

## 1 **Investment**

2 The current approved capital programme is for just over £5 million. This includes Regional  
3 Transport Board supplementary funding which is to be invested in reducing traffic  
4 congestion on the A1237 northern by pass. Good progress is being made on the delivery of  
5 schemes in the programme including the Fulford Road multi-modal scheme, Crichton  
6 Avenue cycle route and Mill Lane/Wigginton Road traffic signals, which are all anticipated to  
7 be delivered by the end of the year. The position on some of the other major schemes is as  
8 follows:

### 9 ***Access York Phase 1 (3 Park and Ride sites)***

10 Planning approval was granted for the relocation of the Askham Bar Park & Ride site in  
11 September 2009. Public consultation has been carried out for the proposed A59 and Clifton  
12 Moor Park & Ride sites. It is currently proposed to submit the planning application for the  
13 Poppleton Bar site in mid-December 2009 and the application for the Clifton Moor site in  
14 January 2010.

### 15 ***Outer Ring Road/Access York Phase 2 (A19/A1237 Roundabout)***

16 The outline design for this scheme was approved in October. Work will continue in 2009/10,  
17 with public consultation taking place in December with the expectation that the scheme will  
18 progress to the detailed design stage. The allocation for this scheme is being increased by  
19 £150k, in the current year, to allow an earlier commencement of construction work in  
20 2010/11.

21 The Highways Agency improvement scheme at Hopgrove Roundabout was completed in  
22 September.

### 23 ***Multi Modal Schemes***

24 The Fulford Road scheme will be completed during the present financial year. Some short  
25 term inconvenience to road users in that area is inevitable, but improved safety for cyclists  
26 and reduced journey times for public transport users, will be evident later next year.

27 Elsewhere consultation will start shortly on options for improving safety in the Blossom  
28 Street area. While alternative cycle routes can be achieved in the area around the railway  
29 station, proposals to change lane arrangements on the approach to Micklegate Bar could be  
30 more controversial.

31 Similarly, officers are working on proposals for the Fishergate gyratory system. Full  
32 consultation on the options will take place next year.

### 33 ***Parking***

34 It has been agreed to trial new ticketing machines in the Piccadilly car park. As well as  
35 allowing differential pricing, which would allow promotional offers to be made available at  
36 less busy times of the day, the machines will accept debit and credit card payments. If  
37 successful it is likely that similar machines will be installed at other car parks.

38 **Public Transport**

39 Network Rail is still working on its pre design assessment work for Haxby station. A decision  
40 from Network Rail on the future of the project is expected before the end of the year.

41 **Walking**

42 £115,000 is being invested this year in schemes designed to help pedestrians. Of this,  
43 £15,000 is being spent on the foot-streets review with developed options timetabled to be  
44 consulted on before the end of the financial year. A review of walking facilities in Haxby is  
45 also planned.

46 **Cycling**

47 A number of projects are taking place under the Cycling City banner. Beckfield Lane phase  
48 1 and the Moor Lane bridge cycle lanes have been completed since the last report.  
49 Schemes in the pipeline include:

- 50 • The Lendal hub station (not to be confused with the nearby Railway station cycle  
51 point which will provide much improved cycle storage facilities for travellers)
- 52 • A new cycle lane and track on Crichton Avenue. The highway will be resurfaced at  
53 the same time so as to provide a “complete” approach to transport in the area.
- 54 • New cycle lanes and paths on Wigginton Road near the hospital
- 55 • Provision of a new crossing on Bootham although – following delays during  
56 consultation – this will not now be completed until late spring.
- 57 • Solar powered route marking lights which are initially to be provided on the Bootham  
58 Stray path

59 **Safety**

60 Nearly £500,000 is being invested this year in improving safety on our roads. A report on  
61 investment in speed reduction measures is being considered at a decision session on 1<sup>st</sup>  
62 December. Schemes aimed at improving safety on the A166 at Dunnington and on the  
63 Strensall Road near Towthorpe have been published.

64 **Safe Routes to school**

65 Schools benefiting from this programme include Acomb Primary, Carr Infants, Wigginton  
66 Primary, Clifton Without, Dringhouses Primary, Ralph Butterfield and York High school.

67 NB. We have 8 vacant sites for school crossing patrols they are in the following locations -  
68 Headlands primary - (Oak Tree Lane), Tang Hall Primary- (Melrosegate/4th Avenue),  
69 Dringhouses Primary (Tadcaster Road/St Helens), Rawcliffe Infants (Eastholme Drive), New  
70 Earswick Primary (New Earswick), Hemplands Primary (Hemplands/Stockton Lane),  
71 Poppleton Road Primary (Poppleton Road/Water End), Haxby Road Primary (Jct  
72 Huntington/Fossway/Haleys Terrace)

73 **Revenue budget**

74 The department’s budget has been hit by a reduction in income. This stems from the  
 75 economic recession. We expect a £500,000 drop in planning fees this year and this  
 76 inevitably will mean that there will need to be a realignment of resources. There have also  
 77 been reductions in other areas such as building control and parking income although the  
 78 latter is much less than might have been expected given the scale of the recession. Costs  
 79 are being controlled to ensure that the Department outturns on budget at the end of the  
 80 year.

81 One piece of good news on the financial front has been the publication of a central  
 82 government consultation proposal on the allocation of funds for concessionary fares  
 83 (pensioners “fares free” bus travel). If implemented, our concessionary account should next  
 84 year balance for the first time. The accumulated losses – born by the Council Taxpayer –  
 85 will, of course, not be refunded.

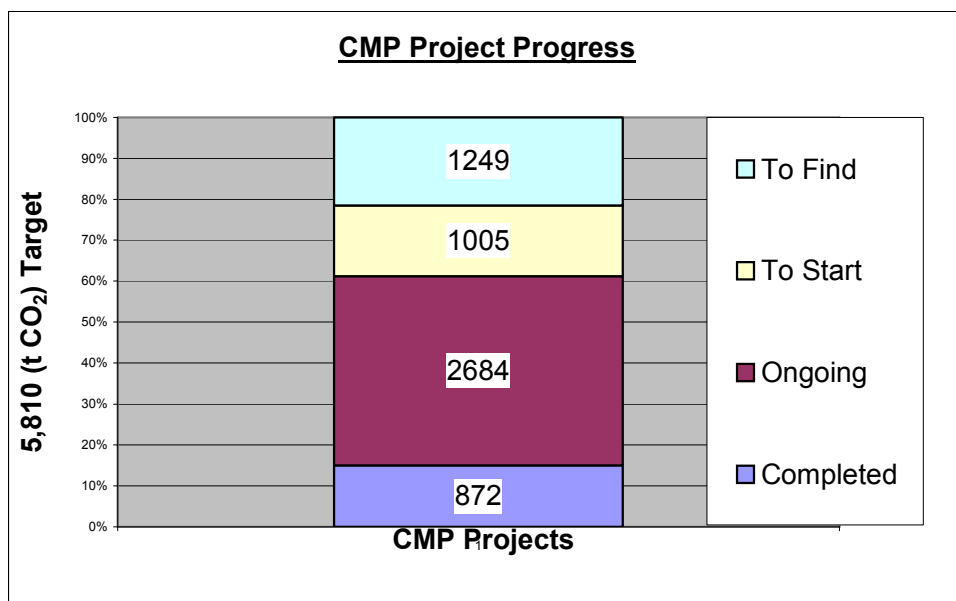
86 **Air Quality**

87 Progress was made towards achieving the, health based, air quality objectives for nitrogen  
 88 dioxide within the Air Quality Management Area (AQMA) until 2005, after which pollution  
 89 began increasing. The environmental protection unit are currently producing a low emission  
 90 strategy to provide a comprehensive approach to reducing traffic and carbon dioxide  
 91 emissions through the planning, transport planning, carbon management and procurement  
 92 processes. These measures will feed into LTP3.

93 **Carbon Management Board**

94 The last Board meeting on 11/11/09 heard that the Council is on target to achieve its 2013  
 95 objectives. Officers are relying heavily on “behaviour change” amongst Staff and Councillors  
 96 to achieve the new 10:10 carbon reduction programme targets.

97 **FIGURE 1: CMP PROJECT PROGRESS**



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99 **Smart meters**

100 The installation of smart meters across CYC buildings is underway. CYC will pay the  
101 schools' costs associated with obtaining the data from the smart meters in year one. In  
102 subsequent years, each individual school will cover the cost of obtaining the data from the  
103 smart meters.

104 **Energy Saving Week**

105 Energy Saving Week took place from 19<sup>th</sup> to 25<sup>th</sup> October. Carbon Management Team  
106 members conducted energy walkabouts across a selection of CYC buildings. Energy saving  
107 tips were provided to employees, and 'Save Us' posters / stickers were distributed across  
108 the majority of offices. Feedback on the whole has been positive. It is hoped that the  
109 activities conducted during the week will contribute to financial and emission savings from  
110 employees changing their behaviour while at work. As part of this event a workshop was  
111 undertaken with senior officers to attempt to identify additional projects that could be  
112 included in the Carbon Management Programme.

113 **NI186 update**

114 The latest NI186 figures released from the Department for Energy and Climate Change  
115 (DECC) indicate that York's per capita CO<sub>2</sub> emissions decreased by 10% from 6.9 tonnes  
116 per capita to 6.1 tonnes per capita over the period 2005 to 2007. Table 1 below sets out the  
117 emissions reduction from each sector.

118 **York CO2 emissions: Table 1: NI186 2005 to 2007**

Year	Industry & Commercial (t CO <sub>2</sub> )	Domestic (t CO <sub>2</sub> )	Road Transport (t CO <sub>2</sub> )	Average per person (t)
2005	525,000	463,000	312,000	6.9
2006	522,000	463,000	308,000	6.7
2007	434,000	444,000	309,000	6.1

119 York was the second best performing local authority in the Yorkshire and Humber region  
120 (after Rotherham). However the level of commercial activity – particularly manufacturing -  
121 heavily effects these figures. (e.g. Terry's and British Sugar closing down will have had an  
122 influence)

123 **Strategic Planning**

124 The December meeting of the LDF working group will receive update reports. Some  
125 highlights include:

- 126 • Following a three year process and three stages of city wide consultation our  
127 Statement of Community Involvement was submitted to the Planning Inspectorate  
128 and deemed 'sound'.
  
- 129 • The quality of York's Core Strategy document has recently being recognised by  
130 CABE who have highlighted it along with the work of three other authorities as  
131 representing national best practice in the way we communicate and define our vision  
132 and spatial strategy.
  
- 133 • The Allocations DPD will identify sites for housing, employment, retail, transport,  
134 waste and minerals and a range of community facilities as well as setting the green  
135 belt and settlement boundaries. Consultation on the Allocations Issues and Options  
136 document was carried out from March to May 2008. This sought views on sites put  
137 forward and also acted as a 'call for sites'. Comments were received from 211  
138 respondents. Following the consultation, any new sites put forward for housing and  
139 employment have been assessed through the Strategic Housing Land Availability  
140 Assessment (SHLAA) and Employment Land Review (ELR) respectively. Site  
141 assessments for other uses are currently being undertaken. These assessments will  
142 consider a number of elements including: comments received at the Issues and  
143 Options stage; the findings of the Sustainability Appraisal; conformity with the Core  
144 Strategy; and information from the evidence base. This will inform the production of  
145 a Preferred Options Allocations document which we intend to make available to  
146 support the submission of the Core Strategy.
  
- 147 • The competitive dialogue process for the York Central site has recently been  
148 suspended due to the current economic situation. In view of this officers will now be  
149 working with the York Central Consortium (Yorkshire Forward, Network Rail and the  
150 National Railway Museum) to review the position and see how best we can deliver  
151 development in this area. Alongside this, work is progressing on the former British  
152 Sugar site and regular liaison takes place with the consultant team engaged by  
153 Associated British Foods. These events may have implications for the production of  
154 an area action plan for the site
  
- 155 • A City Centre Area Action Plan Issues and Options document was subject to public  
156 consultation between July and September 2008, in total 127 responses were  
157 received. The Preferred Options document is currently in preparation. Yorkshire  
158 Forward are funding a "Renaissance York" team who will assist with regeneration  
159 initiatives in the City.
  
- 160 • Officers have completed the Sustainability Appraisal Scoping Reports and  
161 statements for all the LDF documents highlighted. In addition a full sustainability  
162 appraisal was produced to sit alongside the Core Strategy Preferred Options  
163 document.

164 Finally we have been working closely with the developers/owners of some of the major  
165 development sites in the city. In particular, the master plans for Terrys and Nestle South are

166 actively reviewed to ensure that both of these important sites can come forward for re-  
167 development as soon as possible.

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Steve Galloway  
23<sup>rd</sup> November 2009