity, economic prosperity is also assisted by reducing congestion and by improving the condition of the city's streets.

Surveys

6. In order to produce the programmes of highway works for the next year, information is drawn from a number of surveys which are carried out throughout the year.
 - Visual condition survey of all roads and footways (June Survey)
 - The United Kingdom Pavement Management System (UKPMS) visual surveys of all roads and approximately 22% of the footway network
 - UKPMS Scanner machine survey of the classified road network
 - SCRIM machine survey of the principal road network
 - Deflectograph machine survey of the classified A and B road network
 - Detailed Engineers condition survey of our roads and footways

The 'June' Survey

7. In June 2006 we again carried out a full coarse visual condition survey of all our roads and footways. This allows us to grade them into three categories, grade 1 (good), grade 2 (average) and grade 3 (poor). By comparison with previous years survey results the survey tells us whether the city's infrastructure is improving or deteriorating and identifies those streets which need to be looked at more closely. The results of the 2006 coarse visual survey of the highway network are shown in Annex 1. The comments on trends for each category of road are shown in Annex 2 and a full copy of the results is available in the Members library and will be available at the meeting.
8. Detailed outcomes by road type are provided in Annex 2. In general the network is relatively unchanged in its condition in terms of the change over 12 months (June 2005 to June 2006). In the longer term, over the last 5 years, principal road conditions are static, non principal classified roads have improved as a result of investment but unclassified roads show deterioration.
9. The condition of footways is relatively unchanged both over the 12 month period and the 5 year period. Investment has reduced the number of poor quality footways.
10. There is a long term deterioration in the general condition of back lanes.

UKPMS

UKPMS is a national accredited process that interrogates visual and machine surveys to determine a footway and carriageway condition indices and applied treatments. The treatments are generally divided into surface, wearing course, structural and edge repairs. The system is used to create annual Best Value Performance Indicators and assist engineers to identify programme of works to improve the network. Two of the indicators are also used in the transportation calculation element of the Council's CPA score.

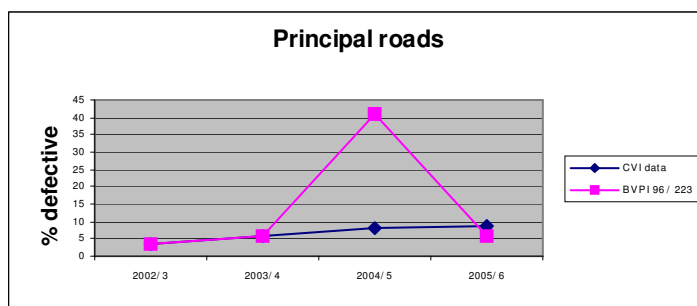
UKPMS visual surveys are undertaken in-house by the Council. A small survey team carries out a coarse visual survey of the classified and approximately 30% of the unclassified carriageway network each year. The same survey team also carry out detailed visual surveys of 50% of the category 1, 1a and 2 footways. The Council has 4 years of survey data that is used to support the scheme identification process, highlight condition trends and determine future maintenance strategy.

UKPMS SCANNER machine survey is undertaken by an accredited contractor on the classified carriageway network annually. The SCANNER survey was introduced in 2005/6 to replace the visual survey method. Although the survey is only applied to the classified network it is the intention of the Department for Transport (DfT) to expand it to the unclassified network when technology improves and smaller vehicles can be used. The machine survey records longitudinal profile, rut depth, texture depth, cracking, gradient and crossfall of the carriageway surface. Processing the data creates a traffic light banding of:

- RED – Plan Maintenance soon
- AMBER – Plan Investigation soon
- GREEN – Generally Good Condition

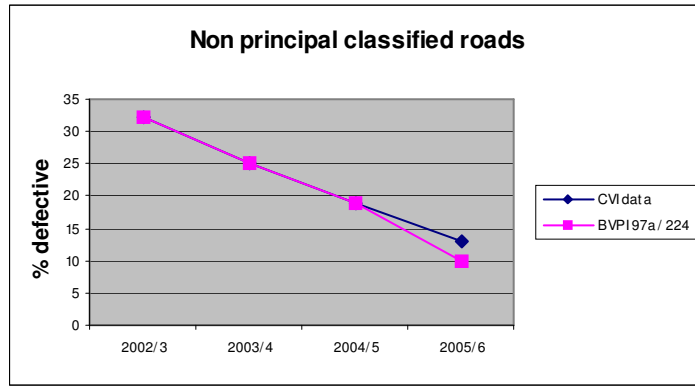
The reported BVPI is the percentage of the carriageway networks that is banded RED.

11. The graphs below show the BVPI's from the results of the UKPMS surveys and identify trends over the last 4 years. The lower the percentage that is defective, the better the condition.

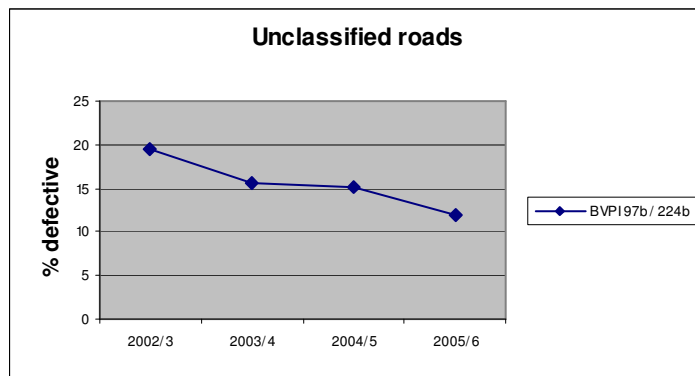


Note: In 2004/5 a prelude to SCANNER was introduced, and the BVPI result can be ignored where considering trends.

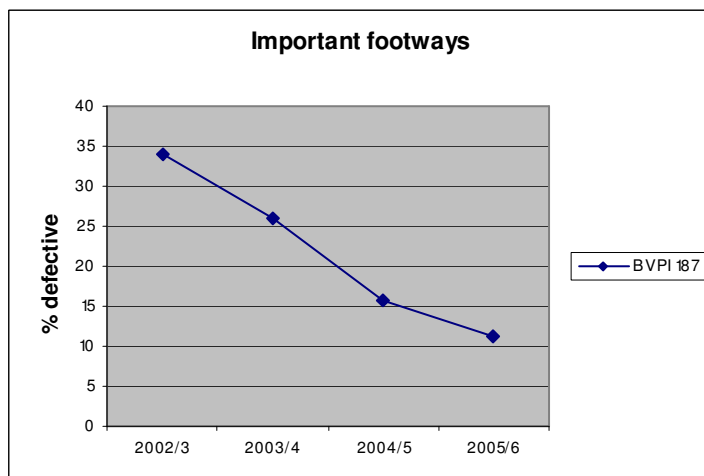
The results show a relatively stable condition showing just a slight decrease in condition over the last 3 years



Note: In 2005/6 BVPI survey method was changed from CVI to SCANNER. The results show a noticeable improvement in condition, which is to be expected due the allocation of funding



Note: 30% of the network is surveyed each year and it is therefore difficult to identify trends as yet, however there is perhaps a slight improvement in condition.



This graph shows a noticeable improvement in footway conditions, however this particular BVPI only covers categories 1, 1a and 2 footways, predominantly those in the city centre, making up about 20% of the total footway network.

Skid Resistance survey

12. A SCRIM survey is carried out to determine the skidding resistance of the surface of the carriageway. A Sideways Force Coefficient (SCRIM Value) is derived from the machine survey and compared with an intervention value that is determined by the event on the network. The events on the highway would include approaches to traffic signals, pedestrian crossings, roundabouts, bends and gradients all of which have different intervention levels. It has been identified in the Transport Asset Management Plan that a skidding resistance strategy is required to determine the process involved from identifying sites at or above intervention, investigation and treatment methods.

Skid resistance is measured on the principal road carriageways every 3 years. It is now measured using a machine known as a 'Griptester', a towed device which can work at normal traffic speed, is unaffected by road curvature and produces data that can be input directly into the highway management system.

Results of the Grip Tester Survey are used in the Detailed Engineers condition survey. The 2005 results have been included in the Transport Asset Management Plan, a copy of which is available in the Member's Library or on the Council website. This will be updated with the 2006 results.

The results show that various sections of principal road fall below the investigatory level and as a result of this a section of the A1237 has been included in the works programme for 2006/07.

Deflectograph machine survey

13. Deflectograph surveys are undertaken to determine the structural condition of the carriageway network and the most recent York survey, in 2003, covered the A and B roads. The processing of the survey data can identify the life of the carriageway and recommends treatments from wearing course replacement to full reconstruction. With the introduction of SCANNER surveys, highway authorities are questioning the need to carry out multiple expensive machine surveys, and it is likely that Deflectograph will only be used for specific major schemes in the future.

The Deflectograph survey results are used to improve the engineers understanding of the condition of the network and form part of the Detailed Engineers condition survey. The 2003 results are included in the current version of the Transportation Asset Management Plan. The results highlight the need to pay particular attention to parts of the B1224 Wetherby Road and parts of the B1363 Helmsley Road.

Detailed 'Engineers' condition survey

14. From October through to December 2006, a detailed condition survey is undertaken of all the following highways:
- Streets identified as grade 3 in the June survey
 - Streets where the UKPMS survey results showed that sections of them have an index greater than the UKPMS intervention level
 - Streets where SCRIM or Deflectograph data identifies a need for site inspection
 - Requests by Members
 - Requests by customers

- Recommendations of the Council's safety and area highway inspectors along with other officers
15. Each road and footway is assessed and scored using a standard methodology based on engineering criteria and experience, with a treatment solution determined. More information on scheme assessment is provided later in this report. A listing is then compiled to enable those schemes assessed as being most in need of treatment to be identified.
 16. Full details of the road and footway schemes assessed as being in need of priority treatment, will be presented to this meeting in March 2007 as part Annual Highway Maintenance report.

Programme Development

17. The various survey results indicate that there is still a need to continue investing in the public highway to attempt to halt the deterioration and that targeted investment does make an improvement in the conditions of specific assets. Programme development for 2007/08 has currently been based on that used in previous years using the methodology previously presented to Members and is in line with the Transport Asset Management Plan, which again has been presented to Members.
18. The criteria we have adopted when improving the footway or road surface are that they should be to the highest possible standard of quality in terms of appropriate materials and surface evenness. There should also be value for money consistent with a whole life costing approach whenever possible. We would expect, for example, that resurfacing of the footways should last 15 years and roads 20 years with only minimal repair work necessary, provided that they have not suffered damage from third parties in the intervening period.
19. Our normal approach to the preparation of programmes, and that being used for to date for 2007/08, is as follows:
 - LTP funding is mainly restricted to the structural maintenance of our classified roads and footways. However, the category of Local Roads was introduced some years ago and we have applied this to mean all non-principal roads and footways. In previous years some of this funding was used on the more important unclassified roads and it is proposed to continue with this approach.
 - CYC funding is primarily targeted at local and residential roads and footways including the city Centre.
 - Up to the last 2 years the split in budget between footways and roads has been in the proportions of 70/30. In the previous two years the survey trends indicated that we needed to spend more on the road network if we are to try to halt the deteriorating trend. The funding has therefore been split on a 60% footway and 40% carriageway basis. It is proposed to continue this 60/40 split again for the programme of works in 2007/08.
 - Through asset management we identify areas for forward planning so that we can target the rehabilitation of the radial routes and on an area basis.
 - The City Centre, because of its high pedestrian use, should continue to receive special attention in the form of its own programme of maintenance.
20. In terms of surface material choices, the programmes are developed in accordance with the Council's current paving policy for footways. Although there

is no similar approved policy for road surface materials, a common practice has been developed and used in recent times which uses nationally recognised materials and techniques, as follows:

- Surface dressing on rural roads where turning movements and event sections are minimal
- Heavy duty slurry sealing on minor residential roads, mostly culs-de-sac where traffic numbers are low
- Thin overlays on minor residential roads and junctions where turning movements are more numerous and severe.
- Bituminous macadam on more heavily trafficked roads.
- Asphalt on urban principal and urban classified roads.

21. It is proposed to continue with the use of stone mastic asphalt (SMA) where laying difficulties are experienced in respect of hot rolled asphalt. SMA does not require a chipper and therefore means that work can be done quicker, with less disruption and in more safety.

Proposed Changes for 2007/08 onwards

22. Up to now the programme of schemes has been almost exclusively based on the renewal or rehabilitation of surfaces. Whilst it is important to concentrate on improvements to surfaces, as these are the main element of the overall highway asset, this does mean that any other associated assets on the network, such as drainage, signs and road markings may not receive the necessary attention. Our Transport Asset Management Plan actually covers 12 different asset groups, with surfaces being just one of these groups.
23. The pressure on revenue funding means that it is now extremely difficult to afford the programmes of work required to refurbish other types of assets. The current level of revenue expenditure can only deliver a reactive service to those parts of the network assessed as being most in need of treatment, with very little preventative or planned maintenance programmes. It is proposed to bring to Members, as part of the normal annual programme, a number of scheme proposals to allow some of the money traditionally spent on bituminous macadam R&R schemes to be spent on improvements to other specific parts of the highway asset.
24. We know that we do not have the detailed information about the condition of these non-surfacing assets. Obtaining this data and keeping it up to date is very expensive and therefore for the purposes of highlighting the worst cases we propose to make more use of the existing safety, reactive and June survey results. We are, however, aware from feedback from a number of sources that we are experiencing a gradual deterioration with these assets. It is proposed to amend the June survey slightly to enable these other assets to be more formally identified as in need of attention where their condition is approaching or has reached category 3 (poor). Other sources of data will also be used from other inspections and from customer concern statistics. It is not intended to amend the June survey in any other respect as it provides invaluable information to examine trends and provide data for next years programme of works.

An example of customer concern statistics is the Talkabout questionnaire number 26, conducted in June / July 2006. One of the topics in this questionnaire asked residents for their views on **York Pride & Safer City** - opinion of 'street' services and perceptions of crime.

The results show that

- Street name plates and road markings have a 68% satisfaction and continues to improve
- Grass verges have a 61% satisfaction and continue to improve
- Street furniture, lighting, railings, seatings and bins have a 56% satisfaction and whilst this has been improving, satisfaction has now dipped
- Road conditions have a 47% satisfaction and whilst this has been improving it has now dipped
- Pavements (footways) have a 49% satisfaction; this has been improving but has dipped
- Drainage has a 44% satisfaction; this is very variable and is at the same level as in 2004
- Satisfaction with the reliability of street lights is fairly static at 76%
- Greatest levels of concern about service standards are in areas covering Acomb, Holgate and Westfield.

From the above, and from other customer information, we know that the condition of the drainage asset is a concern and this will be taking into consideration.

Scheme Assessment Criteria for 2007/08 onwards

25. The criteria for assessment and selection of schemes are currently based on a number of weighting factors. It is not intended to alter this in any significant way other than to reflect the proposed changes already outlined. The table below examines each of the criteria used and demonstrates how they are linked to council priorities.

Assessment Criteria	Council Priority	Comment
Condition of asset This mainly relates to surfaces, but can cover other more specific assets such as drainage, road markings, speed control measures, signs etc	IS2, IS3, IS6	The assessment aims to achieve a reasonable balance of schemes between roads, footways and other assets in poor condition. The ability to intervene in the life of an asset at the appropriate time is crucial in providing the best whole life cost.
Safety Is the surface of the road, footway or other asset safe to use	IS2, IS3, IS6	The current level of safety is assessed as well as the likelihood that deterioration over the next 12 months will make the asset unsafe.
Location Proximity to schools, elderly persons accommodation, public buildings, shops, post	IS3, IS6	Targeting these sections of the network helps to improve public perception and supports the economy, local

offices etc		businesses and public services. The city centre has a specific maintenance programme due to the high level of pedestrian use and the link to the economy.
Usage Is there a heavy use by pedestrians, cyclists, and public transport?	IS2, IS6	To assist with congestion problems the schemes involving walking, cycling and the use of public transport are given a higher priority.
Accident Record Is there a history of pedestrian/vehicular traffic accidents, has there been a high level of third party insurance claims?	IS3	Targeting locations where we have accident records is important and contributes to improvement of the actual and perceived condition.
Hierarchy Importance of the road and/or footway to traffic management, public transport and the pedestrian priority route.	IS2, IS6	This criterion focuses on well-maintained assets and their importance in relation to congestion and the links to the economy of the city.
Affordability The cost of carrying out the scheme when balanced against other possible schemes and the potential maintenance liability if left.	IS3	A particular scheme may be expensive, due to engineering constraints for example, and this criterion assesses these types of schemes against others in relation to the need to carry out essential works.
Structural and preventative Obtaining the right balance to extend the life of the asset	IS3	Spending money on the surfaces in the worst condition is not necessarily cost effective. Intervention at the right time, normally a critical 2 to 3 year period in the life of a surface, allows the cheaper forms of maintenance to be carried out. When this opportunity is missed, the cost of treatment is much more expensive.

Consultation

No consultation has taken place.

Options

21. The following options are available:
- (1) To retain the existing approach to scheme identification focussing almost entirely on surfaces.
 - (2) To expand the existing arrangements to incorporate proposals for schemes to rehabilitate other aspects of the highway asset such as drainage, signs, road markings, street furniture etc.

Analysis

Option 1

22. This option concentrates on footway and carriageway surfaces and as a consequence can only improve the other aspects of the highway asset where they fall within the confines of a specific surfacing scheme. There is a danger, given the reduced revenue funding, that these other assets will become overlooked for too long and will reach the stage where a huge amount of capital funding will be required to replace them.

Option 2

23. This option allows a limited amount of capital funding, typically up to 10%, to be allocated to the non-surfacing assets and whilst this will not enable wide spread improvement it will make a difference and if targeted correctly will assist with the perceived condition and appearance of the city's streets, i.e. more in line with corporate priorities.

Proposal

24. The highway asset is diverse and is the largest asset in the Council. Option 2 is proposed as the one that is most likely to achieve the most appropriate balance of work given the condition of the many different parts of the asset and the fact that there is insufficient funding to bring the whole infrastructure up to the desired standard over a short period of time.

Corporate Priorities

25. These are identified in paragraph 5 of the report.

Implications

Financial

26. There are no financial implications as the programmes will be aligned to the budgets available and will be designed to deliver the best value possible given the restrictions in place. CYC capital funding is expected to be reduced for 2007/08 but to some extent the impact of this will be offset by the improved scheme rates obtained under the recent R&R contract with Tarmac and the improved in-house working arrangements between City Strategy and

Neighbourhood Services, resulting in target costs schemes for the majority of the footway resurfacing programme.

Human Resources

27. There are no Human Resources implications in this report.

Equalities

28. There are no equality implications in this report.

Legal

29. There are no legal implications in this report.

Crime and Disorder

30. There are no crime and disorder implications in this report.

Information Technology

31. There are no information technology implications in this report.

Property

32. There are property implications in this report.

Other

33. There are other implications in this report.

Risk Management

34. There are no known risks associated with this report.

Recommendations

35. The Executive Member is recommended to accept option 2 for the assessment and preparation of highway maintenance works programmes for 2007/08 onwards.

Reason: To achieve the most appropriate balance of work for the whole highway asset.

Contact Details

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Assistant Director (City Development and
Transport)

Report Approved Date 29 December 2006

Specialist Implications Officer(s)

There are no specialist implications

Wards Affected:

All

For further information please contact the author of the report

Background Papers:

None

Annexes

Annex 1 – Condition Assessment of the Highway

Annex 2 – Results of the June 2006 Survey of Highway Surfaces

Condition Assessment of the Highway

	% Grade 1 – Condition Good							% Grade 2 – Condition Average							% Grade 3 – Condition Poor						
	2000	2001	2002	2003	2004	2005	2006	2000	2001	2002	2003	2004	2005	2006	2000	2001	2002	2003	2004	2005	2006
All roads	33	32	32	32	31	29	26	50	50	52	51	50	52	57	17	18	16	17	19	19	17
All footways	31	37	34	36	38	30	31	55	50	55	53	54	62	62	14	13	11	11	8	8	7
Urban roads	34	34	33	32	31	29	28	52	49	52	53	56	54	57	14	17	15	15	13	17	15
Rural roads	29	39	30	31	31	28	22	45	28	50	46	53	47	55	26	33	20	23	16	25	23
Principal roads	35	40	44	50	47	35	34	42	46	44	36	37	49	51	23	14	12	14	16	16	15
Non-principal roads	24	29	28	29	32	35	28	57	43	49	53	52	48	58	19	28	23	18	16	17	14
Unclassified roads	35	33	33	30	27	26	25	49	52	53	52	52	54	57	16	15	14	18	21	20	18

	% Grades 1 and 2 - Satisfactory							% Grade 3 – Condition Poor						
	2000	2001	2002	2003	2004	2005	2006	2000	2001	2002	2003	2004	2005	2006
All roads	83	82	84	83	81	81	83	17	18	16	17	19	19	17
All footways	86	87	89	89	92	92	93	14	13	11	11	8	8	7
Urban roads	86	83	85	85	87	83	84	14	17	15	15	13	17	15
Rural roads	74	67	80	77	84	75	77	26	33	20	23	16	25	23
Principal roads	77	86	88	86	84	84	85	23	14	12	14	16	16	15
Non-principal roads	81	72	77	82	84	83	85	19	28	23	18	16	17	14
Unclassified roads	80	84	85	86	82	79	82	16	15	14	18	21	20	18

Results of the June 2006 Survey of Highway Surfaces

Road Type	Condition	Change 2005 – 2006	Long term Trend 5yrs	Comment
Principal roads	Good 34% Average 51% Poor 15%	↓ 1% ↑ 2% ↓ 1% Stable	↓ 6% ↑ 5% ↑ 1% Stable	The principal network appears stable, with slight deterioration long term, in spite of the fact we have transferred investment from principal to non principal classified roads.. Principal road treatments are expensive, including strengthening and high quality materials to give extended life.
Non Principal Classified roads	Good 28% Average 58% Poor 14%	↓ 7% ↑ 10% ↓ 3% Stable	↓ 1% ↑ 15% ↓ 14% Improving	The long term improvement here reflects the targeting of investment through LTP funding. Treatments are expensive.
Unclassified roads	Good 25% Average 57% Poor 18%	↓ 1% ↑ 3% ↓ 2% Stable	↓ 8% ↑ 5% ↑ 3% Deteriorating	Although the current condition is stable, long term trends show deterioration, which reflects the level of investment. This trend could be influenced by more extensive use of low cost maintenance techniques, such as surface dressing, in appropriate locations.
Urban roads	Good 28% Average 57% Poor 16%	↓ 1% ↑ 3% ↓ 2% Stable	↓ 6% ↑ 8% ↓ 2% Stable	The long term trend continues to show some deterioration, reflecting the level of investment. Increased use of treatments such as heavy duty slurry seals, thin overlays and surface dressing has resulted in recent stability.
Rural roads	Good 22% Average 55% Poor 23%	↓ 6% ↑ 8% ↓ 2% Stable	↓ 17% ↑ 27% ↓ 10% Stable	The long term stable condition reflects the recent targeting of investment towards non principal classified roads. Treatments are relatively expensive due to the reconstruction of road edges. The economic designs used will give moderate life.
All roads	Good 26% Average 57% Poor 17%	↓ 3% ↑ 5% ↓ 2% Stable	↓ 6% ↑ 7% ↓ 1% Stable	Although there has been a slight deterioration in the long term trend in the overall network condition, investment has generally been sufficient to maintain the existing condition.
All footways	Good 31% Average 62% Poor 7%	↑ 1% → 0% ↓ 1% Stable	↓ 6% ↑ 12% ↓ 6% Stable	The annual trend shows a stable condition, but the long term trend shows a significant reduction in the number of poor quality footways as a result of the increased investment over the last 5 years.
All back lanes	Good 11% Average 70% Poor 19%	↓ 1% ↑ 2% ↓ 1% Stable	↓ 13% ↑ 15% ↓ 2% Deteriorating	This shows long term deterioration in the general condition of back lanes. A high proportion of these are in poor condition, and treatment is expensive due to access problems and the need for total reconstruction. The situation is being improved long term by the replacement of existing setts, in one or two lanes per year, with macadam.



Meeting of the Executive Members for City Strategy and Advisory Panel

15 January 2007

Report of the Director of City Strategy

PUBLIC RIGHTS OF WAY - PETITION SEEKING CLOSURE OF A SNICKET LEADING FROM MAYFIELD GROVE TO ST HELEN'S ROAD, DRINGHOUSES.

Summary

1. This report advises the Advisory Panel of the receipt of a petition signed by 101 residents living in the Dringhouses area, requesting that a snicket leading from St Helen's Road into Mayfield Grove be closed at night because of problems with criminal activity and anti-social behaviour.
2. The report recommends that the Advisory Panel advises the Executive Member to approve **Option C** and leave the snicket open to public use at the present time, pending a review of the Alleygating Policy document.

Background

3. The snicket is recorded as York Footpath No34 (formally Dringhouses and Woodthorpe Footpath No6) and is an adopted highway under the control of City of York Council; it is therefore a public right of way (see plan Annex 1).
4. The snicket provides a well-used short cut for pedestrians and cyclists between St Helen's Road and Mayfield Grove and allows access to the Hob Moor/Nelsons Lane play area via Aintree Court and Lingfield Crescent. It also provides the same level of access into a wooded area and fishing pond off Nelson's Lane and the option of accessing Hob Moor (via Nelson's Lane).
5. If the snicket is used in the opposite direction, from Mayfield Grove onto St Helen's Road, this avoids having to travel from Nelson's Lane/Lingfield Crescent/Aintree Court onto Tadcaster Rd and is therefore in keeping with the Council's policy to reduce car usage. It is also one of the authority's designated safe routes to school for pupils attending Dringhouses Primary School.
6. Although cyclists do use the snicket, installed cycle barriers require them to dismount whilst using the snicket and then remount at the other end. However, this is still preferable to using the busy Tadcaster Road.

Crime Analysis

7. The crime analysis of the study area shows that in the 12 months from April 2004 to March 2005 (see Annex 2A), there were 50 crimes committed; 3 of these were recorded as auto crime and 4 as burglaries. There were also 8 instances of criminal damage and 2 assaults. The 11 fraud offences were mainly 'making off without payment' from the petrol station situated within the study area and can be discounted as they cannot be attributed to the snicket. This reduces the overall total number of crimes to 39.
8. Crime reports for the year April 2005 to March 2006 (see Annex 2B) show a total of 57 crimes committed; 6 of which were auto crime and 10 burglaries. There were 11 reports of criminal damage and assaults increased to 7. Making off without payment offences from the garage increased to 18, which, when removed from the overall figures shows a total of 39 crimes, the same as in the previous year.
9. Although thefts have greatly reduced from 22 to 5 in the study area, all other crimes have not only increased, but have occurred later in the day so that they now appear to be committed either early evening or at night. The main statistics relating to Gating Order legislation are burglary, auto crime and criminal damage. Burglaries are up from 4 to 10, which is a 150% increase; auto crime is up from 3 to 6, which is a 100% increase and reports of criminal damage are up from 8 to 11, which is a 37.5% increase.
10. There is no doubt that this area has suffered from increased levels of crime and anti-social behaviour between the years 2004/5 and 2005/6 and as they appear to occur later in the day, the making of a Conditional Gating Order to close the snicket at night would be likely to reduce crime in the area. Because of officer recommendation to keep the snicket open, it may be beneficial for the ward committee to consider other methods of reducing crime in the area.

The Petition

11. The petition, a copy of which is attached to this report in Annex 3, was received by post on 28 September 2006. It has been signed by 101 residents in an area covering Mayfield Grove, North Eastern Terrace, Aintree Court and part of St Helen's Road, asking for the snicket to be closed off after school hours with lockable gates. The statement for the closure request reads: -

"Partial closure of Dringhouses School Snicket after school hours. Because young people using it as a way out for:

- *Burglars*
- *Smashing car windscreens*
- *Wing mirrors*
- *Damage to property*
- *Drug taking*
- *Drinking*
- *Human toilet*

- *Dog toilet*"

Relevant Law

12. The Highways Act does not allow for conditional closure, as requested by the petitioners, as they only deal with permanent closures.
13. Section 2 of the Clean Neighbourhoods and Environment Act 2005 inserts a new section to the Highways Act 1980, namely S129 and refers to 'Gating Orders'. These regulations came into force on 1 April 2006.
14. Gating Orders allow the closure of public rights of way in a similar way to Alleygating legislation. The same criteria has to be met regarding crime and anti-social behaviour, but affected public rights of way do not have to be in a designated area.
15. Unlike Alleygating legislation, Gating Orders allow permanent, temporary, or conditional closures of public rights of way, such as at night. A serious problem with conditional gating orders is the necessary locking of the gates at night and then opening them the next morning.
16. Regulation 8(e) of the Highways Act 1980 (Gating Orders) (England) Regulations 2006 (SI No 537) states that: "*[A gating order must contain] contact details of the person who is responsible for maintaining and operating any barrier [or gate] whose installation is authorised by the order*". Following pressure from your officers for clarification, advice from the Home Office is that under this regulation, it is not necessary for the 'person' in question to be a named individual. Instead, this can be any suitable position or role within the council, such as the Alleygating Officer, or Highways Manager. This way, the order would not need to be changed every time a new person fills the role. The post does however need to be a Council employee with the specific responsibility of managing the gates and there must be fail safe arrangements to cover holidays, sickness, etc. However, no department within the council prepared to take on this responsibility, therefore it would mean employing someone with the sole task of opening and closing alley gates within the city; as using a private contractor such as Mayfair etc would not provide that fail safe.
17. A problem with Conditional Gating Orders is that failure to unlock the gates at the specified time, could render the authority liable to prosecution for unlawful obstruction of a highway and at present the management of this is not covered in the existing City of York Council Alleygating Policy document. This document is therefore being rewritten to reflect the new legislation and once it has been completed, it will be put before the relevant Advisory Panel for consideration. Until then this new legislation cannot be used. However, because of difficulties in managing the gates 365 days a year, year in and year out, officer recommendation of the new policy is likely to be that this authority does not carry out conditional closures. This decision will be reviewed and a decision made, by the appropriate Advisory Panel at a later date.

18. Another aspect of the new legislation is that if any of the emergency services object to a closure, then the Gating Order must go to a public inquiry for determination. Costs would be borne by the local authority.

Alternative Pedestrian Routes

19. As with any closure of a public right of way, reasonably convenient alternatives must be considered. There is only one alternative to using this snicket and that is by travelling in an easterly direction along St Helen's Road, turn left into Tadcaster Road, then left into Mayfield Grove. Or if accessing the Nelson's Lane play area, carrying on along Tadcaster Road towards the city before turning left into Nelson's Lane, with the play area on the right.
20. Should a decision be made for a conditional closure, the snicket would remain open during the day, therefore the alternative route would not have to be used whilst the school is open. However, at night during closure times, the public would have to make use of this alternative route.

Consultation

21. The three emergency services; Police, Fire and Rescue Service and Ambulance Service have all been consulted to see if they had any observations on the requested closure.
22. None of these three services object to the conditional closure, although the ambulance service make clear in their reply that access must be maintained during the periods that the school is occupied.
23. As this report is to advise Members of the case being put forward by the petitioners, no other consultation has taken place. Should Members feel that the request for conditional closure should be progressed, then a further report will need to be prepared following the adoption of the revised Alleygating Policy.

Options

24. Option A. Use S118 of the Highways Act 1980 to close the snicket.
25. Option B. Conditional closure of the snicket by means of a Gating Order.
26. Option C. Do nothing at the present time and leave the snicket open to public use.

Analysis

27. Option A - Use S118 of the Highways Act 1980 to close the snicket, as the snicket is not in an area designated by the Secretary of State for the Environment, Food and Rural Affairs as a high crime area. This would entail starting a process, which could take up to six months to complete and is not likely to be successful as it would have to be proved that the snicket is not

needed for public use. This would not be possible. Also, closures under this legislation are permanent and the lack of the pedestrian and cycle route to the school would not be in line with the council's corporate objectives on sustainable transport. This is not recommended.

28. Option B - Consider closing the snicket by means of a Conditional Gating Order. The times of opening and closing the gates would at least need to coincide with school hours. The management of this would need to be in line with the new City of York Council Alleygating Policy and Procedure Document, should it be decided to adopt this type of closure when it is reviewed. However, officer recommendation is likely to be that conditional closures are not adopted because of gate management difficulties. This is not recommended.
29. Option C - Do nothing at the present time and leave the snicket open to public use pending adoption of a new Alleygating Policy document. Any future decision could then be made within the guidelines of this new document. This option would not solve the problems faced by the petitioners, as crime and anti-social behaviour would still exist. Despite this, this option is recommended.

Corporate Priorities

30. The recommended option ties in with the council's Corporate Aim No1: *Take Pride in the City, by improving quality and sustainability, creating a clean and safe environment.*
31. The second Local Transport Plan (LTP2). The *hierarchy of transport users* is firmly embedded within this plan, with pedestrians and cyclists being at the top of our priority when considering travel choice. It is evident from the preceding comments that the retention of the link for public use during daylight hours, fits soundly within council transport policy. The encouragement of travel by sustainable modes also corresponds with other 'wider quality of life objectives' as contained in the Community Strategy, such as those relating to health. The permanent closure of the link would have the potential to encourage increased trips by private car, which does not accord with Objective 1.3 to: *Make getting around York easier, more reliable and less damaging to the environment.*

Implications

- **Financial**

32. Should the Advisory Panel decide on conditional closure, funding would need to be sought to implement the recommended proposal and manage the opening and closing of the gates. This would normally come from the ward committee budget, but would need to be addressed in any subsequent closure report.

- **Human Resources (HR)**

33. There are no HR implications.

- **Equalities**

34. There are no Equalities implications.

- **Legal**

35. As well as any relevant legal orders being made, there are legal implications should a conditional closure be recommended; in that the opening and closing of the gates would need to be managed 7 days a week, 52 weeks of the year, including public holidays, year in and year out. Should this gate management fail, the council could be in breach of the Order and liable to prosecution for unlawful obstruction. It is open to any individual to initialise a prosecution for obstruction so the council would be vulnerable to such action for all time.

- **Crime and Disorder**

36. Other than that discussed, there are no other crime and disorder implications.

- **Information Technology (IT)**

37. There are no IT implications.

- **Property**

38. There are no property implications.

- **Other**

39. There are no other implications.

Risk Management

40. The risks involved with doing nothing, mean that the snicket may continue to remain a concern in terms of the potential relationship with crime and anti-social behaviour. However, the risks of making a conditional closure order and then not being able to fulfil those conditions, has a greater legal risk.

41. The risks involved with agreeing to Option B, are of ensuring that the gate is unlocked at the specified time every morning, seven days a week, 52 weeks a year. Should this not be done, City of York Council would be allowing an unlawful obstruction.

Recommendations

42. It is recommended that the Advisory Panel advise the Executive Member to accept **Option C**, and resolve to:

1. Note the petitioners' request for closure; and
2. Leave the snicket open for public use at the present time pending adoption of a new Alleygating policy.

Reason : That, although it meets the criteria of the legislation, as set out in paragraphs 11 to 15 of this report, which allows the conditional closure of alleys found to be facilitating the commission of criminal and/or anti-social behaviour; the management of opening and closing the gates in accordance with the conditions of the order, are not possible at the present time as a review of council policy on all alley closures is pending.

Contact Details

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Tel: 551338

Chief Officer Responsible for the report:

Damon Copperthwaite
Assistant Director
City Development and Transport

Report Approved **Date** 03/01/07

Specialist Implication Officers

Legal Implications
Martin Blythe
Senior Assistant Solicitor

Financial Implications
Stephen Bushby
Alleygating Officer

Wards Affected:

All

Dringhouses and Woodthorpe Ward

For further information please contact the author of the report

Background Papers:

Highways Act 1980
Countryside and Rights of Way Act 2000
Clean neighbourhoods and Environment Act 2005
City of York Council Alleygating Policy

Annexes

1. Plan of snicket
2. Crime analysis from North Yorkshire Police.
3. Residents' Petition

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York Footpath No34 - A to B Dringhouses School, St Helen's Road, York	
Scale 1:1250 Drawn By: SB Project:	Date: 4 December 2006 Drawing No.
Engaging Group: Public Rights of Way	

CITY OF

YORK
 COUNCIL

9 St. Leonards Place, York, YO1 2ET
 Telephone: 01904 613161
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 York City

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Police Crime Reports
For The
St Helen's Road Mayfield Grove
Study Area

April 2004 to March 2005

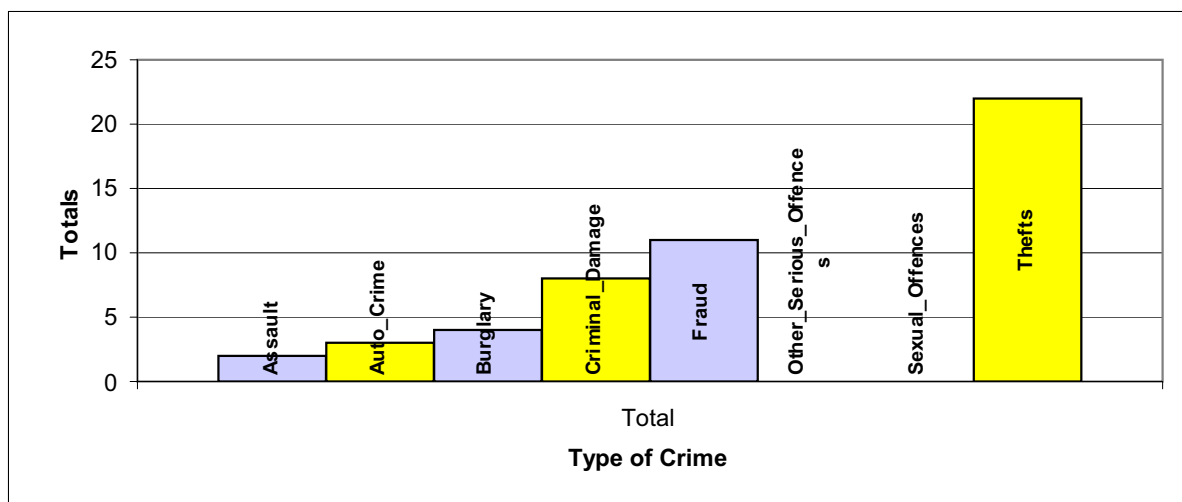
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Architectural Liaison Officer Report

Crime Analysis Study Area:	=	St-Helens Road / Mayfield Grove Study Area
Planning Application Reference:	=	Alleygating
Size of Study Area from Application	=	Please See Map
Study Period Start:	=	01/04/2004
Study Period End:	=	31/03/2005
Date Study Completed	=	02/10/2006
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

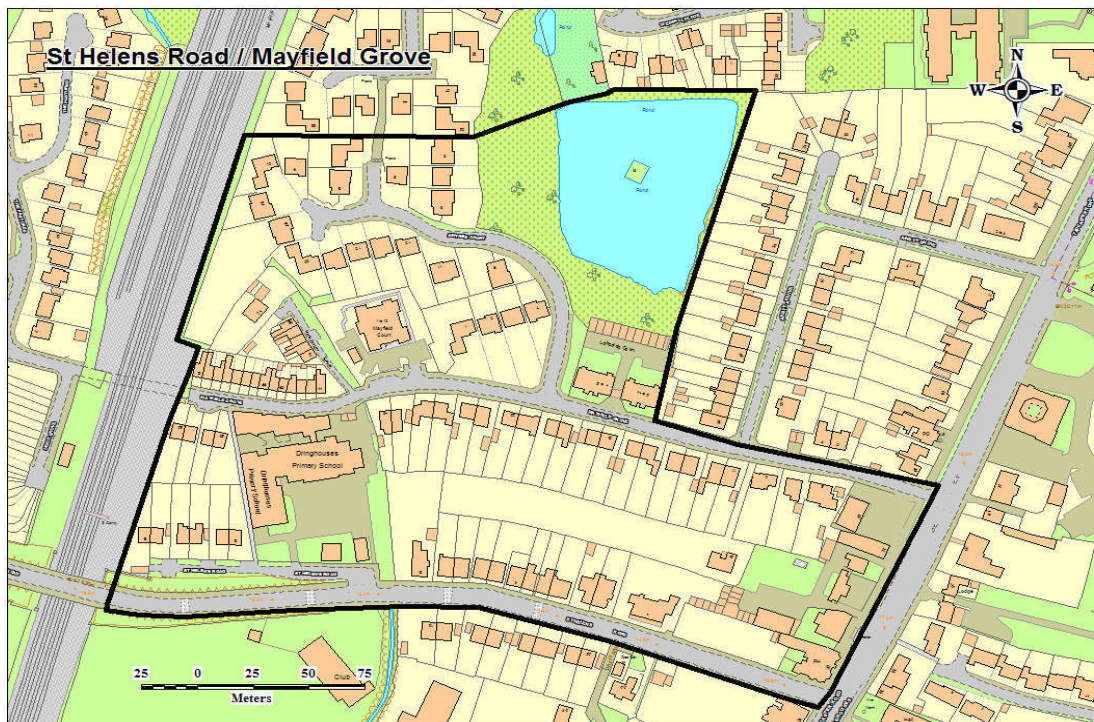
Crime Group	Total
Assault	2
Auto_Crime	3
Burglary	4
Criminal_Damage	8
Fraud	11
Other_Serious_Offences	0
Sexual_Offences	0
Thefts	22
Grand Total	50

A Table of Crime in the Study Area (Above) and corresponding Graph (Below)



A Table of Crime by Crime Group and then Crime Type

EVENT_GROUP	HO_DESCRIPTION	Total
ASSAULT	COMMON ASSAULT ETC.	1
	OTHER WOUNDING ETC.	1
AUTO_CRIME	THEFT FROM VEHICLE	3
BURGLARY	BURGLARY IN A BUILDING OTHER THAN A DWELLING	2
	BURGLARY IN A DWELLING	2
CRIMINAL_DAMAGE	CRIMINAL DAMAGE TO OTHER BUILDINGS	3
	CRIMINAL DAMAGE TO VEHICLES	5
FRAUD	CHEQUE & CREDIT CARD FRAUDT	1
	OTHER FRAUD	10
THEFTS	OTHER THEFT OR UNAUTHORISED TAKING	5
	SHOPLIFTING	14
	THEFT FROM AUTOMATIC MACHINE OR METER	1
	THEFT OF PEDAL CYCLE	2
Grand Total		50



A Table of Crime by Month of the Year and Hour of the Day in the Study Area

Month	Total
Jan	7
Feb	4
Mar	1
Apr	2
May	10
Jun	5

Month	Total
Jul	7
Aug	4
Sep	2
Oct	3
Nov	4
Dec	1

Crime Day	Total
Mon	6
Tue	10
Wed	8
Thu	5
Fri	12
Sat	2
Sun	7
Grand Total	50

Grand Total

50

Expected Average Crime per Month =

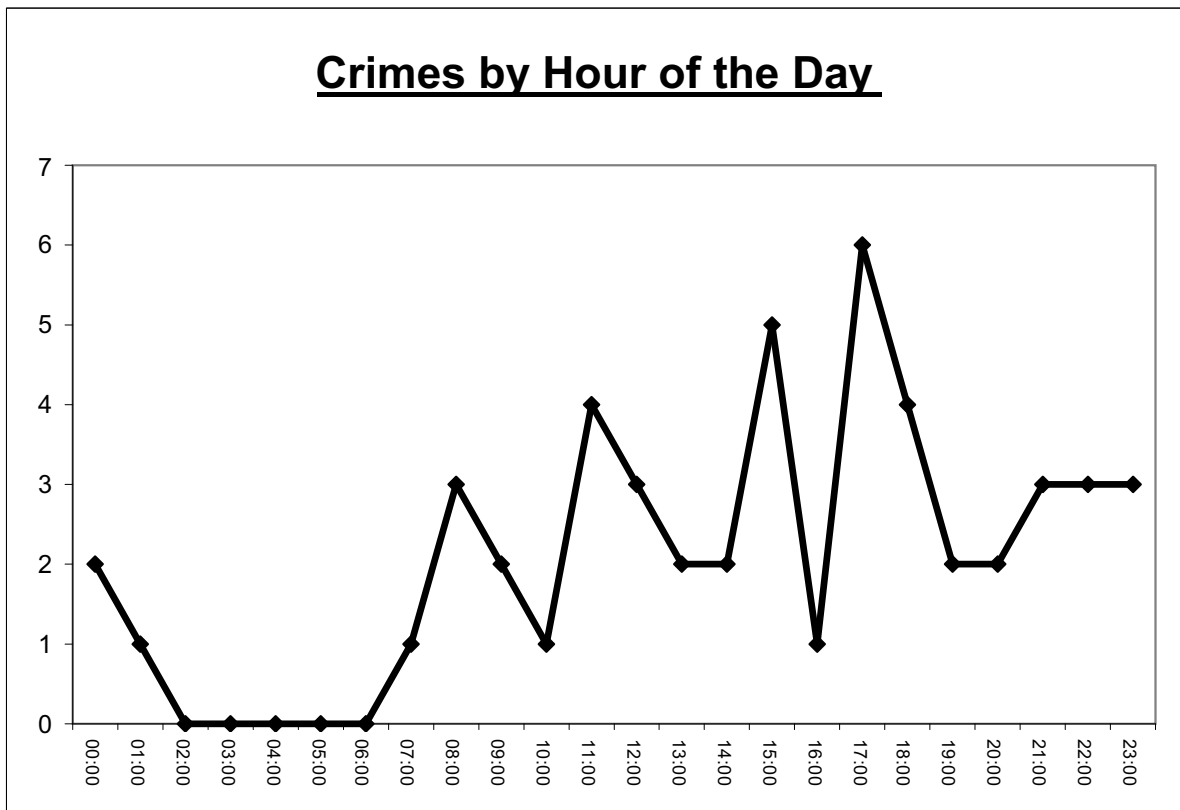
4.17

Expected Average Crime per Day =

7.14

A Table of Crime by Hour of the Day in the Study Area

	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total	
Total	2	1	0	0	0	0	0	1	3	2	1	4	3	2	2	5	1	6	4	2	2	3	3	3	3	50



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Police Crime Reports
For The
St Helen's Road Mayfield Grove
Study Area

April 2005 to March 2006

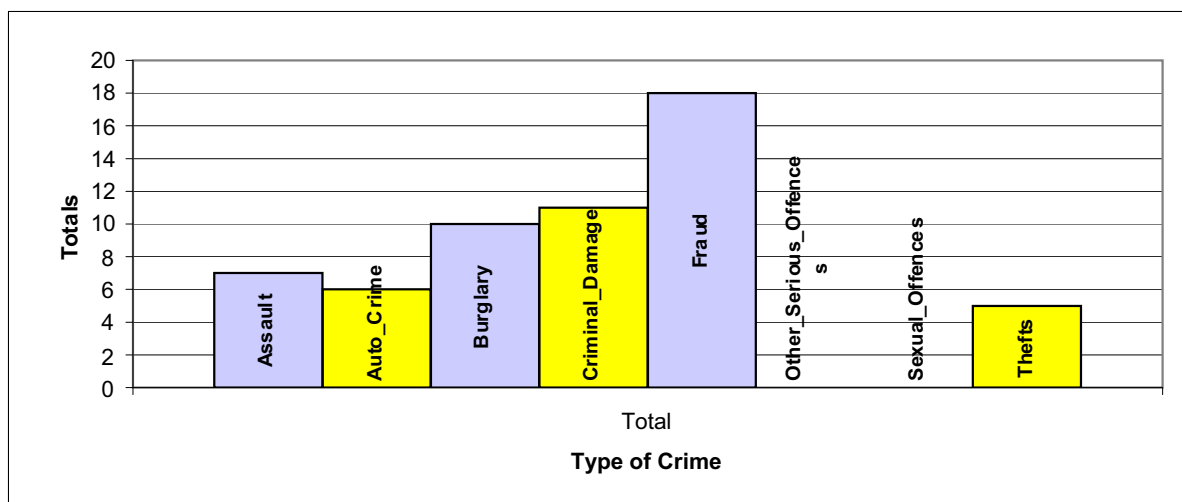
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Architectural Liaison Officer Report

Crime Analysis Study Area:	=	St-Helens Road / Mayfield Grove Study Area
Planning Application Reference:	=	Alleygating
Size of Study Area from Application	=	Please See Map
Study Period Start:	=	01/04/2005
Study Period End:	=	31/03/2006
Date Study Completed	=	02/10/2006
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

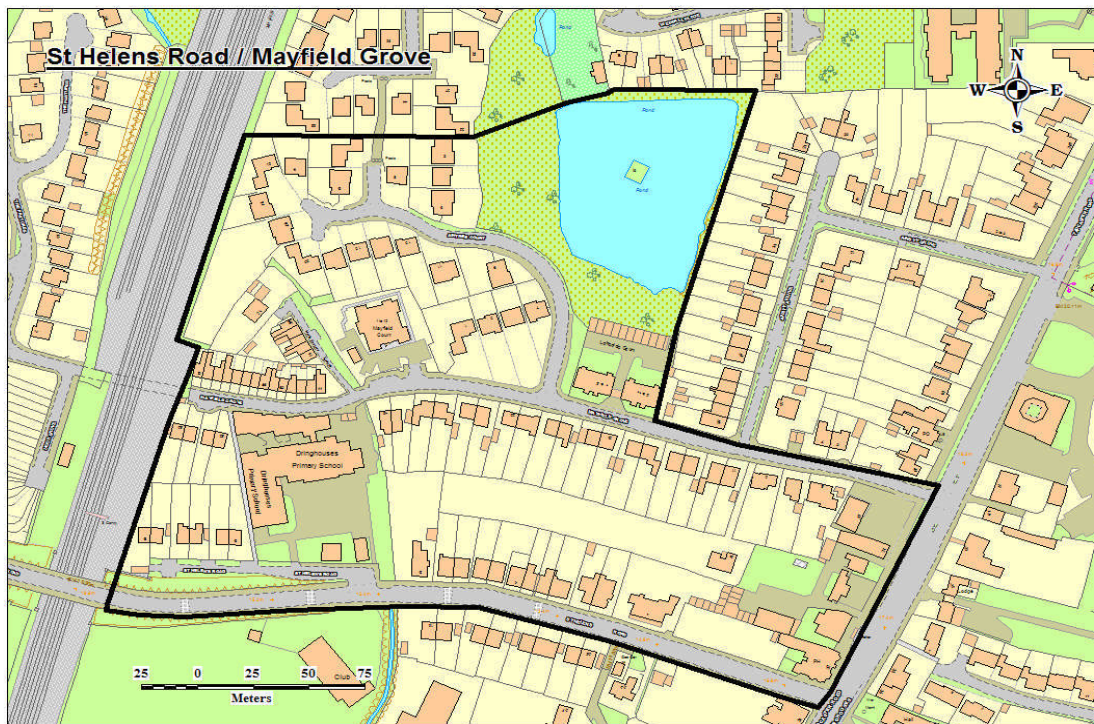
Crime Group	Total
Assault	7
Auto_Crime	6
Burglary	10
Criminal_Damage	11
Fraud	18
Other_Serious_Offences	0
Sexual_Offences	0
Thefts	5
Grand Total	57

A Table of Crime in the Study Area (Above) and corresponding Graph (Below)



A Table of Crime by Crime Group and then Crime Type

EVENT_GROUP	HO_DESCRIPTION	Total
ASSAULT	ASSAULT ON CONSTABLE	2
	COMMON ASSAULT ETC.	2
	OTHER WOUNDING ETC.	3
AUTO_CRIME	THEFT FROM VEHICLE	2
	THEFT OR UNAUTHORISED TAKING MOTOR VEHICLE	2
	VEHICLE INTERFERENCE	2
BURGLARY	BURGLARY IN A BUILDING OTHER THAN A DWELLING	10
CRIMINAL_DAMAGE	CRIMINAL DAMAGE TO OTHER BUILDINGS	2
	CRIMINAL DAMAGE TO VEHICLES	9
FRAUD	OTHER FORGERY OR UTTERING	3
	OTHER FRAUD	15
THEFTS	OTHER THEFT OR UNAUTHORISED TAKING	3
	SHOPLIFTING	2
Grand Total		57



A Table of Crime by Month of the Year and Hour of the Day in the Study Area

Month	Total
Jan	2
Feb	2
Mar	7
Apr	7
May	4
Jun	5

Month	Total
Jul	1
Aug	3
Sep	6
Oct	4
Nov	1
Dec	15

Crime Day	Total
Mon	11
Tue	7
Wed	17
Thu	7
Fri	7
Sat	4
Sun	4
Grand Total	57

Grand Total

57

Expected Average Crime per Month =

4.75

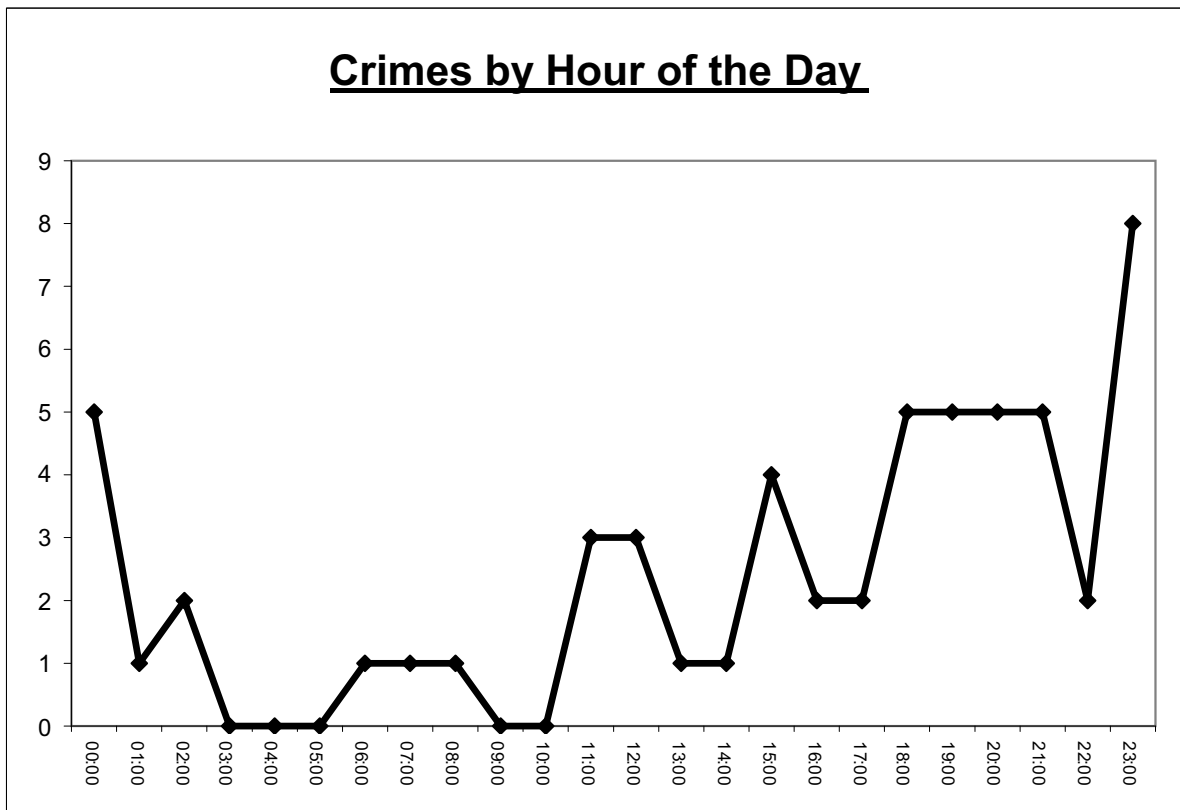
Expected Average Crime per Day =

8.14

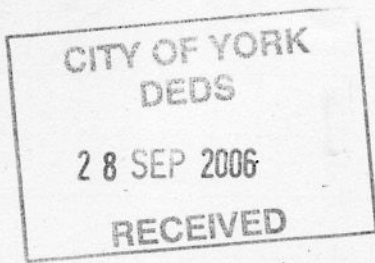
A Table of Crime by Hour of the Day in the Study Area

	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Total	5	1	2	0	0	0	1	1	1	0	0	3	3	1	1	4	2	2	5	5	5	5	2	8	57

Crimes by Hour of the Day



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MR COLIN RENNISON

50 MAYFIELD GROVE DRINGHOUSES
YORK

117367 7024 114

PHONE 01904 704319

PARTIAL CLOSURE OF DRINGHOUSES SCHOOL SNICKETT
AFTER SCHOOL HOURS.

BECAUSE YOUNG PEOPLE USING IT AS A WAY OUT FOR

BORGERS

SMASHING CAR WIND SCREENS

WING MIRRORS

DAMAGE TO PROPERTY

DRUG TAKING

DRINKING

HUMAN TOILET

DOG TOILET

C. Rennison

PETITION FOR THE PARTIAL CLOSURE OF DRINGHOUSES SCHOOL SNICKETT

NAME	ADDRESS
COL REMIVISON	50 MAYFIELD GROVE YORK
Jacqueline Remison	50 mayfield grove YORK
ANNE McENDOO	44 Mayfield GROVE.
E Wehler	70 MAYFIELD GROVE
H. BURTON	60 MAYFIELD GROVE
S BURTON	60 MAYFIELD GROVE
FS Nowell	56 MAYFIELD GROVE
E Nowell	56 Mayfield GROVE
J. Ginger	68 Mayfield Grove
M GREENWELL	7. AINTREE COURT
J Greenwell	7. Aintree COURT
J. Hells	5 AINTREE COURT
J. Wallis	1 AINTREE COURT.
C Wallis	1 Aintree court
S. Wallis	1 Aintree Court
P CHILTON	2 AINTREE COURT
W. Chilton	2 Aintree court, York.
P Wilson	9 Aintree court
Paul Wilson	" " "
N Wilson	" " "
D Wilson	" " "
J HAWLEY	11 AINTREE COURT
L HAWLEY	" " "
S HAWLEY	" " "
Dave Fowler	8 Aintree Court
Graham Fowler	" " "
Rebecca Fowler	" " "
Chris Fowler	" " "
Malcolm Veale	19 " "
MELANIE BURR	23 AINTREE COURT.
R Sharpley	20 Aintree Court
CHARLES BURNETT	16 Aintree Court
Donna Burnett	16 Aintree COURT
E Field	4 Aintree COURT
M Field	4 Aintree COURT
J. WREN	6 Aintree Court.

PETITION FOR THE PARTIAL CLOSURE OF DRINGHOUSES SCHOOL SNICKETT

NAME	ADDRESS
JANE FEAKES	19 NORTH EASTERN TCE, DRINGHOUSES, YORK. YO24 1HN
JAMES THOMPSON	18 NORTH EASTERN TERRACE, DRINGHOUSES, YORK, YO24 1HN
BRIAN WARDMAN	21, " " "
MARGERY SNAPE	14. NORTH EASTERN TERRACE- DRINGHOUSES.
HAZEL PEARSON	16 NORTH EASTERN TERRACE- DRINGHOUSES
ROB DEWHURST	" " "
SIMON FEAKES	19 NORTHEASTERN TERRACE DRINGHOUSES
SALLY ROBERTS	18 NORTH EASTERN TERRACE, YORK YO24 1HN
Kimberley Whittle	20 North Eastern Terrace, York
Chloe Noyce	20 North Eastern Terrace, York.
BERYL JOHNSON	45 MAYFIELD GROVE DRINGHOUSES
PAUL JOHNSON	45 MAYFIELD GROVE, DRINGHOUSES
PAT WOOD	35 MAYFIELD GROVE DRINGHOUSES
Linda Smyke	33 Mayfield Gr. York.
Geo. Fin	31 Mayfield Grove
Anne Fry	19 Mayfield Grove
Bob Fry	31 Mayfield Grove
John Dixon	29 Mayfield Grove
TONY IVESON	29 MAYFIELD GROVE
John Atkinson	23 Mayfield Grove
Linda Blenheim	23 Mayfield Grove
Debbie Buch	17 Mayfield Grove
Andrew Baxter	" " "
Caroline Orskeld	" " "
Chris Orskeld	" " "
John Lipscomb	13 MAYFIELD GROVE
ANGELA LIPSCOMB	" " "
Al Lipscomb	7 MAYFIELD GROVE
A. Mullen	9A Mayfield Grove
Joanna Appand	54, Tadcaster Road, Dringhouses
Clare Murphy	25 Mayfield Grove
Martyn Murphy	" " "
ALAN + JEAN MORRIS	21 " "
John Hopkins	4 Mayfield Grove in
Elizabeth Power	" "
Janette Logan	2 Mayfield Grove
Francesca Logan	2 Mayfield Grove

PETITION FOR THE PARTIAL CLOSURE OF DRINGHOUSES SCHOOL SNICKETT

NAME	ADDRESS
Sue Jackson	66 MAYFIELD GROVE, YORK
JO WISHART	64 MAYFIELD GROVE, YORK
DAN CRUMP	64 MAYFIELD GROVE, YORK
John Swain	53 Mayfield Grove York
MICHAEL ADAMS	58. MAYFIELD GROVE. YORK. YO24 1HL
. WIGGLESWORTH	59. MAYFIELD GROVE - YORK
. WIGGLESWORTH	59. MAYFIELD GROVE - YORK
RAIG REMNISON	50 MAYFIELD GROVE YORK
Sam Waterfield	62 mayfield Grove York YO24 1HL
S. Lobson	43 Mayfield Grove York YO24 1HJ.
N. Hart	43 Mayfield Grove York YO24 1HJ
PUTSCHE Rudolf.	57. Mayfield Grove YORK. YO24 1HJ.
PUTSCHE. Ruth	57. Mayfield Grove YORK YO24 1HJ
CHRIS McDONALD	46 Mayfield Grove York YO24 1HL
CHRIS McDONALD	46 MAYFIELD GROVE YORK YO24 1HL.
John	11 MAYFIELD GROVE YORK
John	11A MAYFIELD GROVE YORK
Todd Evans	5. MAYFIELD GROVE YORK YO24 1HJ.
Janet	27 Mayfield Gr York
Clare Smith	27 Mayfield Gr York
M E Kellett	13. ST Helen Rd York.
JAN Kellett	13 ST Helen Rd YORK.
P. Y. Green	39, MAYFIELD GROVE, YORK
Robin C. Dallis	1 AINTREE COURT YORK YO24 1EW
Glenn Winstanley	9, Mayfield Grove Dringhouses, York
Alan Winstanley	9 Mayfield Grove Dringhouses, York
Alex Winstanley	9 Mayfield Grove Dringhouses, York



Meeting of Executive Members for City Strategy and Advisory Panel

15 January 2007

Report of the Director of City Strategy

DUNNINGTON WEIGHT LIMIT PETITION

Summary

1. This report advises the Advisory Panel of the receipt of a petition that requests the more effective enforcement of the weight restriction through the village of Dunnington.

Background

2. Councillor Greenwood presented a 343 signature petition to the meeting of the full Council on 5th October 2006. Those signing the petition support Councillor Greenwood's campaign for more effective enforcement of the weight restriction on vehicles which attempt to short cut through Dunnington village. An example of the petition is shown in Annex A.
3. The plan in Annex B shows the extent of the existing 7.5 tonnes weight limit that was introduced in Dunnington for environmental reasons (i.e. not because there was a weak structure that needed protecting) to prevent the village being used as a through route by HGV's. For weight restrictions put in for environmental reasons there has to be an exemption for vehicles that require access to properties within the area, hence some of the vehicles in the village will have a legitimate right to be there.
4. At present, enforcement of weight restrictions can only be carried out by the Police, but this responsibility may at a later date be transferred to the Local Authority in much the same way as the enforcement of waiting restrictions was a few years ago. The task of enforcing weight restrictions is quite labour intensive because the Police have to demonstrate that a vehicle has passed through an area without stopping before they can take enforcement action. As a result this type of enforcement has a very low priority. In addition, because the police do not support the introduction of access restrictions, which makes them very ineffective, the city council has a policy of no longer putting such proposals forward.
5. It is also worth noting that the difference between a vehicle below the 7.5 tonne limit and one above can be very little due to modern vehicle design. Hence

some of the vehicles local residents see travelling through the village that appear to be HGV's may in fact not be prohibited from using the village roads.

6. Some work on the signing of the weight limit and route to the Industrial Estate has been carried out and further work will be carried out when resources permit.

Consultation

7. A petition of over 300 signatures clearly demonstrates that there are local concerns over the use of the village roads by HGV's; hence this information has been passed to the Police for them to consider when allocating their resources. In addition, a letter has been sent to the businesses at the Dunnington Industrial Estate (see Annex C), as this is a likely source of potential HGV journeys, asking business owners to ensure their suppliers and contractors are aware of the restrictions in advance of them travelling to the Industrial Estate and also making them aware that the Police have been requested to take enforcement action.
8. The Ward Councillors views on this petition are that many villagers feel that the signage at the entrances to the village are inadequate. The number of lorries which have to access the industrial estate at the Hull Road end of Common Road should follow the directed route. For HGV's coming from Stamford Bridge on the A166, this involves the use of Grimston Bar roundabout, but many seem to miss or ignore the signs. The Councillor hopes that the Council will reposition the signs and add additional information indicating the authorised route. The Councillor also asks that traffic lights be provided on the A166 leg of Grimston Roundabout so hopefully this will also make that route attractive for larger vehicles. The Councillor intends to write to the local Police asking for increased enforcement in the village.

Options

9. As can be seen from the above information, the options available are very limited and are set out below:
 - A. Request police enforcement. This has already been done.
 - B. Improved signing of both the restriction and the route to the Industrial Estate. This work is ongoing at present.
 - C. Reconsider the enforcement of such restrictions when these powers are transferred to the Local Authority. This is a long term option that cannot be tackled at present.
 - D. Take no further action.

Analysis

10. As noted above, options A and B have already been initiated and will be completed in due course. Option C should be considered along with other restrictions of similar type to determine enforcement priorities when the

enforcement role becomes the duty of the Local Authority. Option D is unlikely to be well received given the level of support for some action to be taken.

Corporate Priorities

11. The enforcement of traffic restrictions in cases such as this one ties in with the corporate priorities of customer focus and safety concerns. However as mentioned in paragraph 4 above the city council does not have the authority to carry out enforcement of the restrictions.

Implications

The implications of the recommendations in this report are as follows:

Financial

12. There are no financial implications as any additional signing can be funded through the traffic signs budget.

Human Resources (HR)

13. There are no HR implications.

Equalities

14. There are no Equalities implications.

Legal

15. There are no legal implications.

Crime and Disorder

16. There are no Crime and Disorder implications.

Information Technology (IT)

17. There are no IT implications.

Property

18. There are no Property implications.

Other

19. There are no other implications.

Risk Management

20. The removal of HGV's may contribute to improved safety on narrow village streets. But, although improved signing aimed at reducing abuse of Traffic Regulation Orders may reduce the amount of drivers ignoring the restrictions, the City Council does not take on the responsibility for risk if HGV's continue to

travel through the village. In compliance with the Council's risk management strategy there are no risks associated with the recommendations in this report.

Recommendations

21. That the Advisory Panel advise the Executive Member to note and support the action taken as detailed in Options A, B & C as detailed in paragraph 9 of the report.

Reason: To address the issues raised in the petition.

Contact Details

Author:

Alistair Briggs
Traffic Engineer
Network Management
Tel No. 01904 551368

Chief Officer Responsible for the report:

Damon Copperthwaite
Assistant Director (City Development and Transport)

Report Approved

Date 15/12/2006

Wards Affected: Derwent

All

For further information please contact the author of the report

Background Papers: None

Annexes:

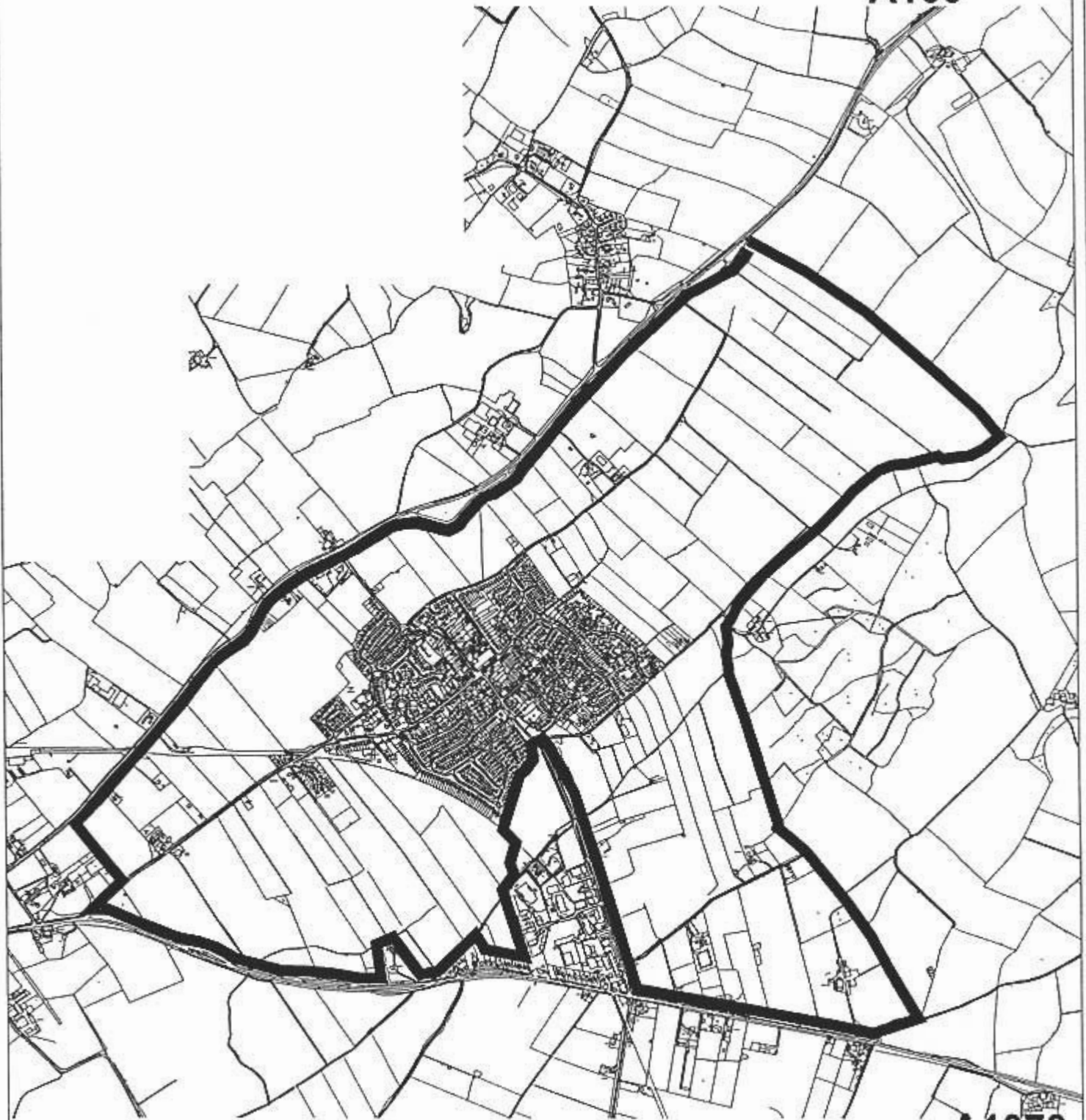
- Annex A – An extract from the petition.
Annex B – A plan of the area covered by the existing weight restriction.
Annex C - A copy of the letter sent out to the Dunnington Industrial Estate

I support Janet Greenwoods campaign for more effective enforcement of the weight restrictions on vehicles which attempt to short cut through the village of Dunnington

Signature

Address

A166



A1079



Dunnington Weight Restriction Area

Ext 1368 – Alistair Briggs

Our Ref: ADB/DT/92/19

8 December 2006

Dear Sir or Madam

Dunnington Weight Restriction


I have received a petition from residents of Dunnington village regarding the ongoing use of the village as a through route by drivers of HGV's.

I am in the process of making some amendments to the signing for HGV's, but I am also hoping that you may be able to assist me in trying to tackle this problem. As the Dunnington Industrial Estate is a likely attractor of HGV's I should be grateful if you could remind your suppliers and drivers periodically about the weight restriction through the village and that they should only approach and leave the industrial estate via the A1079.

For your information, I have also brought this problem to the attention of the Police for them to consider this matter when allocating their resources for enforcement of traffic restrictions.

If you would like any clarification of the above please contact me on 01904 551368.

Yours faithfully



Alistair Briggs
Traffic Engineer

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Meeting of Executive Members for City Strategy and Advisory Panel

15 January 2007

Report of the Director of City Strategy

Petition in support of safety measures in Wigginton

Summary

1. To consider a petition presented to the City of York Council seeking traffic calming along Mill Lane and 'The Village' and a pedestrian crossing near to the junction of Westfield Lane for school children and all pedestrians. A plan of the area is included in **Annex A**. A total of 222 signatures were received. **Annex B** shows page one only of 9 pages.

Background

2. A crossing at the junction of The Village and Westfield Lane was considered in December 2001 and a report was presented at the Planning and Transport (North-West Area) sub committee on 18 December 2001 with a recommendation to approve a zebra crossing. Funding was to be provided from the Haxby and Wigginton Ward Committee budget. With the appropriate approvals, the proposed scheme was to be implemented in March 2002. However, this did not proceed due to concerns from the Parish Council regarding the approach speeds of vehicles on Mill Lane and 'The Village'.
3. Traffic calming on Mill Lane/The Village, Wigginton, was considered in 2003 and a report was prepared for Haxby and Wigginton Ward Committee in December 2003. Six options were put forward (see points 11-11.7) No consultation was carried out at this time.
4. A 20 mph 'School Zone' was introduced on Westfield Lane, outside the primary school in 2002. This included supportive traffic calming measures. Further works were carried out in 2004 as part of a programme of 'Review & Enhance' works for 'School Safety Zones'. This included the extension of double yellow lines and yellow zig-zag markings.
5. A school crossing patrol operated on Mill Lane at the junction of Westfield Lane until 2004. The School Crossing Patrol site remains vacant at this time although colleagues in Learning, Culture and Children's Services are currently advertising the vacancy.
6. Mill Lane is currently being considered for a 'Vehicle Activated Sign' (VAS).

Analysis

7. The 'Safer Routes to School' initiative aims to promote safer, more environmentally sustainable and healthier ways of getting to and from school, with particular emphasis on walking and cycling. A Safer Routes to School scheme should improve conditions (both in safety and the environment) on the main walking and cycling routes to school. Projects involve the investigation of school travel patterns with particular emphasis on walking routes which in turn should promote the health, social and environmental benefits of walking.
8. Wigginton Primary School is a medium priority in terms of 'Safer Routes to School' and is not included in the 2006/07 capital programme. There are no current plans to include it in future years. The issues raised in the petition are wider than the scope (and budget) of the 'Safer Routes' programme. Expectations within the local community were raised in 2001 for a zebra crossing near to the junction of Mill Lane and Westfield Lane. Since then, there has been no further action other than feasibility studies and possible options put forward. The zebra crossing could be considered for part funding from the 'Safer Routes' budget in future years but any traffic calming commitments should seek funding from a different budget heading.
9. Extensive traffic surveys were carried out on Mill Lane/The Village prior to the development of a scheme for a zebra crossing. An additional speed survey was conducted in August 2003. The Speed survey results indicated there was a speeding problem. It was identified, however, that the problem was not sufficiently marked for the police to take enforcement action to address the issue. It was reported that physical measures may be effective in reducing speeds.
10. Accident statistics identified no obvious clustering and no common factor other than speed.
11. Six options were put forward by City of York Council in 2003 for consideration by the Parish Council, with costs ranging from £12,500 to £29,500. Background information and the options are summarised below (11.1–11.7)
 - 11.1 Mill Lane west of Westfield Lane is designated as a 'Traffic Route' under the Council's Speed Management Plan. No 'vertical' traffic calming measures such as road humps, speed cushions or speed tables can be implemented along this section. 'Horizontal' measures such as chicanes can, however, be considered for such routes.
 - 11.2 The Village east of Westfield Lane is designated as 'Mixed Priority' under the Council's Speed Management Plan. Physical measures including road humps and speed tables can therefore be considered, provided they are targeted at areas of high pedestrian activity, and provided they are designed to minimise inconvenience to buses and emergency vehicles.
 - 11.3 The question of a crossing point across The Village in the vicinity of Westfield Lane has been investigated previously, and a scheme involving a zebra

crossing was developed and consulted upon. However, this did not proceed due to concern regarding the approach speeds of vehicles on Mill Lane and The Village.

11.4 A mini-roundabout scheme at the Mill Lane/The Village/Westfield Lane junction, as raised by the suggestor, is not considered feasible, as additional land would be necessary to enable the required deflections to be created on the roundabout approaches.

11.5 Working with the considerations set out above, 6 scheme options have been developed for this section of road. These range from low cost schemes with no vertical measures for speed reduction, through more intensive speed management schemes including vertical measures, to schemes with and without vertical measures, but which also incorporate zebra crossings. Sketch plans of the various options are attached. They are described and discussed below:-

(i) *Scheme 1 – Chicanes at the Black Horse and the Ascot Road area. Estimated cost £12,500 (2003 prices)*

The chicanes would have the effect of slowing traffic on the eastbound and westbound approaches to the Mill Lane/Westfield Road junction.

A scheme such a this, with no vertical measures, would present minimum difficulties for buses and emergency service vehicles.

One disadvantage of the scheme is that, apart from speed reduction, there would be no enhanced crossing facility where the School Crossing patrol operates.

Another disadvantage of this measure is that chicanes tend to be less effective at slowing vehicles if traffic flows are light.

The chicane islands would have some effect on local parking, but less than other proposals.

(ii) *Scheme 2 – Chicanes at The Black Horse and Ascot Road area, and a Speed Table/Crossing Point just east of Westfield Lane (i.e. Scheme 1 with a speed table in the middle of the chicanes). Estimated cost:- £14,500 (2003 prices)*

The chicanes would have the effect of slowing traffic on the eastbound and westbound approaches to the Mill Lane/Westfield Road junction and the proposed speed table/crossing point location.

The speed table would significantly slow vehicles at the crossing point, and hence would assist the School Crossing Patrol and others crossing in the vicinity of the local shop. The flush surface, kerb to kerb, would make crossing easier, particularly for the mobility-impaired.

A disadvantage of this scheme is that chicanes tend to be less effective at slowing vehicles if traffic flows are light. However, at times of light flow, the speed table would still be effective in slowing vehicles.

The speed table/crossing point is not as well-defined or as conspicuous as with a zebra, but is better than Scheme 1. It would not give pedestrians any priority over traffic.

The effect on parking would be slightly greater than with Scheme 1.

- (iii) *Scheme 3 – Chicanes at the Ascot Road area, Road Humps at the Black Horse, and a Speed Table located just east of Westfield Lane (i.e. Scheme 2 with two chicanes replaced by road humps).*

Estimated cost:- £12,500 (2003 prices).

The road humps would slow traffic at the Black Horse more positively than chicanes there, although the chicanes at Ascot Road would slow traffic to some extent also.

The speed table would significantly slow vehicles at the crossing point, and hence would assist the School Crossing Patrol and others crossing in the vicinity of the local shop. The flush surface, kerb to kerb would make crossing easier, particularly for the mobility-impaired.

The chicane would be less effective at slowing traffic at times of light flow. However, even at times of light flow, the speed table and the road humps would still be effective in slowing vehicles.

The speed table/crossing point is not as well-defined or as conspicuous as with a zebra, but better than Scheme 1. It would not give pedestrians any priority over traffic.

With more vertical measures, the scheme will have a greater impact on buses and emergency service vehicles than options which include no vertical measures.

The effect on parking would be slightly greater than with Scheme 1.

- (iv) *Scheme 4 - Chicanes at The Black Horse and Ascot Road area, and a Zebra just east of Westfield Lane (i.e. Scheme 1 with a zebra crossing in the middle of the chicanes). Estimated cost:- £27,500 (2003 prices).*

The chicanes would have the effect of slowing traffic on the eastbound and westbound approaches to the Mill Lane/Westfield Road junction and the proposed zebra location.

The zebra would provide an improved and more conspicuous crossing facility giving priority over traffic for the School Crossing Patrol and for others crossing in the vicinity of the local shop. Also, the zigzag markings associated with the zebra would remove parking on the approaches to the crossing point and provide a clear field of vision, both to pedestrians and to approaching vehicles.

A scheme such as this, with no vertical measures, would present minimum difficulties for buses and emergency service vehicles.

A disadvantage of this measure is that chicanes tend to be less effective at slowing vehicles if traffic flows are light.

With this scheme, there would be a greater impact on parking in the vicinity of the local shop.

- (v) *Scheme 5 – Chicanes at the Black Horse and Ascot Road area, and a Speed Table with a Zebra Crossing located on it just east of Westfield Lane (i.e. Scheme 2 with a zebra crossing on the speed table). Estimated cost:- £29,500 (2003 prices).*

The chicanes would have the effect of slowing traffic on the eastbound and westbound approaches to the Mill Lane/Westfield Road junction and the proposed zebra location.

The speed table would physically slow vehicles at the zebra crossing point. The zebra would provide a more well-defined and more conspicuous crossing point giving priority over traffic for the School Crossing Patrol and others crossing in the vicinity of the local shop. Also, the zigzag markings associated with the zebra would remove parking on the approaches to the crossing point and provide a clear field of vision, both to pedestrians and to approaching vehicles.

The flush surface, kerb to kerb, would make crossing easier, particularly for the mobility-impaired.

The disadvantage of this measure is that chicanes tend to be less effective at slowing vehicles if traffic flows are light. Hence, at times of light flow, only the speed table and possibly the presence of the zebra would be effective in slowing vehicles.

The presence of the speed table would have a greater effect on buses and emergency vehicles than the options which include no vertical measures.

With this scheme, there would be a greater impact on parking in the vicinity of the local shop.

- (vi) *Scheme 6 - Chicanes at the Ascot Road area, Road Humps at the Black Horse, and a Speed Table with a Zebra Crossing on it located just east of Westfield Lane (i.e. Scheme 3 with a zebra crossing on the speed table). Estimated cost:- £27,500 (2003 prices).*

The road humps would slow traffic at the Black Horse more positively than chicanes there, although the chicanes at Ascot Road would slow traffic to some extent also.

The speed table would physically slow vehicles at the zebra crossing point. The zebra would provide a more well-defined and conspicuous crossing point giving priority over traffic for the School Crossing Patrol and others crossing in the vicinity of the local shop. Also, the zigzag markings associated with the zebra would remove parking on the approaches to the crossing point and provide a clear field of vision, both to pedestrians and to approaching vehicles.

The flush surface, kerb to kerb, would make crossing easier, particularly for the mobility-impaired.

A disadvantage of this measure would be that the chicane would be less effective at slowing traffic at times of light flow. This is, however, the only type of physical speed control measure which can be considered for Mill Lane in this area.

With more vertical measures, the scheme will have a greater impact on buses and emergency service vehicles than options which include no vertical measures.

With this scheme, there would be a greater impact on parking in the vicinity of the local shop.

- 11.6 All the above schemes appear feasible, subject to detailed site surveys and utility investigations.
- 11.7 The six scheme options set out in above were put forward for discussion by the Parish Council.
- 11.8 The outcome from Parish Council is unclear.

Corporate Priorities

12. A data led approach of assessing speeding issues and prioritising schemes meets the Council's corporate priorities to create a Safer City. It supports the aims and objectives of the Road Safety Strategy and the Speed Management Plan included as part of the Second Local Transport Plan.

Consultation

13. Full consultation for the zebra crossing proposal was carried out in November 2001. This involved the distribution of a consultation/questionnaire, seeking views on the proposed scheme, and was delivered to approximately 370 properties in the area. Leaflets were also sent to the emergency services, bus companies and other groups representing road users.
14. From the 370 leaflets distributed, 82 were returned (22%). The results were as follows:
 - 70 respondents (85%) agree to the installation of the zebra crossing
 - 11 respondents (14%) disagree with the proposed scheme

- 1 respondents (1%) has no opinion on the proposed scheme
15. The main reasons for objecting to the scheme were concerns for traffic turning out of Westfield Lane, the safety of children using the crossing and the School Crossing Patrol operating at the time. There was also representation from the local shop keeper and concerns about a reduction in trade if parking space was lost.

Options

16. The following options are currently available to the Council:
- To consider introducing a formal pedestrian crossing at the junction of 'The Village' and Westfield Lane through the 'Safer Routes to School' Local Transport capital programme 2007-10.
 - To consider installing traffic calming measures as outlined in 2003 through the Local Transport capital programme 2007-10.
 - To take no action.

Implications

17. **Financial** - There is no available budget in the current year's capital programme.
18. **Human Resources (HR)** - No implications.
19. **Equalities** – No implications
20. **Legal** - no implications.
21. **Crime and Disorder** – no implications.
22. **Information Technology (IT)** - no implications.
23. **Property** – no implications.

Risk Management

24.

Risk Category	Impact	Likelihood	Score
Strategic	Very Low	Remote	2
Physical	Very High	Remote	5
Financial	Medium	Possible	9
Organisation/Reputation	Medium	Probable	12

Recommendations

That the Advisory Panel advise the Executive Member :

25. To note the content of the petition.
26. Approve that officers reconsider the measures proposed in 2001 and 2003, consult further with the Parish Council, and consider options to take forward for the 2007/08 capital programme.
27. Approve that officers reply to the lead petitioner on the outcome of this report.

Reasons: To respond to local residents concerns about the speed of traffic along Mill Lane and The Village and their aspirations for a formal crossing point near to the junction of Mill Lane and Westfield Lane.

Contact Details

Author:
Julie Fergusson
Senior Engineer, Transport & Safety, Transport Planning

Chief Officer Responsible for the report:
Bill Woolley
Director of City Strategy

Tel No. 01904 551387

Report Approved Date 03/01/07

Specialist Implications Officer(s)

Daniel Johnson
Acting Principal Transport Planner
01904 551331

Wards Affected: Haxby & Wigginton

All

For further information please contact the author of the report

Annexes

Annex A: Map of Wigginton

Annex B: Scanned copy of petition (page one only, of 9 pages)

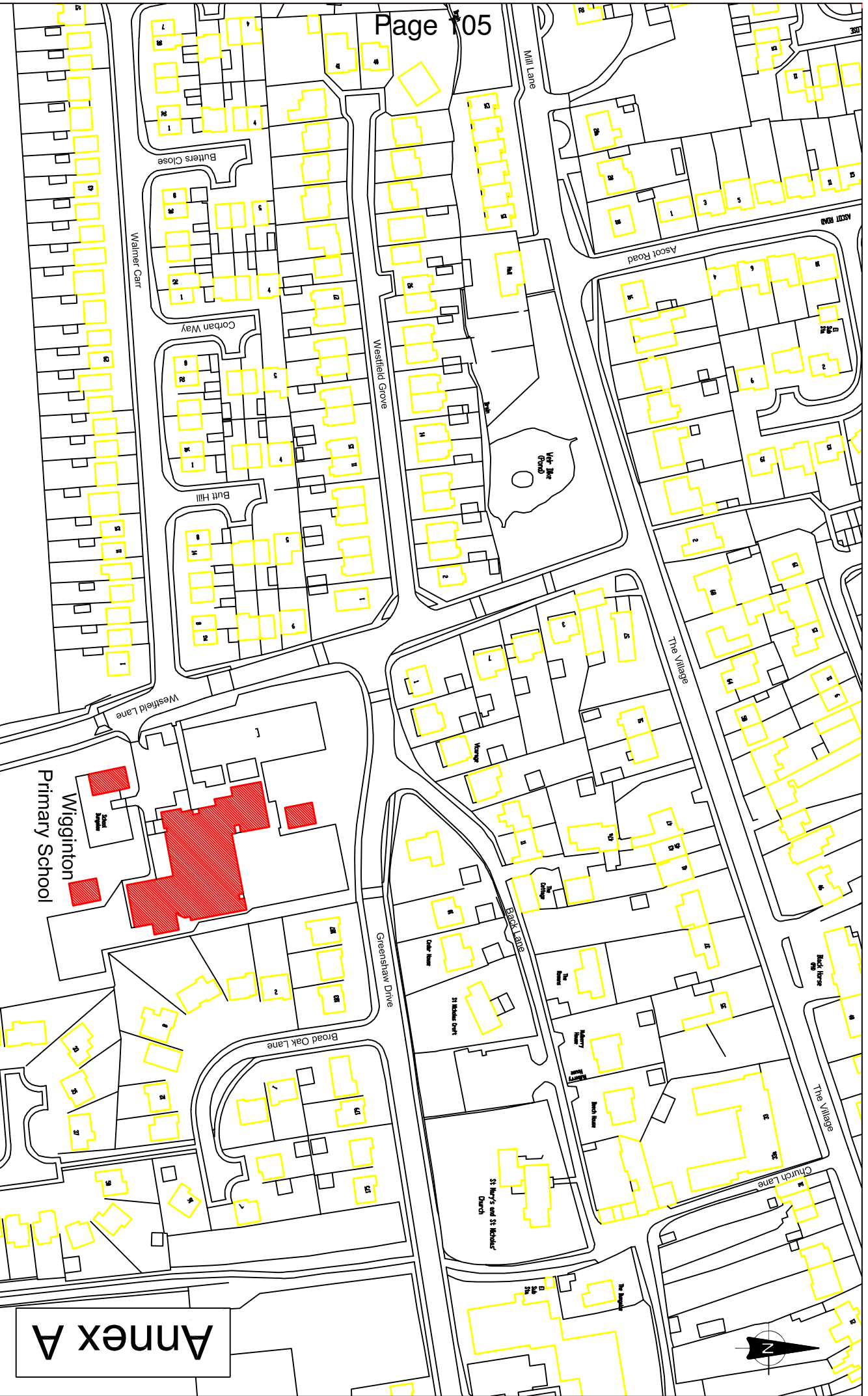


INITIAL	REV	AMENDMENT	DATE
DRAWN BY BP			
CHECKED BY JF			
SCALE NTS			
DATE 14/12/06			

Map of Wigginton

ANNEX A

TS/SRTS/007195/Annex A



Annex A

Wigginton Primary School

St Mary's and St Nicholas Church

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222 signatures

PETITION

In support of a campaign to get traffic calming along
Mill Lane and 'The Village'
and more importantly a Pelican Crossing in 'The Village',
near to the junction of Westfield Lane to allow safe crossing for
school children and all pedestrians.

Name	Address	Signature
USA Budgeten	9 ETON DRIVE WIGGINTON YORK	USA
Janne Smith	15 GATLAND CLOSE HAXBY YORK	J Smith
L MacLeod	15 ASCOT RD, WIGGINTON, YORK	L MacLeod
C. Solitt	114 Calf Close, HAXBY, YORK.	C. Solitt
J. Taylor	64 Walmer Carr Wigginton	J. Taylor
A COOPER	1 FOREST CLOSE WIGGINTON	A Cooper
T. Base	1 Forest Close, Wigginton	T Base
N. Milington	25 Barley View, Wigginton	N Miller
S. Cooper	19 Hawthorne Ave Haxby	S Cooper
D. Bell	24 Cornwood way Haxby	D Bell
L. Swan	5 Middle Banks, Wigginton	L Swan
K. Leaffer	19 Bregate, Haxby	K Leaffer
C. Kuler	4 Bell Close Wigginton	C Kuler
R G Jordan	20 Willow Glade, York	R G Jordan
E. Wilson	8 Ripley Grove Wigginton	E Wilson
S Turner	4 Longcroft, Wigginton	S Turner
T. ASKOR	2 BURELL DRIVE WIGGINTON	T ASKOR
R CARR	129 GREENSTRAW DRIVE, HAXBY	R Carr
D. HAMMOND	28 CORNER CLOSE WIGGINTON	D Hammond
Ruth Thompson	16, Shelley Grove, Clifton.	R.E. Thompson
Vera Robinson	Millercroft Sutton Rd Wigginton	V Robinson
Vanessa White	66 Woodland way Huntington Yk	V White
Richard Lane	100 Oaken cove, Haxby	R Lane
Christine Carter	Beak Lane Cottage Thurlstone York	C Carter
A. WETTON	ROUSHAM HOUSE 1 THE GARDEN VILLAGE EARSWICK	A. Wetton
L. BREGGANT	25 BURELL DRIVE WIGGINTON YK	L Breggant
A ASB SBYANCHARD	2 TOWN END GREENS, WIGGINTON	A ASB
K.B. Ellis	21 TOWN END GREENS, WIGGINTON	K.B. Ellis
H. Probyn	24 The Village, Haxby YORK	H Probyn
D. MOORES	17 GARTHS END, HAXBY, YORK	D Moors
M. MOORES	17 GARTHS END HAXBY YORK	M Moors
L POLLARD	19 GREEN DIKE WIGGINTON YORK	L Pollard
B Pollard	95 Oaken Grove Haxby	B Pollard
S. MACFELL	5 FOREST CLOSE, WIGGINTON	S Macfell
H. Judge	9 Eton Drive	H Judge
J MORGAN	104 EASTFIELD AV, HAXBY	J Morgan
C GRANGE	10 ASHAMLANE, YORK	C Grange

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**Meeting of Executive Members for City
Strategy and Advisory Panel****15 January 2007**

Report of the Director of City Strategy

**PETITION FROM RESIDENTS OF GANTON PLACE, WOODTHORPE,
REQUESTING THE RENEWAL OF FOOTPATHS IN GANTON PLACE****Summary**

1. This report advises Members of the receipt of a petition from 26 residents living mainly in Ganton Place requesting the renewal of footpaths in Ganton Place.
2. Additionally it asks that a 'No Through Road' sign be placed at the entrance to Ganton Place to prevent drivers using it who think they can cut through to Don Avenue etc.
3. Members are asked to consider the options outlined in the report and approve the recommendation to include Ganton Place in our assessments for possible inclusion in our 2007/2008 Resurfacing and Reconstruction Programme.

Background

4. A copy of the resident's letter and petition is attached as Annex 1.
5. Members will be aware that officers undertake a variety of highway inspections, including an annual inspection each year in June of all the roads and footways within the Council's area.
6. This inspection together with all the safety inspection reports and other Council inspection reports is used as a database which shows the general condition of all the Council's roads and footways.
7. All those areas found to be in a poor condition from these inspection reports are subsequently reassessed in October and November to prioritise our planned programmes of work for the forthcoming financial year.
8. The 2006 June condition survey did identify the condition of Ganton Place to be graded a 2/3 (average to poor condition).
9. As a result of this condition index this scheme was already included on the Council's Provisional List of streets to be inspected in October and November 2006 with a view to forming part of our 2007/08 R&R Programme.

10. A plan showing the footway in question in Ganton Place is attached as Annex 2 together with photographs showing the general condition of the footpaths is also attached as Annex 3.

Options

11. Option 1: Erect a No Through Road sign at the Ganton Place/Leven Road junction and arrange to make safe any defects that breach the Council's standards. Inspect the footways as part of the Council's normal procedure for assessing the following year's priority resurfacing schemes.
12. Option 2: Erect a No Through Road sign at the Ganton Place/Leven Road junction and carry out the works to the footway this financial year at the expense of dropping a scheme from this year's approved programme.

Analysis

13. Option 1: The No Through Road sign and any necessary repairs to be carried out this financial year will be funded from the existing revenue service budget for day to day maintenance. Should Members choose this option it will also ensure our approved programmes for the current financial year are not disrupted and any proposed scheme will have made the programme on merit and not as a result of resident pressure.
14. Option 2: The No Through Road sign will be funded out of this year's sign revenue budget. Should Members choose option 2 the cost to reconstruct the footways would be in the region of £23,000. As indicated, this cost could only be found if one of this year's programme schemes of a similar price was dropped from the approved programme. Members should note that at this time the majority of the footway programme has been completed.

Corporate Priorities

Maintenance of the public highway has a direct impact on several of the Council's corporate aims and priorities:

15. Corporate Aim 1: (Environment)

Take pride in the City by improving quality and sustainability, creating a clean and safe environment.

Specific priorities:

- 1.1 Increase resident satisfaction and pride with their local neighbourhoods.
- 1.2 Protect and enhance the built and green environment that makes York unique.
- 1.3 Make getting around York easier, more reliable and less damaging to the environment.

16. Corporate Aim 3: (Economy)

Strengthen and diversify York's economy and improve employment opportunities for residents.

Not directly relevant to any of the specific priorities, but good quality highway infrastructure is vital to the local economy.

17. Corporate Aim 4: (Safer City)

Create a safe City through transparent partnership working with other agencies and the local community.

Specific priority:

4.7 Make York's roads safer for all types of user.

18. Corporate Aim 8: (Corporate Health)

Transform City of York Council into an excellent customer-focused "can do" authority.

Specific priority:

8.9 Manage the Council's property, IT and other assets on behalf of York residents.

Implications

Financial

19. The cost to carry out urgent repairs will be met from this year's revenue budget and the cost of any future scheme will be met by the Council's revenue R&R budget.

Human Resources (HR)

20. There are no human resources implications.

Equalities

21. There are no equalities implications.

Legal

22. The City of York Council in its capacity as the Highway Authority has a statutory duty under Section 41 of the 1980 Highways Act to maintain the public highway.

Crime and Disorder

23. There are no crime and disorder implications.

Information Technology (IT)

24. There are no information technology implications.

Property

25. There are no property implications.

Other

26. There are no other implications.

Risk Management

27. In compliance with the Council's Risk Management Strategy, the main risks that have been identified in this report are risks arising from hazards to assets and people (physical), those which could lead to financial loss (financial), and non compliance with legislation (legal and regulatory).

Recommendations

28. That the Advisory Panel advise the Executive Member to:

- (1) Note the receipt of the petition
- (2) Approve option 1 (paragraph 11).

Reason: To comply with current Council policy and ensure that highway maintenance budgets are expended in the most cost effective way based on the Council's assessed priorities.

- (3) Advise the lead petitioner of the decision taken.

Contact Details

Author:

Fred Isles
Maintenance Manager
Highway Infrastructure
Tel 01904 551444

Chief Officer Responsible for the report:

Damon Copperthwaite
Assistant Director
(City Development & Transport)

Report Approved



Date 03/01/07

Specialist Implications Officer(s)

Financial & Legal Implications
Fred Isles
Maintenance Manager

Wards Affected: Dringhouses and Woodthorpe

For further information please contact the author of the report

Background Papers:

There are no relevant background papers.

Annexes

Annex 1 – Resident's letter and petition

Annex 2 – Plan of area

Annex 3 – Copy of photographs of Ganton Place

2 January 2007

L:\DOCUMENT\WORDDOC\COMM\EMAP-City Strategy\150107 - Petition from resident of Ganton Place.doc

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ANNEX 1



Councillor Anne Reid,
Highway Councillor for York.

1. Ganton Place,
Dringhouses,
YORK.

Dear Ann Reid,

19th SEPT. 2006.

Y024 2P1

This letter is to ask for your help to get the pavements in Ganton Place repaired. This area is a Cul-de-sac as you will know, but is well used by the public too. As we have 2 alley ways, plus a big Garage Area with 11 Garages in. The Dringhouses West Housing Assn. have just had this Area re-newed. (Jar Mac.). The pavements are breaking away and now Cambering badly. This in bad weather, and even the rain storms of late, they become very dangerous for us elderly and other walkers. - Most of us "oldies" have to walk, don't have cars to go out in for shopping, etc. The younger generation that are being housed in Ganton Place these days, bring cars with them, some even have 2 parked in this small area. Therefore when we need the Ambulance or Dial-a-Ride or wheels the hospital Taxi Service even the Firebrigade are hard-pressed to get where they need to be. So because the older residents are getting quite upset about the conditions of the Area, in many respects it needs to be looked at, maybe you could look at this as one of your "lookings about". As I am a Committee member of our Association - I have taken the writing to you - plus the residents petition which is enclosed for your attention if possible. - We realise your time is very limited, that is why it was good to have a Councillor at our last meeting at Honeycuckle House in early Sept. Also is it possible to have a notice at the junction of Ganton and Leven. to tell people that this is a No-through Road. We get so many drivers thinking they can get to Don Avenue, etc. through here, even heavy ~~the~~ transport's they have difficulty in turning to get out. therefore they use the pavements, too. It's dangerous at any time with the speed people use these days. I thank you for reading all this. Sorry I don't use E-mailing. (not at 82 yrs.) to make your life a bit easier.

I am - Pully Snowden.

01904 - 702191.

(for the Residents.)

PETITION

FOR RENEWAL OF FOOTPATHS
IN GANTON PLACE

Names and addresses of residents concerned

NAME	ADDRESS	DATE
A FITZGERALD	6, GANTON PL	15-9-06.
P MOUNTAIN	24
D. FITZGERALD	6. GANTON PL
S M ^c slane.	10 GANTON	11 12-11
M. Howard ^A	12 GANTON PL	11 11 11
M. Buckley	14 " "	4 4
J. Gabbatiss	2. " "	11 . . .
K Rudd	28	11 11 11
D Mills	26	
A. Hobson	30 " "	"
B. Simpson	32
E Lloyd	34	
R Davies	35	11 11 11
R. M. Marson	36	11 11 11
J LARNER	38 " "	11
K Dawdet.	14 " "	11
B7 Kenyon	15 "	
LITTLECHILD	5 NIDD GR.	!
K BROUGH	9 SWALE AVE	

R. Young. 11 GANTON PLACE 1

Mrs R Snowden,
1 Ganton Place
York
YO24 2PY

28th September 2006

Dear Mrs Snowden,

Thank you for your letter and petition about Ganton place footpaths.

All roads and footpaths are inspected each year to determine where the available budget can best be spent and Officers draw up a priority list. The current years budget has all been allocated but I will pass the petition to the Council so that proper consideration can be made of your request. You will be informed of any progress and decision in due course.

As far as parked vehicles are concerned no one has a right to park on the public highway but if they do they should not cause an obstruction. If they do it is a Police matter. Although parked vehicles can be a nuisance they do not necessarily constitute obstruction. I will pass your concerns on to the local Police to see if they can add Ganton Place to their patrol list.

I will ask for a cul-de-sac sign to be provided at the entrance to Ganton Place to try to prevent vehicles accessing the street.

Yours sincerely

Ann Reid

ANNEX 2



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ANNEX 3















Meeting of the Executive Member for City
Strategy and Advisory Panel

15th January 2007

Report of the Director of City Strategy

Badger Hill Action Group – Petition: Over development of Family Homes into Student Lets

Summary

1. The purpose of this report is to inform Members of a petition received from residents of Badger Hill concerning an increasing number of family homes on the Badger Hill Estate being converted to student lets, primarily for the University of York students.

Background

Student Housing in York

2. York has a wide range of further and higher education establishments, such as the University of York, York St John College, The College of Law, Askham Bryan College, and York College. Approximately 12,000 students reside in the City (2001 Census). In 2001, the University of York, which is located nearest to Badger Hill, had 9,000 students and employed 2,500 staff. The University estimates that, based on the average growth rate over the last 6 years, the student population for the University of York is likely to grow by an additional 5,500 students by 2011/12. This would result in a total of approximately 14,500 students attending the University of York.
3. In 1998, approximately 26% of the University of York's students were housed in the City's private rented sector. Information from the 2001 census identifies that there are certain areas of the City which have higher proportions of student populations compared to non student populations, normally close to existing college and university campuses. In particular, Fishergate Ward has a significant student population.

Planning context

4. At present, due to national case law definitions of categories of housing, up to and including six persons can share a single household without having to apply for planning permission to change the use of the dwelling. Therefore, there is no distinction between a dwelling occupied in a conventional way and that of a dwelling occupied by up to 6 students living together as a single household.

The City's planning powers cannot therefore be used directly to regulate the numbers and locations of houses occupied by 6 or less students.

5. Where there are more than 6 residents living together in a shared house, it constitutes a House in Multiple Occupation (HMO), which includes:
 - Houses let in bedsits;
 - Buildings converted into self contained flats;
 - Guest Houses and B&B's;
 - Shared houses where there are 6 or more residents.

In these cases, planning permission is required and their numbers and location can be controlled through the planning process.

City of York Local Plan

6. In terms of the City of York Local Plan, policies H7 (Residential Extensions) and H8 (Conversions) are relevant to student accommodation issues. These are included as an Annex. These policies don't relate specifically to student housing, but seek to control amenity and design through a number of criteria.
7. In addition policy ED10 (Student Housing) states that the University of York and York St John College will be expected to accommodate any extra demand created by an increase in student numbers on their campuses or on land in their ownership or control. Where no opportunity exists for the provision of student housing on the University and College campuses, the Council will consider applications for student housing on sites allocated in policy ED10 (Former Bus Depot at Navigation Road and Minster Engineering). Due to their location close to essential local services, they are regarded as the most sustainable options.

Badger Hill

8. Badger Hill is a community located in close proximity to the University of York Heslington Campus, and typically consists of 1960's semi detached and detached properties, providing family dwellings. The total number of properties on the Badger Hill Estate is 565. Within the estate, there has been a recent increase in the conversion of these family dwellings to student accommodation, to house students from the University of York who choose to live off campus. This accommodation is provided by private landlords, rather than directly by the University itself. According to the information provided to support the Petition, there are currently 47 known student houses within the Badger Hill estate. This represents 8.5% of all dwellinghouses in Badger Hill.

Current Petition

9. The Petition letter (shown in Annex A of this report) was sent to 565 houses in Badger Hill. In total, 283 response slips were returned to the originator, who has passed them on to the Council, objecting to increased number of student

lets in Badger Hill. The total number of objections received represent 54.63 % of households in Badger Hill (excluding the 47 student houses within the estate).

10. The petitioners state that every other house on the estate has shown their objection to this over development of Badger Hill and that based on the results of the petition, if planning consent is sought for a future development of this type, theoretically, every household which borders that property would potentially object.
11. The petition states that the guidelines in Policies H7 (Residential Extensions) and H8 (Conversions) of the 4th Set of Changes to the Local Plan are clear (Policies H7 and H8 are shown in Annexes B and C of this report). However, it suggests that in light of recent planning permissions to convert family houses to student lets, greater enforcement of policies H7 and H8 is required. It also suggest that a new policy could be drafted to protect family estates which tied in with the Local Plan.
12. The petition cites a planning application recently submitted to convert a 3 bedroom home at 58 Crossways to an 8 bedroom student house in Multiple Occupation (06/01751/FUL). The Development Control Officer, in making his recommendations, considered that the proposal resulted in overdevelopment of the site to the detriment of living conditions of neighbours. Consequently, the application was refused on the grounds that it was contrary to polices GP1, H7, H8 and T4 of the City of York Draft Local Plan (See Annex D for a copy of the Decision Notice).
13. Subsequently, the applicants submitted a further application (06/02270/FUL) to erect a 2 storey side extension to the property at 58 Crossways. This application includes 4 bedrooms (including the original bedrooms). No change of use was sought as the application did not state that the property would be occupied by more than 6 people - ie. no change of use has technically occurred. Therefore, officers could only judge it as a 2 storey side extension, rather than from the point of view of policies relating to the creation of a house of multiple occupation. The Officers Committee report stated in paragraph 4.10 that:

"In many ways it is regrettable that a family area is being changed in character as houses are extended and let out on a short term basis. However, this application is merely judging the impacts of a two storey side extension which may or may not be used as a student let now or in the future, planning policy is not currently in place to stop this on an individual house by house basis."

The application was refused as it was considered that the proposed development was contrary to policies GP1 and H7 of the City of York Local Plan and design principles within PPS1.

14. At the recent Public Inquiry into the University of York expansion, the issues of increased student lets on the Badger Hill Estate was a significant concern from those opposing the expansion of the University. Typically, concern centred around loss of family dwellings for local families (which would result in lower

school attendance due to fewer school age children living on the estate, the demise of local shops etc) noise (not only during the day, but also during the night as well), amenity concerns, the fact that the properties owned by landlords and let to students gradually became less well maintained (such as poorly maintained gardens, lack of external maintenance / repair of properties), and increased car parking (often on front gardens and grass verges). It was also stated that increased student lets could lead to increased crime within the estate, as many student occupied properties were empty outside term time. Concern was also expressed that as a result of the University expansion, even greater pressures would be placed on family properties on Badger Hill to become student lets.

Consultation

15. City of York Local Plan policies H7 and H8 have evolved through various stages of consultation, as part of the Local Plan process, from the Deposit Draft Local Plan, published in May 1998 to the Third Set of Changes, published in February 2003. This consultation led to the production of the Fourth Set of Changes.

Options

16. The Fourth Set of Changes to the Local Plan are the final version of the Local Plan and there is no real option to make further changes to the policies. The Fourth Set of Changes will eventually be superseded by the emerging Local Development Framework for York. If a change in policy is required, this must be done through the Local Development Framework process, rather than the Local Plan.
17. Therefore, the following options are open to Members:
 - Greater enforcement of existing policies.
 - Consider revising policy approach through the LDF safeguarding family properties from being converted to student lets or HMO's.

Analysis

18. Greater enforcement of policies:

The petitioners acknowledge that the guidelines in Policies H7 and H8 are clear and concise, and it should be noted that the decision on the planning applications referred to in paragraph 12 & 13 of this report indicate that these policies are applied and are used as reasons for refusal where appropriate. It should be noted however, that these policies can only be used in the context set by legislation, (ie if it is judged that no change of use has occurred, no application is required).
19. Revise policy approach through LDF process:

Officers are currently working on a number of documents which will make up the City of York Local Development Framework. The Development Control Policies Development Plan Document (DPD) will be the document which

guides development through individual planning applications. The generic policies within the Fourth Set of Changes to the Local Plan will form a basis on which to build up the Development Control DPD. Officers will consult with Development Control Officers to establish which policies currently work, and which need to be re-worded. Depending on the outcome of this work, it may be appropriate to revise the policy wording, or possibly draft a new policy to protect family estates. In order to consider this issue, it would be important for the Council to build up an evidence base on the residential considerations and patterns of students and to fully understand all the issues. Therefore, it would be logical to consider any issues with these policies as part of the emerging LDF process.

Corporate Priorities

20. The proposals accord with the following Corporate Strategy Priorities:
- Improve the actual and perceived condition and appearance of the City's streets, housing estates and publicly accessible spaces.

Implications

21. The following implications have been assessed:
- **Financial** - *None*
 - **Human Resources (HR)** - *None*
 - **Equalities** - *None*
 - **Legal** - *None*
 - **Crime and Disorder** - *None*
 - **Information Technology (IT)** - *None*
 - **Property** - *None*
 - **Other** - *None*

Risk Management

22. There are no known risks in this proposal.

Recommendations

23. Members are asked to:
- 1) *Ensure that policies H7 and H8 are enforced through the decision making process.*

Reason: To ensure that development accords with approved Local Plan policies.

- 2) *Request that as part of the Local Development Framework, officers explore a policy approach to ensure student housing is accommodated in an appropriate way in the City.*

Reason: To help strengthen the policy approach to student lets, protecting family dwellings.

- 3) *Ask Officers to advise the main petitioner of the outcome of the recommendation.*

Reason: To keep the petitioner informed of progress of the issues.

Contact Details

Author:

*John Roberts
Assistant Development Officer
City Development
01904 551464*

Chief Officer Responsible for the report:

*Bill Woolley
Director of City Strategy*

Report Approved

Date *4/1/07*

Specialist Implications Officers : None

Wards Affected: *Hull Road and Heslington Wards*

All

For further information please contact the author of the report

Background Papers:

None

Annexes

A – Copy of the standard Petition letter;

B – Policy H7 (Residential Extensions) – City of York Local Plan – 4th Set of Changes (April 2005);

C – Policy H8 (Conversions) – City of York Local Plan – 4th Set of Changes (April 2005);

D – Copy of Decision Notice (06/01751/ FUL) – Erection of two storey pitched roof side extension and a change of use of dwelling into a house in multiple occupation.

Annex A

Badger Hill Action Group

Over Development of Family Homes Petition

You will be more than aware that properties on Badger Hill are being converted to Student lets at an alarming rate. What started as just standard homes being let to Students, is now becoming big business for the developers.

Recently, 41 Yarborough Way has been allowed to be converted from a 3-bedroom home into a multiple student hostel, and now an application is being sought to convert 58 Crossways from a 3 bedroom home into an 8-bedroom student hostel.

The Council does not want ordinary family homes converted into flats & has a policy which means they would normally refuse permission to convert a house with 4 bedrooms or less when originally built. This policy does not appear to be working.

In support of the development schemes for Germany Beck & Derwenthorpe, the Council have stated that these sites can provide family homes with gardens, which is what people are asking for. If this area of York is lacking in family houses, you have to ask why properties on Badger Hill, the very types of houses which are so desperately needed, are being allowed to be converted to Student lets at an alarming rate. This is having a detrimental effect on our estate. People are already beginning to move out, people who have lived here for many years, and it is not new families moving in, but Property Developers who have no consideration for the community.

Students do not appear to use the local shops - notice where the Tesco delivery vans go - neither do they have children to attend the local schools - only 9 intakes this year at the Primary School - so in time we could lose the shops and the school.

Finally, Students do not pay Council Tax & neither do the Landlords of properties housing only Students, whilst the Council receives extra grants from Central Government to offset this, the Taxpayer is picking up the tab.

If you are concerned about these issues, please sign the petition slip below urging City of York Council to use its power to stop these student let conversions & save our community from becoming part of the University Campus. Please return your signed petition ASAP to the collection box in Badger Hill Newsagents from where they will be collected and presented to City of York Council.

To: Chief Executive,
City of York Council,
Guildhall,
York,
Y01 9QN

We the undersigned, urje you to use what ever powers are necessary to enforce your policy, the City of York Local Plan 4 Set of Changes 2005 H7 & H8, and stop the over development of family homes on Badger Hill into multiple student let accommodation & to refuse planning permission for all future applications for conversion to student lets of houses with less than 4 bedrooms when originally built.

Name

Address

Signature

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Annex B: Policy H7: Residential Extensions

Planning permission will be granted for residential extensions where:

- a) the design and materials are sympathetic to the main dwelling and the locality of the development; and
- b) the design and scale are appropriate in relation the main building; and
- d) there is no adverse effect on the amenity which neighbouring residents could reasonably expect to enjoy; and
- e) proposals respect the spaces between dwellings; and
- g) the proposed extension does not result in an unacceptable reduction in private amenity space within the curtilage of the dwelling.

7.49 Residential extensions are generally acceptable provided they are sympathetically designed in relation to their host building and the character of the area in which they are located and do not detract from the residential amenity of existing neighbours. Particular care is needed, however, in the design of front extensions and dormer extensions. Pitched roofs on extensions will normally be the most appropriate with large, box-style roof extensions being resisted in most cases.

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Annex C: Policy H8:Conversions

Planning permission will only be granted for the conversion of a dwelling to flats or multiple occupation where:

- the dwelling is of sufficient size (min 4 bedrooms) and the internal layout is shown to be suitable for the proposed number of households or occupants and will protect residential amenity for future occupiers.
- external alterations to the building would not cause harm to the character or appearance of the building or area; and
- adequate off and on street parking and cycle parking is incorporated; and
- it would not create an adverse impact on neighbouring residential amenity particularly through noise disturbance or residential character of the area by virtue of the conversion alone or cumulatively with a concentration of such uses.
- adequate provision is made for the storage and collection of refuse and recycling.

7.50 Houses in multiple occupation (HMO's) are those occupied by a number of unrelated people who do not live together as a single household. They include bed sits, hostels lodgings and bed and breakfasts not primarily used for holiday purposes.

7.51 The Use Classes Order (1987) does not distinguish between a dwelling occupied by a conventional household, and that of a dwelling occupied by up to six residents living together as a single household. Therefore a change of use from a family dwelling to one occupied by no more than six individuals does not constitute as a change of use.

7.52 There is potential for the number of dwellings in the City to be increased by the sensitive conversion of large dwellings. Such conversion can ensure a continued life for properties and can contribute to meeting housing need. Nonetheless, in certain situations, a concentration of such conversions can have an adverse impact on the residential environment. In considering this impact, attention will be given to the character of the street, the effect on and the amount of available amenity space, parking requirements, traffic generation and any other material planning considerations particular to the case.

7.53 The number of residential conversions will be monitored to calculate the contribution that they make to the Local Plan's housing requirement and so that the cumulative impact of several conversions in any one location can be ascertained.

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Annex D



Refuse Planning Permission

TOWN AND COUNTRY PLANNING ACT 1990

To:

Mr J Hogg
Unit 3
Derwent Walk
Huntington
York
YO32 9QW

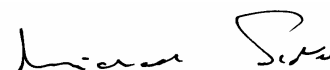
Application at: 58 Crossways York YO10 5JQ
For: Erection of two storey pitched roof side extension and a change of use of dwelling into a house of multiple occupation
By: Mr D Dale
Application Ref No.: 06/01751/FUL
Application Received on: 25 July 2006

REASONS FOR REFUSAL:

1 It is considered that the proposed extension and conversion from private dwelling house to a house of multiple occupation would harm the living conditions which neighbours could reasonably expect to enjoy because of the potential noise and disturbance from the high level of occupancy and activity. The proposal constitutes an overdevelopment of the site and an intensity of use of the property which is disproportionate to its original purpose within its setting. Therefore the proposal is contrary to Policies GP1, H7 and H8 of the City of York Draft Local Plan and Planning Policy Statement 1.

2 The Council promotes sustainable forms of travel, however the proposal does not provide cycle storage for future residents of the property. Therefore the proposal is contrary to Policies H8 and T4 of The City of York Draft Local Plan.

Date:19 September 2006



M.Slater
Assistant Director (Planning & Sustainable
Development)

FOR RIGHTS OF APPEAL, SEE OVERLEAF

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**Meeting of Executive Members for City
Strategy and Advisory Panel**

15 January 2007

Report of the Director of City Strategy

**PETITION FROM RESIDENTS OF LANGHOLME DRIVE, ACOMB,
REQUESTING HIGHWAY IMPROVEMENT WORKS TO THE STREET****Summary**

1. A petition from 78 residents who live in Langholme Drive, Acomb, York was presented to the Council on 13 November 2006.
2. The petition asks that the Council look at the verges in the street, the footpath, and the width of the road and to carry out improvement works which will make access and egress of the street easier for vehicular traffic.
3. Members are asked to consider the options outlined in the report and approve the recommendation.

Background

4. A copy of the resident's correspondence and petition is attached as Annex 1.
5. A plan showing the general location of Langholme Drive is included as Annex 2. Members should note that the width of the bituminous footpaths are 1.5m, the width of the grass verge areas on both sides is 2.4m and the width of the concrete road is 5m.
6. Members will be aware that officers undertake a variety of highway inspections, including an annual inspection each year in June of all the roads, footways and verges within the Council's area.
7. This inspection together with all the safety inspection reports and other Council inspection reports is used as a database which shows the general condition of all the Council's roads and footways.
8. All those roads found to be in a poor condition from these inspection reports are subsequently reassessed in October and November to prioritise our planned programmes of work for the forthcoming financial year.
9. The June 2006 condition survey identified the condition of the highway in Langholme Drive to be as follows, carriageway grade 2, verge grade 3, footway grade3.

10. As a result of these condition indices the footways were included on the Council's Provisional List of streets to be inspected in October and/or November 2006 with a view to forming part of our 2007/08 R&R Programme. However it is unlikely that the footways will be recommended for inclusion in the 2007/8 Programme of Footway Improvements.
11. Clearly the footways are narrower than the normal 1.8/2.0m footway which the Council would normally expect and the grass verges are slightly wider than one would expect but the road being 5m wide is at the same width that most roads in the Acomb area are laid out, and certainly acceptable for a cul-de-sac.
12. The highway layout of Langholme Drive is similar to many others in the Acomb and in fact the York area and most of the properties have driveways. If the residents used their garages and driveways there should be no problem with access and even with on street parking the Council has not been made aware of any past problems.
13. The street has been inspected to establish what problems exist and to confirm the request in the petition. Currently there is some parking of vehicles on the grass verge as the road width is insufficient to allow parked cars and access when this parking is poorly managed, ie cars parked opposite each other.
14. Members may recall the damaged grass verge policy, approved 7 December 2000 (a copy of which will be available at the meeting) which identifies a policy framework for dealing with grass verges being damaged as a result of vehicle overrun or parking. The policy states that the preferred option will always be to maintain verges with grass unless circumstances dictate that other options need to be adopted. Those other options are included in the policy together with a decision making process.
15. Since the grass verge policy was adopted, some Ward Committees have promoted measures to ease residential parking problems.
16. As previously stated, York has many residential roads where road widths are 5m or less and if car ownership continues to grow, more requests of this nature can be expected. In anticipation of this, a further report and a comprehensive policy on access/parking issues in narrow streets will be brought back to Members for their consideration and approval in the near future.

Consultation

17. The local ward members have been consulted on the options and prefer a variation on option 2, i.e. widen one side of the road to provide on street parking areas. The cost of this would depend on what width would be widened but typically it would cost £340 per linear metre for every metre width of widening plus all the statutory utility diversion costs. Total cost £110,000.

Options

18. Option 1: Widen the existing footways to 2.0m. This would leave a verge width of 1.9m and the road, untouched at 5.0m.

19. Option 2: Widen the existing footways to 2.0m and block pave the verges. The existing kerbs would be removed and replaced with a channel to allow vehicles to easily run onto the block paving. The footway would be protected by a 'pin' kerb.
20. Option 3: Prepare a further report and a comprehensive policy on access/parking issues in narrow streets for Members to consider and approve in the future.
21. Option 4: Consider parking restrictions on one or both sides of the road.

Analysis

22. Option 1: This option would improve the condition and width of the footways but would not address the damage being caused to the grass verges or resolve the issues of access. However, it would meet the Council's grass verge policy of retaining them albeit in a damaged condition.
23. Option 2: This option addresses all the issues raised by the petition. The footway would be improved in condition and width, the grass verge would be block paved to allow off road parking and would therefore improve accessibility to residents. However, this is the most expensive solution and to comply with the grass verge policy, the block paving would have to be funded by the Ward Committee or some other third party.
24. Option 3: This option accepts that any problems with parked vehicles exist in many streets in the City and is partially created by the residents, who may well have more than one car per household. Residents could be encouraged and educated to improve their parking habits and this could affect the design for an improvement scheme in the future. This option does not rule out a future scheme but it does rule out a scheme for 2007/08 pending a review.
25. Option 4: This could be considered during the next Annual Review of Traffic Regulation Orders.

Corporate Priorities

Maintenance of the public highway has a direct impact on several of the Council's corporate aims and priorities:

26. Corporate Aim 1: (Environment)

Take pride in the City by improving quality and sustainability, creating a clean and safe environment.

Specific priorities:

1.1 Increase resident satisfaction and pride with their local neighbourhoods.

1.2 Protect and enhance the built and green environment that makes York unique.

1.3 Make getting around York easier, more reliable and less damaging to the environment.

27. Corporate Aim 3: (Economy)

Strengthen and diversify York's economy and improve employment opportunities for residents.

Not directly relevant to any of the specific priorities, but good quality highway infrastructure is vital to the local economy.

28. Corporate Aim 4: (Safer City)

Create a safe City through transparent partnership working with other agencies and the local community.

Specific priority:

4.7 Make York's roads safer for all types of user.

29. Corporate Aim 8: (Corporate Health)

Transform City of York Council into an excellent customer-focused "can do" authority.

Specific priority:

8.9 Manage the Council's property, IT and other assets on behalf of York residents.

Implications

Financial

30. The cost of carrying out Option 1 would have to be met from a future Council revenue or capital R&R budget.

31. The cost of carrying out Option 2 would have to be shared between the Council's revenue or capital R&R budget and the Ward Committee or some other third party.

32. The shared costs of Option 2 would be as follows:-

Footway Cost	£65,000 plus the cost of any statutory utility diversions funded by the Revenue/Capital maintenance budget.
--------------	---

Block paving verge costs	£90,000 plus the cost of diverting statutory undertakers funded by Ward Committee or other.
--------------------------	---

33. There are no costs associated with Option 3.

34. There are no costs associated with Option 4.

Human Resources (HR)

35. There are no human resources implications.

Equalities

36. There are no equalities implications.

Legal

37. The City of York Council in its capacity as the Highway Authority has a statutory duty under Section 41 of the 1980 Highways Act to maintain the public highway.

Crime and Disorder

38. There are no crime and disorder implications, although one might consider parking on footways and grass verges as obstructing the free flow of traffic by way of antisocial parking petty crime which could lead to disorder.

Information Technology (IT)

39. There are no information technology implications.

Property

40. There are no property implications.

Other

41. There are no other implications.

Risk Management

42. In compliance with the Council's Risk Management Strategy, the main risks that have been identified in this report are risks arising from hazards to assets and people (physical), those which could lead to financial loss (financial), and non compliance with legislation (legal and regulatory).

Recommendations

43. That the Advisory Panel advise the Executive Member to adopt Option 3; to prepare a further report and a comprehensive policy on access/parking issues in narrow streets in the City.

Reason: So that the petition can be considered in relation to other similar streets in the City.

Contact Details

Author:

Fred Isles
Maintenance Manager
Highway Infrastructure
Tel 01904 551444

Chief Officer Responsible for the report:

Damon Copperthwaite
Assistant Director
(City Development & Transport)

Report Approved



Date 28.12.2006

Specialist Implications Officer(s)

Financial and Legal Implications

Fred Isles
Maintenance Manager
Tel 01904 551444

Wards Affected:

Acomb



For further information please contact the author of the report

Background Papers:

Damage to grass verge report, December 2000.

Copy of photographs taken

Annexes

Annex 1 – Residents' correspondence and petition

Annex 2 – General location plan of Langholme Drive

3 January 2007

Emapcitystrategy/150107 Petition from resident of Langholme Drive

Petition presented by Cllr Tracey Simpson-Laing on behalf of residents of Langholme Drive Acomb,

Lord Mayor

Tonight I am presenting to Council this petition from the residents of Langholme Drive in the Acomb Ward.

Out of 86 properties, 78 have signed, 3 were vacant, and 5 did not sign.

This petition asks that the Council look at the verges in the street, the footpath and the width of the road. There have been instances when bin lorry's and emergency vehicles have had trouble accessing properties due to parked vehicles.

Whilst I recognise that the Council has process I would hope that this petition, which has such strong support does not stay in the system too long and come to Committee at the earliest possible time.

Mr C Bushby
86 Langholme Drive
York
YO26 6AQ
Tel, 781478

27-11-06 date

Ms Tracy Simpson-Laing
Labour Councillor
21 Salisbury Road
Leeman Road
York
YO26 4YY

Dear Ms Simpson-Laing,

We would be obliged if you and/or your colleagues could find time to make a visit to Langholme Drive, Boroughbridge Road, York, before or after the cars are being used for work, then you will see why we are sending you this petition to have our street tidied up .

In the past ten years all we have had done is a thin layer of tarmac laid on the narrow footpaths which has lifted and the grass verges trimmed.

Should there be need for the fire brigade etc, to have to attend an emergency at the top of the street it would be impossible to do so at certain times of the day due to the number of cars double parked on the road causing a risk to many lives.

We suggest the unsightly grass verges be lifted and tarmac laid from the kerb to the boundary walls so that cars will be able to park off the road and leave access to the full length of the street.

Danebury Drive, which is over twice the length of Langholme Drive, has had all the paving slabs lifted and new ones relaid where necessary, all the drives from the kerbs to the boundary walls have been dug out and concreted at the cost of thousands of pounds.

- Hodgson lane, at Upper Poppleton, has had all footpaths and driveways tarmaced
- Westfield Lane and Ouse Moor lane Upper Poppleton have been resurfaced.
- Knapton Lane has had the footpaths and driveways retarmaced.
- Bell Farm estate has had a face lift at the cost of thousands of pounds.
- FTR service has had over a million pounds spent on it, but just because we are tucked away in a small corner of the city we have been neglected over the past years.
- Almsford Road has had all the drives concreted and footpaths relaid,
-

On behalf of the residents of Langholme Drive, York, I hope to hear from you in the near future.

Yours sincerely,

C Bushby

MR C. BUSHBY

86 WANGHOLME DRIVE

YORK YO26 6AQ

TEL. 781478

27-11-06

MS TRACEY SIMPSON-WAING.

21 SANSBURY ROAD.

HEEMAN ROAD.

YORK YO26 4YY.

DEAR MS. SIMPSON-WAING.

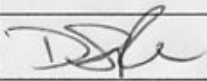
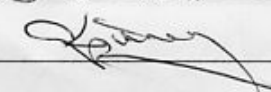
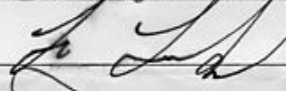



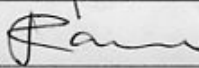
HAVING GOT 95% OF THE SIGNATURES A SUGGESTION WAS MADE BY TWO OF THE RESIDENTS WHO PREFERRED GRASS TO TARMAC, WAS TO HAVE GRASS SEED BOX'S THE SAME AS THE CAR PARK IN FRONT OF THE TYTHE BARN AT NETHER POPPLETON WHICH WOULD PREVENT THE GRASS VERGES FROM LOOKING UNSIGHTLY AND POSSIBLE TO PARK THERE ON.

ANOTHER ONE SUGGESTED, (WHICH I DONT THINK WOULD WORK OWING TO THE NUMBER OF CARS OWNED AND PARKED AT THE BOTTOM OF THE STREET) IS TO HAVE DOUBLE YELLOW LINES DOWN ONE SIDE OF THE STREET. THE MAJORITY SAID THEY WERE AGAINST UNSIGHTLY YELLOW LINES. AND WOULD RATHER BE ABLE TO PARK OFF THE ROAD.

YOURS SINCERELY

C. Bushby

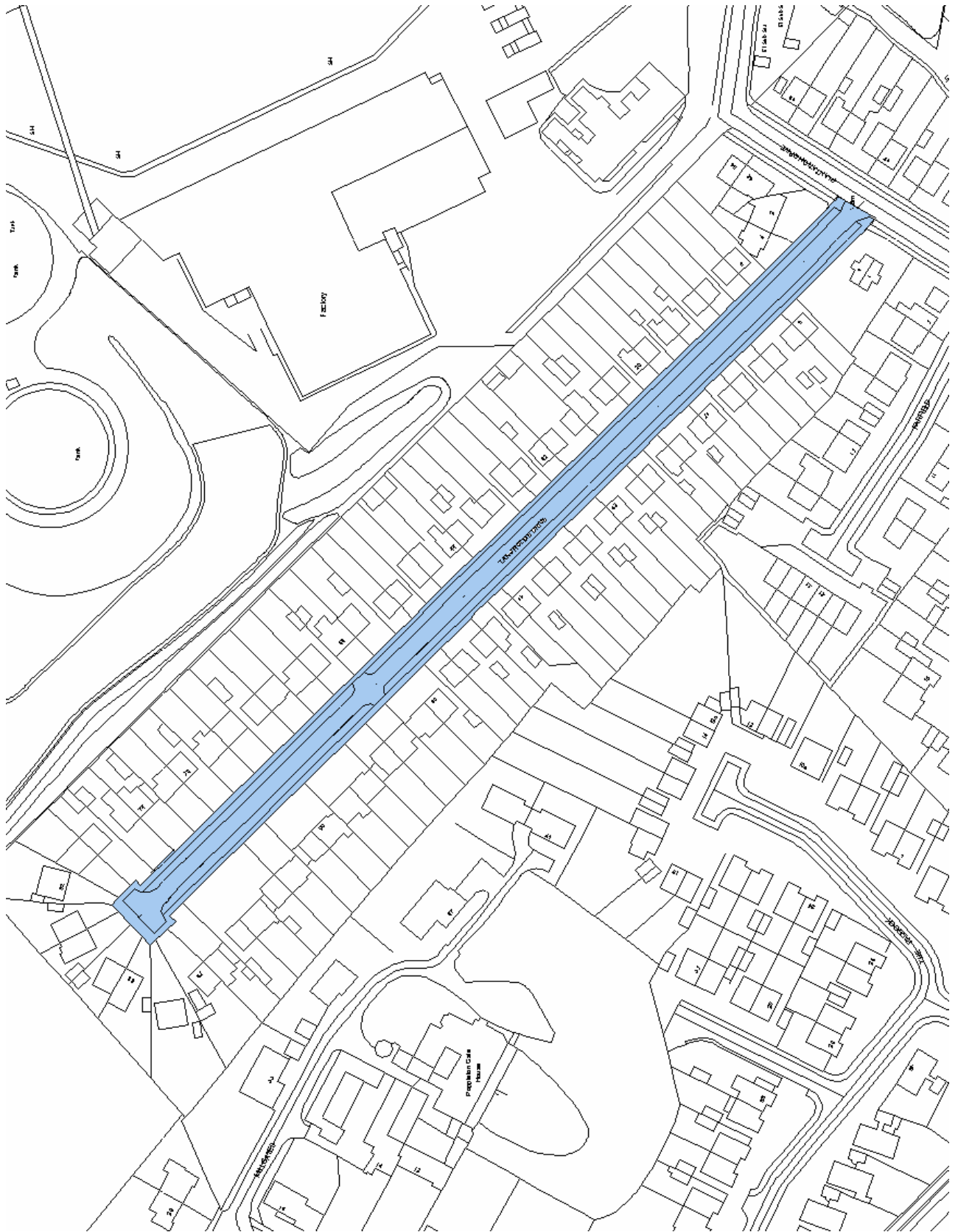
Name of Householder.	Address	Signature
K Hodges	1 Langholme Drive, York	K hodges
W.J. CAMPBELL	2 Langholme Drive, York.	W.J. Campbell
D SIMKINS	3 Langholme Drive, York.	D Simkins
P. Smithwaite	4 Langholme Drive, York.	/
R & J HARRIS	5 Langholme Drive, York.	Rhc
S. GARBUJT	6 Langholme Drive, York.	S Garbutt
D. ROBERTSON	7 Langholme Drive, York.	D Robertson
M. J. GILBERT	8 Langholme Drive, York.	M. J. Gilbert
S JONES	9 Langholme Drive, York.	S Jones
	10 Langholme Drive, York.	
J. KOUNSON	11 Langholme Drive, York.	J. Kounson
N. T. REMAI	12 Langholme Drive, York.	N. T. Remai
U BOWMAN	13 Langholme Drive, York.	U Bowman
P. RUDR	14 Langholme Drive, York.	P. Rudr
K.M. O'Leary	15 Langholme Drive, York.	/
M KELLY	16 Langholme Drive, York.	M KELLY
S BAKER	17 Langholme Drive, York.	S Baker
S. BAKER	18 Langholme Drive, York.	S. Baker
B. Marshall	19 Langholme Drive, York.	B. Marshall
R. STURLEY	20 Langholme Drive, York.	R. Sturley
J. Holtby	21 Langholme Drive, York	J. Holtby

Name of Householder.	Address	Signature
D Fulms	22 Langholme Drive, York	
empty. —	23 Langholme Drive, York.	empty —
B. Atkinson	24 Langholme Drive, York.	B. Atkinson
K. HARRISS	25 Langholme Drive, York.	K. HARRISS
J Dadds	26 Langholme Drive, York.	J Dadds
E. LINNEY	27 Langholme Drive, York.	
Chas Power	28 Langholme Drive, York.	Chas Power
B I Broadley	29 Langholme Drive, York.	B I Broadley
R Boddary	30 Langholme Drive, York.	R Boddary
K Lovell	31 Langholme Drive, York.	
C. Dunnington	32 Langholme Drive, York.	
C. Edwards	33 Langholme Drive, York.	
J. NEWTON.	34 Langholme Drive, York.	
M. Green	35 Langholme Drive, York.	m. green.
J RAVEN	36 Langholme Drive, York.	
Tracey Walters	37 Langholme Drive, York.	T. walters
Patricia Coak	38 Langholme Drive, York.	Patricia Coak
STEVE PODGORSKI	39 Langholme Drive, York.	S. Podgorski
J CARTWRIGHT	40 Langholme Drive, York.	J. Cartwright
A. DOSWELL	41 Langholme Drive, York.	A. Doswell
DAVID JEFFREY	42 LANGHOLME DRIVE	D. O. Jeffrey

Name of Householder.	Address	Signature
A WEBSTER G BELL	43 Langholme Drive, York	
	44 Langholme Drive, York.	
X Empty	45 Langholme Drive, York.	Empty X
H.J. EDMOND	46 Langholme Drive, York.	
J STEEL	47 Langholme Drive, York.	
A WILLIAMS	48 Langholme Drive, York.	A Howley
A. HARDISTY	49 Langholme Drive, York.	A. Hardisty
X M. BAXTER	50 Langholme Drive, York.	
J TAYLOR	51 Langholme Drive, York.	J Taylor
S S BELLWOOD	52 Langholme Drive, York.	S Bellwood
	53 Langholme Drive, York.	
P. STANLEY	54 Langholme Drive, York.	
KEITH TUIPE	55 Langholme Drive, York.	
L. K. ELAND	56 Langholme Drive, York.	
A. HEATHCOTE	57 Langholme Drive, York.	A Heathcote
E HORSMAN	58 Langholme Drive, York.	
S.M. Sherwood-Jarrett	59 Langholme Drive, York.	
	60 Langholme Drive, York.	
X _____	61 Langholme Drive, York.	_____ X
G H LITTLEDIKE	62 Langholme Drive, York.	G H Littledike
JANE FARHURST	63 LANGHOLME DRIVE	J.F. _____

Name of Householder.	Address	Signature
J. BELL	64 Langholme Drive, York	<i>J. Bell</i>
Unoccupied	65 Langholme Drive, York.	Unoccupied
S CAWORTH	66 Langholme Drive, York.	<i>S. Caworth</i>
<i>Eric G. Lambert</i>	67 Langholme Drive, York.	<i>Eric G. Lambert</i>
MRS. M. NEAL MR. A. NEAL.	68 Langholme Drive, York.	<i>M. Neal</i>
J. Ellis	69 Langholme Drive, York.	<i>J. Ellis</i>
J. Wright	70 Langholme Drive, York.	<i>J. Wright</i>
D. QUINN	71 Langholme Drive, York.	<i>D. Quinn</i>
J. REID	72 Langholme Drive, York.	<i>J. Reid</i>
M. PEARSON	73 Langholme Drive, York.	<i>M. Pearson</i>
Unoccupied	74 Langholme Drive, York.	Unoccupied
Ricki Grant-Shaw	75 Langholme Drive, York.	<i>R. Grant-Shaw</i>
C URQUHART	76 Langholme Drive, York.	<i>C. Urquhart</i>
H. SHUTT	77 Langholme Drive, York.	<i>H. Shutt</i>
M.J. CASTLE	78 Langholme Drive, York.	<i>M.J. Castle</i>
WORKS WAY.	79 Langholme Drive, York.	WORKS WAY.
J. B. SMURTHWAITE	80 Langholme Drive, York.	<i>J.B. Smurthwaite</i>
K. GOMBE	81 Langholme Drive, York.	<i>K. Gombé</i>
MR K. KNOWLES	82 Langholme Drive, York.	<i>K. Knowles</i>
	83 Langholme Drive, York.	
andrey Price	84 LANGHOLME DRIVE YORK	<i>A. Price</i>
MR. TURNER	85 LANGHOLME DRIVE YORK	<i>A. Turner</i>
MR. C. BUSHBY	86 LANGHOLME DRIVE YORK	<i>C. Bushby</i>

ANNEX 2



LANGHOLME DRIVE



Meeting of Executive Members for City Strategy and Advisory Panel

15th January 2007

Report of the Director of City Strategy

PETITION FROM LOCAL RESIDENTS AND BUSINESSES REQUESTING THE PEDESTRIANISATION OF FOSSGATE

Summary

1. This report advises the Executive Members of the receipt of a petition from residents and businesses of Fossgate requesting that the street be pedestrianised. The report recommends feasibility work be undertaken to investigate whether such a scheme is possible and the potential implications should it be introduced.

Background

2. The 38 page petition was passed to the meeting of the full council on the 5th October 2006 by Councillor Janet Looker and contained 785 signatures.
3. The wording of the petition is as follows;
“This is a petition once gain(sic) to have Fossgate pedestrianised and traffic free from 11.00am to 10/11.00pm in order to create a more continental and safer shopping environment with removable bollards for emergency access.” A copy of the front sheet of the petition is included as Annex A.
4. A similar petition was submitted to the council by the licensee of the Blue Bell Public House towards the end of 2003 and was reported to the Planning & Transport (City Centre) Sub-Committee on the 4th December 2003. The recommendations made in that report were that Members should note the receipt of the petition and approve the inclusion of Fossgate in any future consultation on the expansion of the city centre footstreets, also that the lead petitioner be informed of this decision.
5. In the preparation of the council's latest Local Transport Plan, which was submitted to the Department for Transport in March 2006, one of the schemes which was suggested in the five year capital programme was to investigate whether the Footstreets pedestrian priority zone could be further expanded. The two streets specifically mentioned as having the potential to be included in this were Fossgate and the, currently, non-pedestrianised section of Goodramgate.

6. An artist's impression of how a pedestrianised Fossgate could look has also been provided by the petitioner, this is shown in Annex B.

Consultation

7. A consultation exercise was undertaken with the businesses and residents of Fossgate as part of the 2003 report but had a poor response rate with only 44 of the 87 questionnaires being returned. Of these responses only 39% were in favour of some form of pedestrianisation.
8. The Guildhall Ward Members have been consulted on the proposal, their comments were as follows:
9. Cllr. Watson – “Personally I would support it but not to the hours wanted, there are businesses that sell large items of goods , i.e. McDonalds so people must be able to collect them, so I would prefer the hours to be in line with rest of the city.
Also there was muted by the Bluebell that the idea was for some of the restaurants to go along with their idea to use the street for extra tables to allow outside eating and drinking, I think that is why you have these hours quoted, besides the fact that emergency vehicles wouldn't be able to get down Fossgate if this happened there are people who live down the street and I feel this would cause disturbance if it went on after 4pm.”
10. Cllr. Looker – “I think Fossgate cries out for pedestrianisation, down to and including Foss Bridge; it would be very easy for most traffic to divert down Piccadilly and then cut through to join Walmgate below the bridge. I would hope your review (which is probably quite overdue, not having been really looked at much since the whole thing was first done) might look at some extension of hours. I can appreciate that Fossgate which is now increasingly attracting eating places might want to be closed much longer than normal pedestrian hours. But I think, on the basis that we are having a review, I would probably settle for just going in for the standard pedestrian hours, and see how it works out first (might definitely need a bollard at the top to stop people ignoring it like there is at the top of High Petergate otherwise folk will just continue going down, as they do now when it is meant to be access only).”

Options

11. There are only two options available to members:
 - to investigate the feasibility of the scheme and any implications it may have on the city centre, also the likely costs of converting the road and any infrastructure alterations needed, or;
 - to reject the proposal.

Analysis

12. If feasibility work were commissioned this would enable the scheme to be properly investigated both in terms of the impact on businesses and residents, the hours of operation and the administration of the road closure points and would enable reasonable estimates of the scheme costs to be calculated.

These costs would then feed into the scheme prioritisation process to enable it to properly assessed against other proposed pedestrian schemes.

13. Further consultation with the businesses and residents needs to be done as part of the feasibility work to properly gauge their opinion especially as the response was low to the last consultation and some of the residences and businesses may have changed hands in the meantime.
14. Road safety does not appear to be much of an issue on Fossgate currently, most probably due to the narrowness of the road restricting traffic speeds. There has only been one pedestrian casualty recorded since 2000 which resulted in slight injuries.
15. If the proposal were to be rejected then this could be a missed opportunity to revitalise a section of the city centre which is often overlooked by shoppers and tourists. It may also reduce the attractiveness for businesses to locate in this area and for pedestrian activity due to a perception of danger because of the restricted nature of the street due to its narrowness and high sided buildings.
16. The proposed scheme, if feasible, should make a contribution to the “improving accessibility” and “enhancing the economy” shared priorities.

Corporate Priorities

17. The scheme, if successful, would contribute to the following Corporate Priorities:

Increase the use of public and other environmentally friendly modes of transport.

The scheme would make accessibility on foot easier, and would discourage drivers from using Fossgate as a short-cut.

Improve the actual and perceived condition and appearance of the city's streets, housing estates and publicly accessible spaces.

The scheme would enhance Fossgate's attractiveness as both a shopping and dining venue.

Reduce the actual and perceived impact of violent, aggressive and nuisance behaviour on people in York.

The scheme has the potential to produce a continental-style boulevard with pavement cafes and complimentary street furniture which may encourage more family-orientated night-time activities which may in turn discourage anti-social behaviour.

Improve the health and lifestyles of the people who live in York, in particular among groups whose levels of health are the poorest.

The scheme will encourage more walking which will have a knock-on effect for health.

Improve our focus on the needs of customers and residents in designing and providing services.

This is a customer-led scheme with support from many shoppers, diners and residents.

Improve the way the Council and its partners work together to deliver better services for the people who live in York.

This scheme could encourage partnership working between various council departments from Transport Planning, Network management, Economic Development and the Fossgate Traders Association and other businesses and residents. It may also assist in integrating the potential Castle Piccadilly development within a wider area of the City Centre.

18. Local Transport Plan (LTP) : The scheme would contribute to several of the aims of the recently submitted LTP, namely:
- To reduce the need to travel, especially by car, and encourage essential journeys to be undertaken by more sustainable modes;
 - To improve economic performance in a sustainable manner;
 - To reduce the levels of actual and perceived safety problems;
 - To enhance opportunities for all community members, including disadvantaged groups, to play an active part in society;
 - To improve the health of those who live or work in, or visit, York;
 - To reduce the impact of traffic and travel on the environment, including air quality, noise and the use of non-renewable resources.

Implications

19. This report has the following implications:
- **Financial** - This report has implications for the allocation of the pedestrian element of the LTP capital programme. The potential scheme costs will be assessed as part of the feasibility work, these costs will then be fed into the pedestrian scheme prioritisation process as appropriate. It is estimated that the cost of the feasibility work for the scheme will be in the order of £6000 to £7000
 - **Human Resources (HR)** – there are no HR implications
 - **Equalities** - The main issues that would need to be considered are:
 - Safety - would the pedestrianisation make the street safer to be in? This may impact on certain groups of people in different ways. Pedestrian streets can be safer for some disabled people, for people with children at those times when traffic is excluded, but can cause problems when traffic is allowed along the street as the road is usually less well defined to pedestrians (albeit the slower traffic speeds will reduce the hazard). Also what will the environment be like in the evening. If the pedestrianisation results in more drinking in public in the evening it may be a deterrence to women, older people, BME people using the area in the evening (already a problem in the city centre).
 - Access - Pedestrian areas can improve access for some disabled people but can prove a significant barrier to others (specifically those with

restricted mobility). What impact would pedestrianisation have on those disabled people who rely on transport to the shops they wish to visit and cannot walk for longer distances?

- **Legal** – there are no Legal implications
- **Crime and Disorder** – there are no Crime and Disorder implications.
- **Information Technology (IT)** – there are no IT implications
- **Property** – Implications included as Confidential Annex C
- **Other** - None

Risk Management

20. In compliance with the Council's Risk Management Strategy the main risk which has been identified in this report could lead to the inability to meet business objectives (Strategic).
21. Measured in terms of impact and likelihood, the risk score for the recommendation is less than 16 and thus at this point the risks need only to be monitored as they do not provide a real threat to the achievement of the objectives of this report.

Recommendations

22. That the Advisory Panel advise the Executive Members to:
 - i. Note the content of the petition, and ask officers to investigate the expansion of the Footstreets Pedestrian Priority Zone and specifically to include Fossgate in that investigation;
Reason : To enable the proposed scheme to be properly assessed and for accurate costs to be calculated to enable it to be prioritised against other potential pedestrian schemes for potential capital programme funds.
 - ii. Reply to the lead petitioner;
Reason : To inform them of the panel's decision

Contact Details

Author:

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Ext. 1429

Chief Officer Responsible for the report:

Damon Copperthwaite
Assistant Director (City Development & Transport)
City Strategy

Report Approved

Date 02/01/07

Specialist Implications Officers

Financial Implications
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Capital Programme Manager
Telephone : 01904 551641

Property Implications
John Urwin
Property Manager
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Equalities Implications
Julian Horsler
Equalities Officer
Telephone : 01904 551704

Wards Affected: Guildhall

All

For further information please contact the author of the report

Background Papers:

Planning & Transport (City Centre) Sub-Committee Report 4th December 2003

Annexes

- Annex A Copy of front page of petition.
- Annex B Artist's impression, provided by the petitioner, of how a pedestrianised Fossgate could look

Confidential

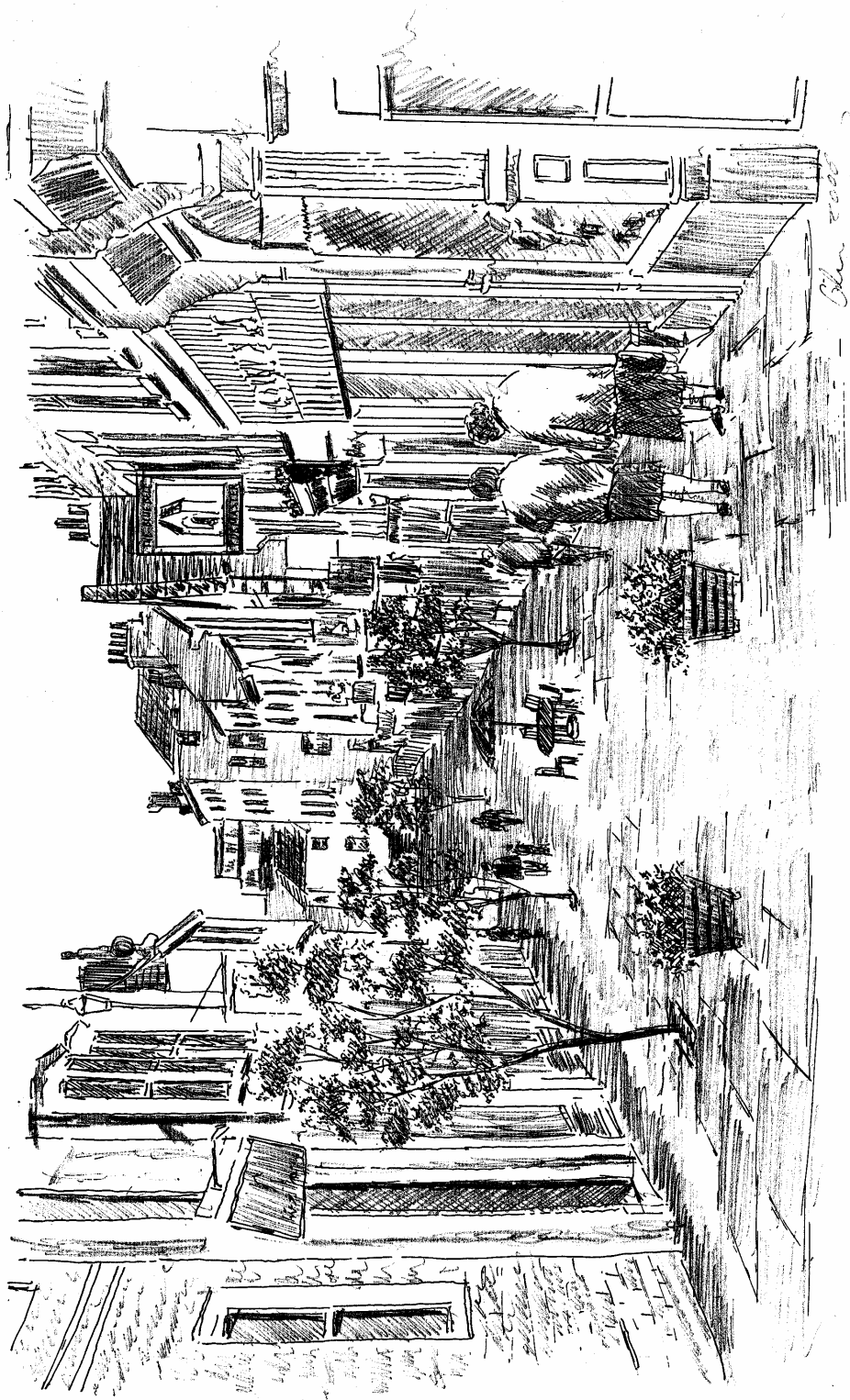
Annex C Property Implications

THIS IS A PETITION ONCE AGAIN TO HAVE FOSSGATE PEDESTRIANISED AND TRAFFIC FREE FROM 11.00AM - 10/11.00PM IN ORDER TO CREATE A MORE CONTINENTAL AND SAFER SHOPPING ENVIRONMENT WITH REMOVABLE BOLLARDS FOR EMERGENCY ACCESS

SIGNATURE	NAME PRINTED	ADDRESS
	R. PICKERS	MOORLANDS ROAD YORK
J. Dove	J. DOVE	MOOR (ANE, DRINGHOUSES, YORK
M. Caley	mathew Caley	Scaife mews (Harby Rd)
L. Coulson	Laura Coulson	12 BEOE AVENUE
J. WILSON		13 Walney Rd.
J. Lea	JAKE LEA	FOUREN AVENUE
J. Flannery	J FLANNERY	13 BRAMHAM AVE
M. Rankin	M. RANKIN	7 FURNESS AVE ST. HELENS. ^{WA10} ^{bof}
R. Rankin	R. RANKIN	7 FURNESS HE. ST. HELENS WA10 bof.
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S. Richardson	S. RICHARDSON	HUNTINGTON York
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P. Mays	PETER MAYS	20 EVELYN CRESCENT YORK
R. Morris		20 HOLT TERRACE FISHGATE
C. Barker	C. BARKER	12 LINCOLN STREET YORK
	J. BARKER	2 LINCOLN STREET YORK
Neil Clarke	Neil Clarke	25 Bate Street Bus YO30 6RT
Deirdra Elliott		25 BSL YO30 6BT

Front page of petition received in October 2006

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Artist's Impression of a Pedestrianised Fossgate
(Submitted by petitioner)

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

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