

**Notice of meeting of**

**Decision Session - Executive Member for City Strategy**

**To:** Councillor Steve Galloway (Executive Member)

**Date:** Tuesday, 1 February 2011

**Time:** 4.00 pm

**Venue:** The Guildhall, York

**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 Monday 31 January 2011** if an item is called in before a decision is taken, or

**4.00pm on Thursday 3 February 2011** if an item is called in after a decision has been taken.

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

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00pm on Friday 28 January 2011**.

**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. Minutes** (Pages 3 - 8)

To approve and sign the minutes of the last City Strategy Decision Session held on 4 January 2011.

**3. Public Participation - Decision Session**

At this point in the meeting, members of the public who have registered their wish to speak at the meeting can do so. The deadline for registering is **5:00pm on Monday 31 January 2011.**

Members of the public may register to speak on:-

- an item on the agenda;
- an issue within the Executive Member's remit;
- an item that has been published on the Information Log since the last session. Information reports are listed at the end of the agenda.

Please note that no items have been published on the Information Log since the last Decision Session.

**4. 20 mph Speed Limits: Your City Results and an Update on Policy Development** (Pages 9 - 30)

This report presents residents opinions gathered through the recent consultation on citywide 20mph speed limits undertaken through Your City and reports on the initial impact of the trial in the Fishergate area. The report also informs the Executive Member of the options for revising the policy on 20mph limits in the city.

**5. City of York Local Transport Plan 3 - 'Summarised Draft' LTP3** (Pages 31 - 60)

This reports presents the Executive Member with a Summarised Draft Full 'City of York Local Transport Plan, 2011 Onwards' (LTP3), as part of the procedure leading up to the publication of the LTP3 by 31 March 2011.

- 6. Access York Phase 1 - Update Report** (Pages 61 - 68)  
This report provides the Executive Member with an update on the current situation regarding the Access York Phase 1 scheme which aims to expand the existing Park and Ride mass transit system whilst assisting with traffic congestion and reducing emissions in the city centre.
- 7. Revenue Budget Estimates 2011/12 - City Strategy** (Pages 69 - 88)  
This report presents the Executive Member with the 2011/12 budget proposals for City Strategy. The Executive Member is asked for his comments on the proposals.
- 8. Revenue Budget 2011/12 - City Strategy Fees and Charges** (Pages 89 - 100)  
This report advises the Executive Member of the proposed fees and charges for the City Strategy portfolio for the 2011/12 financial year and the anticipated increase in income which they will generate.
- 9. Any other business which the Chair considers urgent under the Local Government Act 1972**

Democracy Officer:

Name: Jill Pickering

Contact details:

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- E-mail – [jill.pickering@york.gov.uk](mailto:jill.pickering@york.gov.uk)

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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- register by contacting the Democracy Officer (whose name and contact details can be found on the agenda for the meeting) **no later than 5.00 pm** on the last working day before the meeting;
- ensure that what you want to say speak relates to an item of business on the agenda or an issue which the committee has power to consider (speak to the Democracy Officer for advice on this);
- find out about the rules for public speaking from the Democracy Officer.

**A leaflet on public participation is available on the Council's website or from Democratic Services by telephoning York (01904) 551088**

### Further information about what's being discussed at this meeting

All the reports which Members will be considering are available for viewing online on the Council's website. Alternatively, copies of individual reports or the full agenda are available from Democratic Services. Contact the Democracy Officer whose name and contact details are given on the agenda for the meeting. **Please note a small charge may be made for full copies of the agenda requested to cover administration costs.**

### Access Arrangements

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If you have any further access requirements such as parking close-by or a sign language interpreter then please let us know. Contact the Democracy Officer whose name and contact details are given on the order of business for the meeting.

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### **Holding the Executive to Account**

The majority of councillors are not appointed to the Executive (40 out of 47). Any 3 non-Executive councillors can 'call-in' an item of business from a published Executive (or Executive Member Decision Session) agenda. The Executive will still discuss the 'called in' business on the published date and will set out its views for consideration by a specially convened Scrutiny Management Committee (SMC). That SMC meeting will then make its recommendations to the next scheduled Executive meeting in the following week, where a final decision on the 'called-in' business will be made.

### **Scrutiny Committees**

The purpose of all scrutiny and ad-hoc scrutiny committees appointed by the Council is to:

- Monitor the performance and effectiveness of services;
- Review existing policies and assist in the development of new ones, as necessary; and
- Monitor best value continuous service improvement plans

### **Who Gets Agenda and Reports for our Meetings?**

- Councillors get copies of all agenda and reports for the committees to which they are appointed by the Council;
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City of York Council

Committee Minutes

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MEETING	DECISION SESSION - EXECUTIVE MEMBER FOR CITY STRATEGY
DATE	4 JANUARY 2011
PRESENT	COUNCILLOR STEVE GALLOWAY (EXECUTIVE MEMBER)
IN ATTENDANCE	COUNCILLOR MORLEY

**49. DECLARATIONS OF INTEREST**

At this point in the meeting Members present were invited to declare any personal or prejudicial interests they might have in the business on the agenda. None were declared.

**50. MINUTES**

RESOLVED: That the minutes of the last Decision Session – Executive Member for City Strategy, held on 7 December 2010 be approved and signed by the Executive Member as a correct record subject to the following amendment:

Minute 44 (Water End/Clifton Green Review: Reinstatement of Left-Turn Traffic Lane and Chicane Trial). In the second paragraph of the preamble prior to the words “supported the cycling groups” the addition of the words “said he was willing in principle to see the left turn reinstated, but he ...”.

**51. PUBLIC PARTICIPATION - DECISION SESSION**

It was reported that there had been one registration to speak at the meeting under the Council’s Public Participation Scheme however the registered speaker did not attend the meeting.

**52. SIX MONTHLY REVIEW OF SPEEDING ISSUES**

The Executive Member considered a report, which updated him on the collaborative Speed Review Process, set up in conjunction with the Police and Fire Service. The report advised of further locations where concerns about traffic speeds had been raised and provided an update on progress towards assessing these against the agreed prioritisation framework.

The Executive Member reported receipt of representations from a Holgate resident and Cllrs Hyman, Reid and S Galloway, details of which had been

republished with the agenda in the annex of additional comments. He also reported receipt of late representations from Cllr Merrett who referred to the omission in the list of petitions of the petition presented to Council in relation to speeding issues on Bishopthorpe Road and that the additional speed survey had been omitted in Annex D. He went onto express support for Option 1 but raised concerns at the Police's future intention to substantially reduce their commitment to the partnership.

Officers confirmed that a petition had been received from residents of Bishopthorpe Road together with an additional speed survey but that these had been received too late for inclusion in the report.

The Executive Member confirmed that the report presented mixed news, on the positive side, speeding concerns continued to be documented and the standardised approach sustained, with the continued downward trend in reducing the number of killed and seriously injured on the roads. He expressed some concern at the lack of progress in the automation of the process and introduction of mobile speed cameras. Withdrawal of police administrative support and the lack of high profile police enforcement of speed limits were also of concern. With this in mind he was suggesting the possible use of the Neighbourhood Policing teams in partnership with the Neighbourhood Management Team co-ordinating activities in this area.

It was also confirmed that Officers would pursue the issues raised in the additional representations received.

The Executive Member then considered the following options:

Option 1: To continue with the Speed Review Process, in Partnership with the Police and Fire Service. However Members do need to be aware that in the last 12 months over the last two reports, all complaints have scored criteria as three, (low accidents, high speeds) or four, (low accidents, low speed).

Option 2: To revert back to our own, independent, but smaller process, which would exclude the help from Partners with speed surveys, and analysis of data and targeted enforcement. This would leave agencies and systems running concurrently. It would also mean that the 111 sites looked at over the last year, which scored three and four on the criteria would not have been investigated. As North Yorkshire Police (NYP) are also stating that they will not undertake any enforcement at any community concern site, without it first going through the Speed Review Process, it could leave community concern sites, that could benefit from Police enforcement without any investigation.

RESOLVED: That the Executive Member for City Strategy agrees to:

- i) Support the continuation of a partnership approach to dealing with speed complaints, which results in, a wider, more in depth process to tackle speed issues in York (Speed Review Process, Option 1 of the report).



- ii) Note, that from January 2011 North Yorkshire Police (NYP) will no longer regard the Speed Review Process as a “pilot” in the York and Selby areas.
- iii) Note that North Yorkshire Police have given notice to CYC that there will be a managed withdraw from the administration and management role they currently perform within the Speed Review Process, resulting in an increased workload within CYC, if the same level of service is to be provided.
- iv) Note that NYP intend to only undertake action at community speed concern sites, once they have been analysed via the Partnership Speed Review Process.
- v) Request, in the light of (iv) above, that copies of the speed assessment results be made available to the local Capable Guardian teams, via the Council's Neighbourhood Management Unit, and that the Chief Constable be urged to fully involve local Neighbourhood Policing Teams in addressing residents concerns about excessive vehicle speed. <sup>1</sup>.
- vi) Note that new sites recommended for feasibility reviews by Engineering Services on the 6 July 2010 and in this current report will not be assessed in detail until further capital funding is available. As and when capital funding is available, locations will be prioritised by one or all of the following criteria:
  - Accident data
  - Mean and 85<sup>th</sup> percentile speeds
  - Proximity to schools and shops.
- vii) Note the petition from New Lane, Huntington, and that it has been investigated under the review process, with a recommendation to improve the “gateway” to the 30 limit. The work is due to be carried out from this years (2010/11) Capital budget. <sup>2</sup>.
- viii) Note the petition from Moorlands Road, Skelton, and that it has been investigated under the review process, and that it will go forward to the Engineering team for assessment of cost effective speed reduction measures, as and when capital funding becomes available. <sup>3</sup>.
- ix) Request officers to discuss with the originators of the 5 written representations received on the report, ways in which their concerns can be addressed and any necessary action expedited. <sup>4</sup>.

REASON: To advise the Executive Member of the current status of the speed review process and provide an update on individual petitions and speed complaints.

Action Required

- |  |        |
|--|--------|
| 1. Contact NYP regarding the involvement of the Neighbourhood Policing Teams in addressing residents concerns. | TH, TC |
| 2. Inform the lead petitioner of the decision made.  | TC, TH |
| 3. Inform the lead petitioner of the decision made.  | TC, TH |
| 4. Officers to discuss concerns raised in an effort to alleviate.  | TC, TH |

**53. CITY OF YORK LOCAL TRANSPORT PLAN 3 - DRAFT 'FRAMEWORK' LTP3 CONSULTATION RESPONSES**

Consideration was given to a report, which informed the Executive Member of the responses received from the consultation on the draft Framework LTP3, prior to submission of a draft Full LTP3 early in 2011.

The Executive Member reported receipt of late representations from Cllr Merrett who referred to the pre-decision call-in of this item owing to the handling of the 20mph question results and raising concerns over the survey as a whole.

The Executive Member confirmed that this was the last consultation report on the LTP3 prior to consideration of the draft of the final document, which had had a relatively low-key response from residents. He pointed out that the views expressed had been very varied although there were clear concerns about road safety, reducing congestion, improving public transport and encouraging the use of more sustainable forms of transport. In relation to the call-in he confirmed that the results of the survey on the provision of a 20mph zone covering the whole of York would be reported at the February Decision Session together with the results from the Fishergate trial 20mph zone. If either of these initiatives offered lessons, in the context of LTP3 he confirmed that they could be incorporated into the final document.

Please note that this decision was considered at the Executive (Calling In) meeting on 11 January 2011, see under mentioned link for details.

<http://democracy.york.gov.uk/ieListDocuments.aspx?CId=601&MId=5524&Ver=4>

RESOLVED: That the Executive Member for City Strategy agrees to:

- i) Note the contents of the report.
- ii) Approve the proposals for taking forward the comments in the responses to the Draft Framework LTP3 Outline Sustainability Appraisal, in preparing the Draft Full LTP3.<sup>1</sup>

REASON: To advise the Executive Member of the outcome of the consultation, and how it will inform the preparation of the Draft Full LTP3 document and it's associated Sustainability Appraisal.

Action Required

1. Await decision of SMC (Calling In) meeting.

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Cllr Steve Galloway, Executive Member for City Strategy  
[The meeting started at 4.00 pm and finished at 4.15 pm].

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**Decision Session**  
**Executive Member for City Strategy**

**1 February 2011**

Report of the Director of City Strategy

**20mph Speed Limits: Your City Results and an Update on Policy Development**

**Summary**

1. The report presents residents' opinions gathered through the recent consultation on citywide 20mph speed limits undertaken through Your City and reports on the initial impact of the trial in the Fishergate area. It also advises on options for revising the policy on 20mph limits in the city. The advantages and disadvantages of the possible options are analysed and examples of the impact of the introduction of 20mph limits in other cities across the country is provided.

**Recommendations**

2. The Executive Member for City Strategy is recommended to:
  - i) Note the results of the 20mph speed limit consultation.
  - ii) Note the options presented and indicate which option to progress.

Reason: To enable a policy on 20mph limits to be developed in line with amended national guidance.

**Background**

3. The objectives of lower speed limits in residential areas include safer roads, improved quality of life and improved perceptions of safety. It is also promoted that lower speed limits are more conducive to walking and cycling leading to more general health benefits. However, the cost, value for money, enforcement and other implications must be considered before introduction to ensure that the limited resources available are directed to improvements, which will deliver significant benefit. It should also be recognized that the full implications of 20mph limits (enforced by signing only) are not yet fully confirmed due to their relatively recent introduction in other cities. York already has a significant number of roads and zones which have a 20 mph speed limit and which are enforced using vertical (road humps) and horizontal traffic calming measures.

4. The introduction of 20mph limits at particular locations within the city has been requested by a number of residents over recent years. The recent citywide consultation was undertaken to ensure that the views of the public were understood before changes to the existing policy was considered.
5. Prior to the discussion it is useful to clarify some of the terminology involved with 20mph speed limits.
6. **20mph Speed Limit** – A road (or a number of roads) that is subject to a maximum speed limit of 20mph and is indicated using 20mph signs at the entry points to the area covered by the speed limit in addition to smaller repeater signs within the area. No physical traffic calming (i.e. speed humps or chicanes) forms part of a 20mph speed limit. It is worth noting that should traffic calming be already in place then existing features can be retained if a 20mph speed limit is to be implemented on a road.
7. **20 mph Zone** – A road (or a number of roads) that is subject to a maximum speed limit of 20mph and is indicated using 20mph signs at the entry points to the area covered by the speed limits and has traffic calming features at regular intervals within the boundary of the zone.

### **National Guidance**

8. Department for Transport (Dft) circular 01/06 states “successful 20mph zones and speed limits should generally be self enforcing” (p.19). With this in mind it is suggested by the Dft that only streets with a mean speed of 24mph or less are considered for 20mph speed limits. This is because signed only 20mph speed limits are proven to reduce speeds by only a small amount.
9. Revised intermediate guidance issued in December 2009 prior to the forthcoming revision of circular 01/06 does not place as much emphasis on 20mph speed limits being only applied to streets with a mean speed of less than 24mph. Therefore the guidance is somewhat more relaxed and does offer greater flexibility however the revised guidance letter does state;

“ We want to encourage highway authorities, over time, to introduce 20 mph zones or limits into

- streets which are primarily residential in nature; and into
- town or city streets where pedestrian and cyclist movements are high, such as around schools, shops, markets, playgrounds and other areas; where these are not part of any major through route.”

There is therefore a desire from central government to see greater use of 20mph limits or zones, but not on major through routes. The obligation to ensure that there is no expectation placed upon the police to carry out enforcement above their routine activity is still present and this still suggests that signed only 20mph speed limits should only be applied to streets with a relatively low mean speed. It has therefore been considered appropriate, locally, to remain within the 24mph bounds of the original guidance.

### 20mph Speed Limits in York

10. Current policy on 20mph areas in York is to introduce traffic calmed 20mph zones where appropriate, e.g. outside schools or play areas. 20mph speed limit requests and petitions have been prioritised into a list based upon, the proportion of households signing a petition, number of accidents in the area, the road being residential or mixed priority, the average speed being below 24mph and any wider benefits associated with walking and cycling. These suggestions and petitions are currently being progressed when funding is available.
11. All 20mph areas introduced in York prior to 2009 have been zones enforced with traffic calming measures. As a result of a petition and with some ward committee funding for consultation a trial of 20mph speed limits was approved in the Grange Street area, Fishergate. The results of the trial were delayed by the inclement weather in early December preventing the collection of speed data under normal road conditions.

### Results of Fishergate Trial

12. Speed surveys in the Fishergate trial area were undertaken in early January at the same locations as the baseline data sites taken in November 2008. The before and after results are shown in the following table. Note: The 'after' results taken between 6 and 13 January may have been affected by icy roads in the early mornings on some of the days.

Street	Mean Speed (mph)		85 <sup>th</sup> Percentile Speed (mph)	
	Before	After	Before	After
Grange Street	16	13.2	20	15.9
Hartoft Street	16	12.9	19	16.8
Farndale Street	15	12.4	19	15.9

13. The results indicate that mean traffic speeds are between 2.6 and 3.1 mph lower in these streets than those recorded before the 20mph limit was introduced. However some of the reduction may have been due to the icy conditions on some mornings. The results are unlikely to yield a definite conclusion as to whether 20mph speed limits may be suitable across the whole city. It does show evidence of what it may be possible to achieve in narrow residential streets with already low mean speeds. No accidents were recorded in the area in the three years prior to implementation or during the trial period.

14. As a precautionary measure the speed surveys are being undertaken again because one of the larger 20mph signs at the entrance to Grange Garth had been removed prior to the start of the surveys. The location for the survey on Grange Street also had to be changed as the equipment could not be placed in the same location as the before survey. This will be rectified with the additional surveys.

### **South Bank Trial**

15. In December 2009 it was decided to implement a larger, more representative trial area in South Bank. Prior to approval of implementation in December 2009 there had been fifteen slight accidents in the last ten years and five slight accidents in the previous three years. There is little evidence of accident clusters in residential areas across the city so South Bank offered the best location to provide some opportunity of change. Seven locations within the area were surveyed for speed. The trial will demonstrate whether speeds are likely to decrease with signed only 20mph speed limits and will also, to some extent, show if accidents can be reduced although the low base means that small variations will have significant impact on the percentage change.

### **20mph in Other Areas**

16. 20 mph speed limit areas are being trialled or introduced in a number of towns and cities across the country including Portsmouth, Warrington, Oxford, Norwich etc. However, owing to the recent introduction of many of these schemes, the evidence for their impact over an adequate time period is not yet available. Results from Portsmouth and Warrington are indicated in the following paragraphs.

### **Portsmouth**

17. The city council in Portsmouth was the first local authority in the country to introduce an area wide 20mph speed limit in 2007/2008. The final report of the intermediate results for the Portsmouth scheme has recently been published.<sup>1</sup> It is possible that the effects could be similar if York were to pursue a citywide 20mph policy.
18. 94% of road length (223 streets) in Portsmouth has been made 20mph. It should be noted that the geography of Portsmouth is somewhat different to York. There are more key radial and arterial routes used by through traffic in York. Most of the roads had mean speeds of 24mph or less, though 32 did not and therefore broke from Dft guidance at the time.
19. Across all streets in Portsmouth the average overall speed before the scheme was 19.8mph, reducing to 18.5mph after implementation. This therefore gives a reduction of 1.3mph across all streets. The streets with a mean speed of over 24mph prior to implementation saw a larger decrease in average speed of

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<sup>1</sup> Interim Evaluation of the Implementation of 20 mph Speed Limits in Portsmouth, (Atkins, 2010)



6.3mph. No information is given on the numbers of motorists travelling over 20mph in the streets with an average speed of over 24mph.

20. The number of recorded road casualties (slight, serious and fatal) fell by 22% after implementation of the 20mph speed limits, though there was a drop of 14% nationally in comparable areas. York has seen a drop of 16% in a similar period. Killed and seriously injured (KSI) numbers have increased by 9% in the Portsmouth area although this is against a very low base number which may be too small to indicate significant trends.
21. The interim report suggests that there has been little difference to mode choice as a result of the 20mph scheme (p21.)

### **Warrington**

22. Warrington has recently reported<sup>2</sup> on the three trials of 20mph speed limits that have been taking place in the town. Overall, the combined number of casualties has increased by just over 5%. This is despite a substantially reduced vehicle flow on the affected roads. Although casualties have increased the number of collisions has decreased by 25%, which is a positive development. Mean speeds decreased by 1.45mph. The recommendation from officers in Warrington is to make the trial areas permanent (excluding sections of through routes) and investigate the introduction of 20mph limits across the town.

### **Your City Consultation**

23. A question asking residents how they would like to see 20mph policy progressed in York was included in the October edition of Your City. In addition to a tear off response in the newspaper the same question was asked through Local Transport Plan 3 (LTP3) feedback forms and also as part of the LTP3 online questionnaire. Residents could also email in their choice of option. Returns only from people residing within the York boundary have been included. It was felt that, whilst people living outside York also use the roads in the city, it should be the people living on the affected streets who influence the decision.
24. In addition to the responses outlined above, photocopied Your City forms were also handed in to the Council reception in batches from campaign groups, from councillor canvassing and public meetings. It is understood that the majority of these returns were collected by the 20's Plenty for Us group. This group campaigns for the implementation of 20 mph as the default speed limit on residential roads in the UK. They consider 20mph to be the correct speed for residential areas.
25. The options offered to residents were:

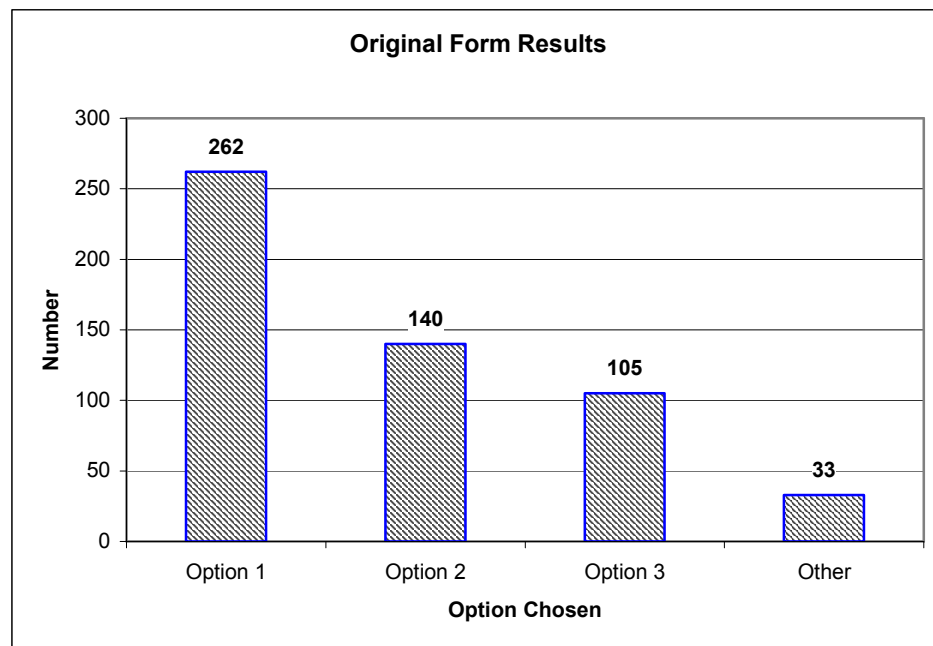
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<sup>2</sup> 20mph Speed Limits Experimental Traffic Regulation Orders, Warrington Borough Council, October 2010.

1. Continue our existing policy of setting the most appropriate speed limit suitable for individual roads.
  2. Create 20mph limits on all residential streets but not on main roads. An indicative plan of this option is included in Annex 1.
  3. A 20mph limit on all roads inside the outer ring road and within all surrounding towns and villages.
26. Some responses used either a combination of options or expressed a wish to see no 20mph speed limits at all. These have been marked under 'other'. The results have been analysed in several different ways: Original Form results only, Photocopied Form results only, and combined results.

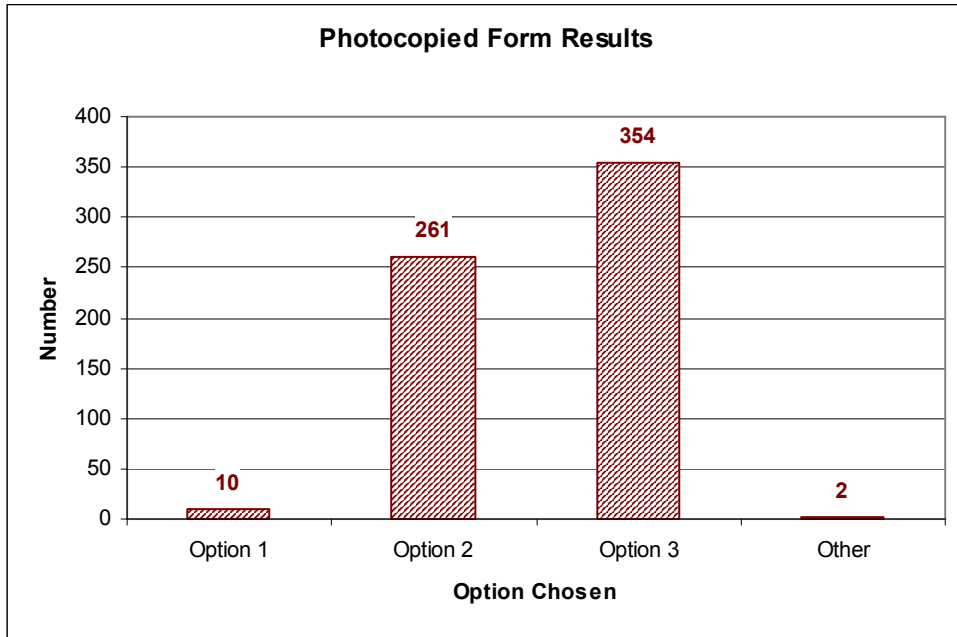
### Original Form Results

27. 540 responses were received on the original Your City form. The option that received the highest number of positive returns was to retain the current policy. The chart below shows the split between options.



### Photocopied Form Results

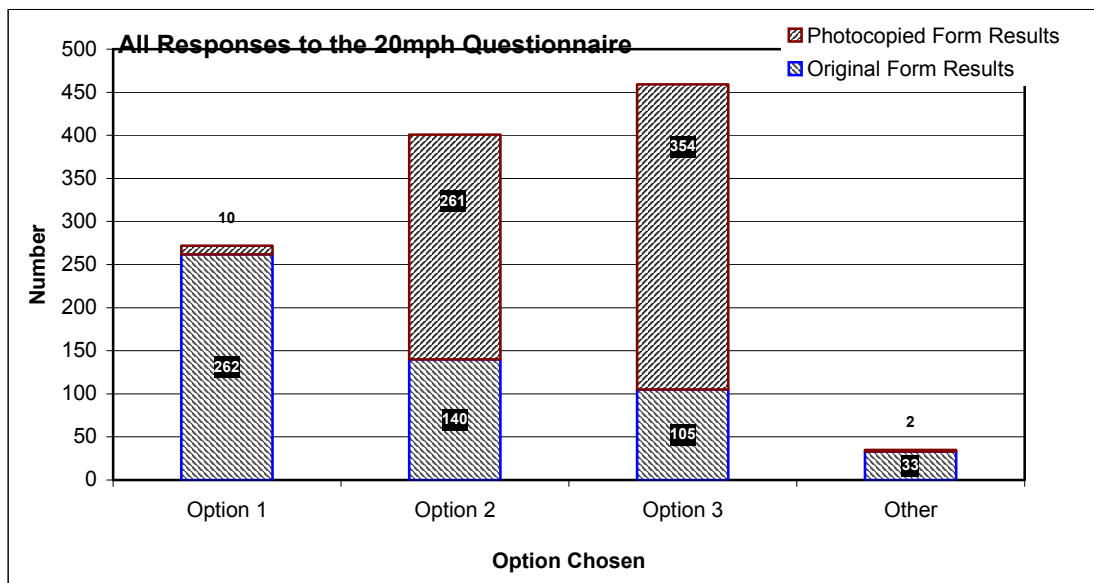
28. 627 photocopied forms were submitted to the Council in batches. Very few of these returns supported the continuation of the existing policy and most results were for the introduction of 20mph limits on all roads within the outer ring road.



29. The following table shows the results in percentage terms.

Option	Original Form Results %	Photocopied Form Results %
1	48.5	1.6
2	25.9	41.6
3	19.4	56.5
Other	6.1	0.3

30. Combining the responses provides the following results:



31. To further understand the results the data has also been assessed on a ward-by-ward basis. Tabulated results for each ward are included in Annex 2. The total numbers are slightly different to the tables above as some of the postcodes were not provided or recognisable.
32. There is a wide variation in the number of Your City (photocopied and original) responses from the different areas and also in the options that have the most support. Ward based results are provided in Annexes 2-4. In general there were fewer responses from rural/village areas e.g. 27 from Haxby & Wigginton, 17 from Strensall. Retaining current policy was the option with most support in the more rural and suburban wards, whilst the more centrally located wards showed significant support for options 2 and 3. For instance 10% of Micklegate respondents supported option one compared to support by 53% of respondents from Strensall. There are exceptions to the outlined general pattern, such as Bishopthorpe and Wheldrake where options three and two have most support respectively. It should also be noted that, due to the small numbers of respondents involved, the results may not be considered to be an accurate representation of the overall opinion in the wards and should be only used as a loose indication.
33. The responses submitted via photocopied forms from campaign groups, public meetings etc. also show wide variation across the city with most of the responses from the main urban area. There are significant differences between the original and photocopied form results. The photocopied form results from most of the wards indicated no support for Option 1 and no wards with majority support for Option 1 whereas the results from the original forms indicated majority support for Option 1 in 8 Wards. Support for option 3 was strongest in the photocopied form results in Hull Road, Guildhall, Osbaldwick and Fishergate.

## Options

34. The options for the Executive Member for City Strategy to consider are:
35. **Option A.** To continue with current policy and to proceed with the South Bank trial to enable officers to assess the benefits or otherwise of 20mph speed limits in York.
36. **Option B.** To undertake more detailed feasibility work for the two citywide 20mph speed limit options included in the consultation and present recommendations to a future decision session meeting.
37. **Option C.** To undertake more detailed feasibility work for the introduction of 20 mph limits on all roads and present recommendations to a future decision session meeting.

## Analysis

### General Analysis Points

38. Consultation with the public to determine whether there is overall support for changes to the existing policy is the first stage of the process. If the policy for 20mph limits is to be considered for change across the city then additional feasibility work will need to be undertaken i.e for options B and C. Further information will be needed in the following areas in particular:

- **Views of key Stakeholders (police, bus operators etc.)**

It is essential to establish the opinions from organisations that may be affected by any changes to the existing policy. The police have previously stated that they are supportive of 20mph limits on the basis of casualty reduction if Dft guidance is adhered to. It is expected that 20mph schemes should be self-enforcing and the police should not be expected to provide enforcement where this is not the case. The police have also suggested that there is a need for a detailed feasibility study into all of the options in the Your City consultation. This would inform what is realistically deliverable and whether it could work.

If citywide 20mph adds significant time to bus journeys then there will be implications for operators and passengers. Bus operators have been asked for their initial views on the three options. One operator has suggested that a consistent 20mph speed limit is better than an inconsistent 30mph, but stressed that measures would be required to ensure buses were not obstructed by parked vehicles, traffic signals etc. Another operator felt that 20mph is too slow for all roads within the inner ring road but that it is important outside schools so the current policy is fine. The independent chair of the Quality Bus Partnership is in favour of a consistent 20mph speed limit on residential roads, but is of the opinion that 30mph and 40mph on main arterial routes is appropriate.

- **Accurate estimate for cost and value for money.**

A preliminary figure of £750k to £1.0m has been estimated for the costs for a scheme covering the entire residential area of the city. Prior to making a decision it will be necessary to establish an indicative signing plan to be able to draft more detailed costings. Additional works may also be required to introduce traffic calming measures on routes with speeds above 24mph if these are found not to be self-enforcing. With reduced budgets the value for money of schemes becomes even more important therefore it is essential that the costs and anticipated benefits of any proposals are investigated in detail before introduction.

- **Results from York trial areas.**

Results will be available from the Fishergate and South Bank trial areas, which can be used to establish the impact of 20mph limits in York.

- **Adequate citywide speed survey data to justify area-wide approach.**  
Speed data is essential for monitoring the effects of 20mph speed limits and also for establishing which routes fall within the 24mph or lower criteria. A range of streets with different characteristics will need to be surveyed to provide an indication of current speeds and flows in York. It will be essential to survey a wide variety of streets in the city prior to any consideration of citywide 20mph speed limits. Different streets have different characteristics and could therefore expect different effects from lower speed limits. There are also some roads, certainly within the bounds of option three that are likely to have far higher average speeds than those recommended for 20mph speed limits e.g sections of Hull Road.
- **View on variation in emissions due to change in speed limits.**  
It will be necessary to investigate the implications of the changes to speed limits on the air quality within the city. There is a potential for the changes to increase the number of people cycling and walking but changes to traffic flows and efficiency may increase the levels of pollution at key locations.
- **Analysis of accident data and assessment of potential benefit.**  
More detailed analysis is required on types of accidents and in the areas where they occur. Initial analysis indicates that approximately 11% of accidents occur on residential roads in the city. The majority occur on major routes or arterial roads which would not be included if the 20mph limit was restricted to residential areas only.
- **Definitive results from other towns/cities.**  
Any decision should reflect lessons learnt from schemes in other areas.

#### **Option A.**

39. Continuing with current policy will enable targeted road safety measures to be put in place where they are most needed. Evidence shows that 20mph zones enforced by traffic calming are proven to reduce speed significantly (Webster and Mackie 1996). 20mph speed limits enforced by signage only, however, reduce speed by a small amount and may therefore be considered to be a less effective alternative. The South Bank trial will enable officers to assess how effective 20mph speed limits could be in York and will provide more robust evidence for making any future decision on citywide 20mph speed limits.

#### **Option B.**

40. Developing more detailed proposals for citywide 20mph speed limits would acknowledge the desires of those who supported one of the two options involving policy change. Additional time is needed to gather the required information to enable a suitably informed decision on citywide 20mph to be made.
41. If Option B is chosen, officers will collect and subsequently present information on the items outlined under the general analysis points section. In particular the accident, speed data, cost, value for money, enforcement, air quality, results from trials and other schemes and environmental implications will be

investigated in greater detail. Staff resources will need to be diverted from other initiatives to enable the options to be investigated in detail.

**Option C**

42. Option C would recognise that a citywide 20mph speed limit on all roads within the outer ring road (A64/A1237) has significant support and would investigate the idea further by undertaking preliminary design and analysis work. However there are considered to be major issues to overcome before 20mph limits could be introduced across all routes within the city. In particular the following issues would need to be investigated and addressed.

- Disruption to public transport routes.
- Cost to implement – fewer signs due to lower number of ‘entry points’ however engineering traffic calming measures on arterial routes if required could be very expensive.
- Could involve implementation in areas/villages where there were no supportive responses to the consultation.
- Effect on emissions due to vehicles not travelling at the optimum speed.
- Extent of improvements for cyclists and pedestrians.
- Effect on accidents - could reduce the severity, and possibly number, of accidents in residential areas and on main routes.
- Enforcement - implementation of 20mph limits on arterial routes unlikely to be compliant with current guidance due to average speeds higher than 24mph.
- Could lead to the requirement to introduce engineering traffic calming measures to manage speeds on arterial routes.

43. A preliminary evaluation of the issues listed above suggests that the introduction of 20mph limits on arterial routes may not be suitable for many locations in York. The impact of any 20mph limit introduction on arterial routes can be considered as part of the investigation identified in option B.

**Petitions**

44. There are currently 6 outstanding petition requests for 20mph speed limits on roads in York.

Presented at Full Council	Location
7 October 2010	Murton Village
9 December 2010	Grayshon Drive
9 December 2010	Melwood Grove
9 December 2010	Sherwood Grove
9 December 2010	Bishopthorpe Road and surrounding streets
9 December 2010	Alma Terrace

45. Detailed investigation of these locations will commence, as resources become available.

### **Corporate Objectives**

46. 20mph speed limits could reduce the number of casualties on York's roads and would therefore contribute to the Safer City theme. Benefits are potentially also achievable in increasing walking and cycling, which in turn, can improve health. As such 20mph speed limits could also contribute to the Sustainable and Healthy City themes. However the implementation of a City wide 20 mph zone would be expensive and could take resources away from more focussed accident prevention work.

### **Implications**

47. At this stage of considering 20mph speed limits there are few implications. This would change considerably if citywide 20mph speed limits were to be implemented.

### **Financial**

48. The investigation of the possible introduction of 20mph limits across the city would need to be undertaken using the limited safety team resources. It is likely that funding would need to be diverted from other work to enable the necessary investigations to be undertaken. Funding for the implementation of a scheme would need to be prioritised against other projects within the Local Transport Plan capital programme. Transport budgets are approximately 60% lower than 2010/11 in 2011/12 and future years. The current indicative estimate of £750k for the introduction of the scheme across the city would be approximately 50% of the entire annual Integrated Transport budget. The majority of funding for capital works in 2011/12 is effectively already committed to schemes which are in development or early stages of delivery such as the upgrade of Fishergate Gyratory and improvements to Blossom Street.

### **Legal**

49. There are no foreseen implications

### **Equalities**

50. There are no foreseen implications

### **HR**

51. There are no foreseen implications

### **Information Technology (I.T)**

52. There are no foreseen implications

### **Crime and Disorder**

53. There are no foreseen implications

### **Sustainability**

54. There are no foreseen implications



**Property**

55. There are no foreseen implications

**Other**

56. There are no foreseen implications

**Risk Management**

57. There are no known risks with the recommendations offered.

**Contact Details**

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Report Approved  Date 18/01/2011

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**Specialist Implications Officer(s)**

None

Wards Affected:

All

For further information please contact the author of the report

**Background Papers:**

Interim Evaluation of the Implementation of 20 mph Speed Limits in Portsmouth, (Atkins, 2010).

20mph Speed Limits Experimental Traffic Regulation Orders, Warrington Borough Council, October 2010.

Webster D. and Mackie A. (1996) Review of traffic calming schemes in 20mph zones, TRL Report 215.

**Annexes:**

**Annex 1:** Indicative plan of citywide 20mph speed limits on residential roads only.

**Annex 2:** Combined Photocopied and Original Form Responses by Ward.

**Annex 3:** Original Form Responses by Ward.

**Annex 4:** Photocopied Form Responses by Ward.

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ANNEX TWO

Combined Original & Photocopy Form Responses												
Ward	Number of respondents	Option						Photocopied Form Responses				
		1	2	3	Other	%	Number	%				
Acomb	31	9	14	7	1	22.58	1	3.23	13	41.94		
Bishopthorpe	25	3	7	12	3	48.00	3	12.00	17	68.00		
Clifton	59	8	25	25	1	42.37	1	1.69	35	59.32		
Denwent	17	8	6	2	1	11.76	1	5.88	3	17.65		
Dringhouses and Woodthorpe	52	10	19	20	3	38.46	3	5.77	23	44.23		
Fishergate	151	16	43	90	2	59.60	2	1.32	110	72.85		
Fulford	19	1	9	8	1	42.11	1	5.26	18	94.74		
Guildhall	59	6	15	36	2	61.02	2	3.39	46	77.97		
Haxby and Wigginton	27	14	13	0	0	0.00	0	0.00	5	18.52		
Heslington	14	0	7	7	0	50.00	0	0.00	13	92.86		
Heworth	56	7	24	25	0	44.64	0	0.00	42	75.00		
Heworth Without	23	9	6	8	0	34.78	0	0.00	9	39.13		
Holgate	66	11	36	19	0	28.79	0	0.00	37	56.06		
Hull Road	46	8	13	25	0	54.35	0	0.00	36	78.26		
Huntington and New Earswick	49	18	14	16	1	32.65	1	2.04	15	30.61		
Micklegate	140	14	59	67	0	47.86	0	0.00	92	65.71		
Osbadwick	18	3	4	11	0	61.11	0	0.00	12	66.67		
Rural West York	24	11	6	7	0	29.17	0	0.00	4	16.67		
Skelton, Rawcliffe and Clifton Without	38	18	13	4	3	10.53	3	7.89	11	28.95		
Strensall	17	9	2	5	1	29.41	1	5.88	7	41.18		
Westfield	37	17	10	10	0	27.03	0	0.00	13	35.14		
Wheldrake	14	3	7	3	1	21.43	1	7.14	7	50.00		
Total	982	203	352	407	20	41.45	20	2.04	568	57.84		

Numbers are lower than those in the graphs due to postcode mapping process. Only paper returns are shown.  
The numbers of respondents are too low to attach any significance to the ward results

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## Original Form Responses

Ward	Number of respondents	Option						Other	%
		1	%	2	%	3	%		
Acomb	18	9	50.00	4	22.22	4	22.22	1	5.56
Bishopthorpe	8	3	37.50	2	25.00	0	0.00	3	37.50
Clifton	24	8	33.33	9	37.50	6	25.00	1	4.17
Derwent	14	8	57.14	4	28.57	1	7.14	1	7.14
Dringhouses and Woodthorpe	29	10	34.48	10	34.48	6	20.69	3	10.34
Fisergate	41	14	34.15	15	36.59	10	24.39	2	4.88
Fulford	1	0	0.00	0	0.00	0	0.00	1	100.00
Guildhall	13	5	38.46	2	15.38	4	30.77	2	15.38
Haxby and Wigginton	22	14	63.64	8	36.36	0	0.00	0	0.00
Heslington	1	0	0.00	0	0.00	1	100.00	0	0.00
Heworth	14	6	42.86	3	21.43	5	35.71	0	0.00
Heworth Without	14	9	64.29	2	14.29	3	21.43	0	0.00
Holgate	29	10	34.48	12	41.38	7	24.14	0	0.00
Hull Road	10	8	80.00	2	20.00	0	0.00	0	0.00
Huntington and New Earswick	34	17	50.00	8	23.53	8	23.53	1	2.94
Micklegate	48	14	29.17	14	29.17	20	41.67	0	0.00
Osbaldwick	6	3	50.00	1	16.67	2	33.33	0	0.00
Rural West York	20	11	55.00	4	20.00	5	25.00	0	0.00
Skelton, Rawcliffe and Clifton Without	27	17	62.96	5	18.52	2	7.41	3	11.11
Strensall	10	9	90.00	0	0.00	0	0.00	1	10.00
Westfield	24	16	66.67	6	25.00	2	8.33	0	0.00
Wheldrake	7	3	42.86	3	42.86	0	0.00	1	14.29
Total	414	194	46.86	114	27.54	86	20.77	20	4.83

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## ANNEX FOUR

Ward	Number of respondents	Photocopied Form Responses									
		Option 1		Option 2		Option 3		Option 4		Option 5	
		Count	%	Count	%	Count	%	Count	%	Count	%
Acomb	13	0	0.00	10	76.92	3	23.08	0	0.00	0	0.00
Bishopthorpe	17	0	0.00	5	29.41	12	70.59	0	0.00	0	0.00
Clifton	35	0	0.00	16	45.71	19	54.29	0	0.00	0	0.00
Derwent	3	0	0.00	2	66.67	1	33.33	0	0.00	0	0.00
Dringhouses and Woodthorpe	23	0	0.00	9	39.13	14	60.87	0	0.00	0	0.00
Fishergate	110	2	1.82	28	25.45	80	72.73	0	0.00	0	0.00
Fulford	18	1	5.56	9	50.00	8	44.44	0	0.00	0	0.00
Guidhall	46	1	2.17	13	28.26	32	69.57	0	0.00	0	0.00
Haxby and Wigginton	5	0	0.00	5	100.00	0	0.00	0	0.00	0	0.00
Heslington	13	0	0.00	7	53.85	6	46.15	0	0.00	0	0.00
Heworth	42	1	2.38	21	50.00	20	47.62	0	0.00	0	0.00
Heworth Without	9	0	0.00	4	44.44	5	55.56	0	0.00	0	0.00
Holgate	37	1	2.70	24	64.86	12	32.43	0	0.00	0	0.00
Hull Road	36	0	0.00	11	30.56	25	69.44	0	0.00	0	0.00
Huntington and New Earswick	15	1	6.67	6	40.00	8	53.33	0	0.00	0	0.00
Micklegate	92	0	0.00	45	48.91	47	51.09	0	0.00	0	0.00
Osbaldwick	12	0	0.00	3	25.00	9	75.00	0	0.00	0	0.00
Rural West York	4	0	0.00	2	50.00	2	50.00	0	0.00	0	0.00
Skelton, Rawcliffe and Clifton Without	11	1	9.09	8	72.73	2	18.18	0	0.00	0	0.00
Strensall	7	0	0.00	2	28.57	5	71.43	0	0.00	0	0.00
Westfield	13	1	7.69	4	30.77	8	61.54	0	0.00	0	0.00
Wheldrake	7	0	0.00	4	57.14	3	42.86	0	0.00	0	0.00
Total	568	9	1.58	238	41.90	321	56.51	0	0.00	0	0.00

Numbers are lower than those in the graphs due to postcode mapping process. Only paper returns are shown. The numbers of respondents are too low to attach any significance to the ward results

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**Decision Session**  
**Executive Member for City Strategy**

1 February 2011

Report of the Director of City Strategy

**City of York Local Transport Plan 3 – ‘Summarised Draft’ LTP3****Summary**

1. The purpose of this report is, to present a Summarised Draft Full ‘City of York Local Transport Plan, 2011 Onwards’ (LTP3), to the Executive Member, as part of the procedure leading up to the publication of the LTP3, by 31 March 2011. This provides an opportunity steer and shape the detailed content of the LTP3
2. The Summarised Draft Full LTP3 (see Annex A) comprises:
  - An Introduction outlining:
    - The main transport challenges and issues facing York into the future
    - Views obtained from consultation
    - Key policy and guidance.
  - The transport ‘Vision’ for York
  - Five ‘Strategic Themes’ to focus the strategy
  - The aims and objectives
  - The priority measures as part of the implementation programme (*not yet costed*)
3. A Draft ‘Full’ LTP3 will be presented to Executive on 15 March 2011, before the Full LTP3 is presented to Council on 07 April 2011, with the Executive’s recommendation for its adoption

**Recommendations**

4. The Executive Member for City Strategy is recommended to:
  - i) Note the contents of the report.  
either
  - ii) Approve the Summarised Draft Full LTP3 for subsequent development into the Draft Full LTP3.
  - or
  - iii) Direct officers to incorporate the Executive Member’s comments in developing the Summarised Draft Full LTP3 into the Draft Full LTP3.

Reason: To either approve or ascertain the required changes to the strategy and action plan to be incorporated within the full LTP3 for publication by the end of March 2011.

## **Background**

5. The council has a duty to produce a new Local Transport Plan (LTP3) by April 2011 to replace the existing Local Transport Plan (LTP2), which was published in March 2006 and is due to expire in March 2011.
6. Updates on Government Guidance, the LTP3 preparation process and progress, and previous consultations have been presented to the Executive Member at previous City Strategy Decision Session meetings, as listed in the Background Papers section of this report.
7. The preparation of LTP3 has been based on and drawn on on:
  - National policy and guidance
  - Local policies, plans and strategies in York and within York's surrounding area
  - An extensive evidence base
  - Three phases of consultation (one of which was an informal 'dialogue' to complete the evidence base)

## **Guidance, policy and other influences for preparing LTP3**

8. Much of the guidance and policy influences for LTP3 were contained in the Report to Decisions Session, Executive Member City Strategy (DSEMCS) on 01 September 2009.

## **Consultation**

9. The outcome of the first phase of consultation (on issues and options) was reported to DSEMCS on 02 March 2010. The outcome of the consultation on the subsequent Draft 'Framework' LTP3 was reported to DSEMCS on 04 January 2011. Although the first consultation gave a reasonably clear steer on the importance of various issues and actions, the second consultation highlighted a wide range of views of what the priorities for the various measures should be. However, some key issues and common themes did appear to be present within the responses, as listed below:
  - Congestion is the most important transport challenge facing York.
  - Improving public transport (buses and bus information) is the most important action for tackling congestion.
  - Reducing vehicle speed and promoting road safety
  - Encouraging more economic activity in the city centre (by having a larger car-free area)
  - Encouraging and improving facilities for walking and cycling.

## **Evidence Gathering**

10. An extensive data trawling exercise has been undertaken for compiling the evidence base for LTP3. This has consisted of:

- LTP2 indicator monitoring data (including National Performance Indicator data and LAA indicators).
- Other Council-collected data (e.g. other Performance Indicators).
- Data and other evidence collected through studies commissioned by the Council (e.g. work of the Traffic and Congestion Ad-Hoc Scrutiny Committee) and jointly commissioned with partner agencies (e.g. Leeds City Region Transport Strategy).
- Expert advice from officers within the Council and other agencies.
- Other studies, including Government-commissioned studies and reports.
- Information available on the internet (e.g. 2001 Census, Office of National Statistics data and other research groups).
- Evaluation of consultation responses.

## **Summarised Draft Full LTP3 Content**

### **The 'Vision' for transport in York**

11. The draft 'Vision' for LTP3 was presented in the first consultation. It has through subsequent consultation been amended slightly to the vision as shown in Annex A.

### **Strategy and Implementation Plan**

12. The Draft Framework LTP3 proposed five strategic aims. These aims (listed below) have been carried forward as strategic themes in the Summarised Draft LTP3:
  - Provide quality alternatives (to the car)
  - Provide strategic links
  - Support and implement behavioural change
  - Tackle transport emissions
  - Improve the public realm
13. These strategic themes have been further refined into a series of aims and objectives for deriving the implementation programme, which contains the priority measures to be put in place and the timescale for their delivery over the next four years (to 2015) and into the medium-to-long-term (up to 2031).
14. The short-term period in the implementation plan (2011-2014) shows the intended progress for each of the four years, reflecting the level of funding likely to be available over that time. In the medium-to-longer-term the programme is less definite, as future funding availability and other influences are less certain. The programme, does, however, have a degree of flexibility built into it to bring measures forward (should suitable funding opportunities arise), or otherwise adapt to changing circumstances.
15. In addition, the implementation programme predominantly contains capital funded measures. Although revenue funded measures are needed to support capital schemes to maximise their benefits, there are fewer in the programme. This is due to previous specific revenue grants for transport now being subsumed within the Council's overall revenue budget, the allocation of which the Council determines to best deliver its services for York. Therefore, it is not

clear at the present time, how much revenue support will be given to transport, although there are some relatively 'fixed' revenue expenditure for transport, such as concessionary fares reimbursement the Council will have to commit to.

### **Supporting information**

16. Further information will be made available on the Council's website, enable the publication of a concise LTP3 main document.

### **Next steps**

17. Following this Decision Session, more detailed (but concise) chapters of the LTP3 main document, including the addition of an expenditure profile to the implementation programme, and targets will be completed.
18. The following assessments will also need to be completed on the draft Full LTP3
  - Sustainability Appraisal (update and expansion of Draft Framework LTP3 Sustainability Appraisal)
  - Habitats Regulation Assessment
  - Equalities Impact Assessment
  - Health Impact assessment
19. The supporting information (see paragraph 21) also needs editing before being placed on the web-site.
20. It is anticipated that these items will be completed before LTP3 is presented to Executive in March 2011.
21. It is also anticipated that Executive Member comments, if any, will be incorporated before LTP3 is presented to Executive in March 2011.
22. Subject to Executive on 15 March 2011, recommending to Council on 07 April 2011 to adopt LTP3, it is intended to publish LTP3 on or before 31 March 2011, in compliance with the statutory deadline for doing so.

### **Corporate Objectives**

23. LTP3 is a cross-cutting document that encompasses and contributes to all of the council's outward facing corporate priorities.

### **Implications**

- **Financial** – The Draft LTP3 contains a proposed implementation plan with associated short-term (2011-2015) capital expenditure programme. Although many of the policies and measures require revenue support, a revenue expenditure programme is not contained in the draft LTP3. This is due to previous specific revenue grants for transport now being subsumed within the Council's overall revenue budget, the allocation of which the Council determines to best deliver its services for York.

- **Human Resources (HR)** – None identified at present
- **Equalities** – A full Equalities Impact Assessment will be completed prior to presenting the Full LTP3 to Executive.
- **Legal** – Adoption of the LTP is a function of Council that can not be delegated. It is, however, intended to publish the Draft Full LTP by 31 March 2011 with Executive's recommendation for its adoption in advance of its adoption by Council (on 07 April 2011)
- **Crime and Disorder** – There are no crime and disorder implications
- **Information Technology (IT)** – There are no IT implications
- **Property** – There are no property implications
- **Sustainability** – A full Sustainability Appraisal will be completed prior to presenting the Full LTP3 to Executive.
- **Other** – There are no other implications

### **Risk Management**

24. In compliance with the Council's Risk Management Strategy, the main risk associated with preparing LTP3 is a 'reputation' risk due to the council not fulfilling its statutory duty to have a new Local Transport Plan in place by 01 April 2011. Failure to have this strategic transport plan in place by the due time undermine the validity of any future transport programmes and jeopardise the success of any bids for funding necessary transport improvements the Council may make.

### **Ward Member comments**

25. Not appropriate at this stage.

### **Non Ruling Group Spokespersons' comments**

26. Non-ruling group spokespersons *have been* contacted.
27. Initial comments have been raised by Cllr. Merrett including:
  - Lack of ambition in the vision – in particular there should be a clear aim to increase the number of people cycling, walking and using public transport. The air quality vision should be to end the breach of air quality standards.
  - The strategy should include more positive encouragement to use the quality alternatives to the car.
  - Location of the expansion of York's Strategic Network should be selective to ensure additional road capacity is not simply taken up by suppressed demand, and released space is used for public transport, cycling and walking priorities.

- Suggests that there should be a separate additional aim in the Tackling Transport Emissions theme to meet EU air quality targets to improve the health of residents
- Suggests that there should be an additional aim in the Improving Streets and Spaces theme that reduces vehicle dominance and improves the environment generally and specifically for walking and cycling in residential streets, including the introduction of the 20's plenty approach to keeping speeds to 20mph in residential streets across the city.
- Concern that a number of measures should be brought forward in the delivery programme eg. Upgrading of Principal City Centre Bus Stops, Investigation of Low Emission Zone for City Centre etc.

28. No responses have been received to date from other spokespersons.

### Contact Details

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**Chief Officer Responsible for the report:**

Richard Wood  
Assistant Director of City Strategy

**Report Approved**

**Date** 19/01/2011

**Specialist Implications Officer(s)** *List information for all*

**Wards Affected:**

All

**For further information please contact the author of the report**

### Annexes

Annex A: Summarised Draft Full LTP3

### Background Papers

- Guidance for the publication of LTP3, DfT, July 2009
- Decisions Session, Executive Member City Strategy 1 September 2009, Item 11
- Decisions Session, Executive Member City Strategy 20 October 2009, Item 12
- Decisions Session, Executive Member City Strategy 2 March 2010, Item 5
- Scrutiny Management Committee (Calling In) 8 March, 2010, Item 4
- Executive (Calling In) 9 March, 2010
- Decision Session, Executive Member City Strategy 11 May 2010, Item 10
- Decision Session, Executive Member City Strategy 04 January 2011, Item 5



**DRAFT**

# **Summarised Draft Full LTP3**

**DRAFT**

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## **1. Introduction**

- 1.01 This document is a summary of the third Local Transport Plan (LTP3) for York.
- 1.02 This will be the third Local Transport Plan published by City of York Council, and will cover the period April 2011 to March 2015 in the short term and beyond to 2031 in the medium and long term.
- 1.03 City of York Council seeks to ensure a successful future for York through developing the Sustainable Community Strategy (SCS), The Local Development Framework and the Local Transport Plan. These three documents are the planning backbone of the city and work together to ensure that York will be able to meet a prosperous future such as the 'New City Beautiful' vision for York as described in the York Economic Vision Masterplan. The Masterplan aims to support future investment in the city and encourage high standards of design.
- 1.04 High quality sustainable transport in York is vital for enabling its economy to thrive and for building sustainable local communities. It also contributes to the achievement of stronger and safer communities, healthier people, equality and social inclusion. It will also help address local and global environmental concerns, such as greenhouse gas emissions, poor air quality and, given the importance of tourism, protecting and enhancing York's heritage.
- 1.05 LTP3 seeks to continue with and develop further the balanced approach to delivering transport improvements taken in the city's previous LTPs to ensure a sustainable future for York, and the area around it, as it continues to grow.

## 2. Key Issues

### Evidence

2.01 Throughout the development of the Local Transport Plan evidence has been gathered in order to gain further information on the transport situation in York and what the priorities are for the new LTP3.

2.02 The key issues and challenges for York that have been identified are summarised below.

#### *High carbon (greenhouse gas) emissions*

2.03 York residents have a higher than average carbon footprint.

#### *Flood risk to the network*

2.04 Flooding affects key parts of the network and also impacts disproportionately on sustainable modes.

#### *Localised congestion*

2.05 This is as a result of the historical layout of the city and increasing demand for travel

#### *Rail demand*

2.06 York is the busiest rail station in the York and North Yorkshire sub region and is increasingly important for business purposes

#### *Increasing elderly and dependant population*

2.07 Which will require services to adapt to meet changing demands and needs

#### *Population growth and change*

2.08 York's population is growing faster than the rest of Yorkshire and Humber. There is an increasing demand for travel.

#### *Air Quality*

2.09 Air quality monitoring shows a general increase in emissions across York.

#### *Worsening health*

2.10 Levels of obesity are increasingly putting pressure on health resources. Transport can play a role in this.

### *Road accident levels*

- 2.11 Casualty levels have been reduced over the last 10 years, but every casualty has an impact and cost to the individual, their families, the health service and the economy.

### *Employment growth*

- 2.12 York needs to sustain the employment sector to maintain a healthy economy.
- 2.13 York has visitor needs to consider too.

### *Location and extent of growth*

- 2.14 Significant proportions of journey to work trips are by car and these could transfer to a sustainable mode.
- 2.15 There are several major development sites in York, which include housing and employment sites. Effective land use planning, with high densities, mixed use sites and accessibility to key facilities, can reduce the adverse effects of new developments on the existing transport network.

## **Consultation**

- 2.16 The LTP3 Stage 1 consultation included a citywide questionnaire delivered to all households in York and a series of face-to-face workshops and meetings with stakeholders. The questionnaire was delivered in November 2009 and returned in December 2009. There were over 12,000 surveys returned, making a 14% response rate.
- 2.17 A summary of some of the main quantitative outcomes from the questionnaire survey respondents are listed below:
- Supporting the economy is the most important goal (71%), followed by safety security and health (68%).
  - Congestion is the most important transport challenge (81%), followed by travelling within and around York (75%) and travelling to/from York (70%). Access for visitors is least important (48%) with the impact of unhealthy lifestyles being next to least important (49%).
  - Improving public transport is the most important action (73%), followed by making better use of the transport networks and managing the amount of traffic entering the city (71%). Building new transport networks is the least important (47%) with technological improvements just above this (48%).
  - Highest proportion of all trips is a distance of between 3 and 5 miles (31%).

- 38% of all respondents use the car for their main mode of transport in and around York; Bus use is 23%, walk 16% and cycle 13%.
- For travel distances of 3 miles or more the car is the dominant mode (53% to 66%). Rail has very low use (0.49%).
- Cycling within York for commuting to work is relatively high at 23% of respondents.
- 53% of respondents use a car for their journey to work of between 3 and 5 miles distance.
- There were more respondents aged 55 and over (59%) than aged 18 to 34 (39%).
- 54% of respondents work, 1% is in full time education and 45% don't work.

2.18 Below is a concise summary of the most common points and themes raised at the face to face consultation exercises:

- Workshop participants were asked which of the five DaSTS strategic goals for transport they felt was the most important. The two with the most votes were Economic Growth and Quality of Life
- It was felt that York's 'out of town' car based and accessed retail contributes significantly to the congestion that is experienced in York.
- A lack of rail facilities locally was a common theme. York is a rail city with excellent links to the rest of the country. However has no real local links, which is seen as a negative point.
- York is a Park & Ride leader and should maximise on this.
- There is a need to move away from small town York sentiment and look to wider regional context (e.g. potential in East Riding, N.Yorks and Selby connections) and functional sub region context.
- High percentages of York residents have a disability (17%). There are suppressed journeys for mobility impaired as unable to get on all city buses.
- Public transport needs to be more community based and owned. Anecdotal evidence of it being too expensive in relation to distance and in comparison to travelling by car.
- Need leadership on the way forward for York. LTP3 is the enabler.
- There was support for managing the amount of traffic on the roads, including demand management. There was some disagreement about whether this would involve charges or not but restricting car access to the city centre was popular.
- A behaviour change programme is needed with positive communication and messages, with particular regard to reducing the use of the car.
- Increase active travel (cycling), particularly for children.
- The needs of pedestrians should be incorporated into LTP3, there is a concern that cycle city status may have a detrimental impact on vulnerable road users
- Broad support for vehicle speed reduction measures

- 2.19 As part of its investigations, the Council's Traffic and Congestion Ad Hoc Scrutiny Committee commissioned the 'Tackling Traffic Congestion in York' city-wide consultation in summer 2010. This consultation sought information on how people travel and the barriers that prevent them from using more sustainable forms of transport.
- 2.20 The LTP3 Stage 2 Framework consultation in October 2010 aimed to gather views on the types of measures that could be put in place to address transport issues in York. A large amount of measures were suggested and a wide range of opinions were gained through an on-line questionnaire, home based surveys and exhibitions around York. Some common themes within the responses were a preference for:
- Measures that reduce vehicle speed and promote road safety
  - Having a larger car-free area in the city centre
  - Continuing the importance for providing safer cycle routes and facilities
  - Improving public transport (buses and bus information).

### 3. The Vision

3.01 The transport vision for York is:

**To enable everyone to undertake their activities in the most sustainable way and to have a transport system that:**

- **Has become less dominated by motorised transport;**
- **Makes York easier to get around with reliable and sustainable links within its own area, to adjacent areas and cities and the rest of the UK**
- **Enables people to travel in safety, comfort and security, whatever form of transport they use;**
- **Provides equal access to opportunities for employment, education, training, good health and leisure for all, and**
- **Has the widest choice of transport available, for people and goods, with minimal impact on climate change and local air quality.**



## 4. Transport Strategy

### The Transport Strategy

- 4.01 The LTP3 has been developed around five strategic themes. These are to:
- Provide Quality Alternatives to the Car
  - Provide Strategic Links
  - Implement Behavioural Change
  - Tackle Transport Emissions
  - Improve Public Streets and Spaces
- 4.02 In addition to these themes sustainable development and the support of the Local Development Framework will be a crosscutting theme throughout all of the strategy. This will be reflected in types of policy such as behaviour change, information, infrastructure, management practices and land use planning.
- 4.03 The LTP3 has come together through these themes and the list of supporting aims, objectives and measures illustrate the way forward for the next 4, 10 and 20 years for the life of this plan.
- 4.04 The LTP3 aims to continue the work from Access York, LTP2 and also build on the large amount of work that has been undertaken to develop cycling in York through Cycling City status. The LTP3 however has more emphasis on low emissions and public streets and spaces than LTP2.
- 4.05 The following are the aims and objectives we feel deliver the LTP in the best way. The priority measures that support and relate to these are shown in Chapter 5.

### Theme 1 - Provide Quality Alternatives

- 4.06 This theme is based around providing quality alternatives to the motorcar for suitable trips. The emphasis is on quality because in order to encourage people out of their car the alternative needs to be attractive.
- 4.07 Policies that fulfil this would include those that create a quality cycle and pedestrian network and a quality bus experience in order to make the shift away from private car usage for all trips more viable.
- 4.08 The key outcomes of this will be:
- Enhanced Park and Ride
  - Improved public transport
  - Comprehensive pedestrian and cycle network
- 4.09 Implementing this theme will be done through measures that target ticketing, safety measures, infrastructure, information and punctuality which will make the experience of using alternative modes to the car more attractive.

<b>Strategic Theme 1 – Provide Quality Alternatives</b>	
<b>Aims</b>	<b>Objectives</b>
<b>Q1. Expansion of Park &amp; Ride as a mass rapid transit system for York</b>	a. Increase the number of Park & Ride sites to seven to increase capacity to 5,350 spaces
	b. Associated junction improvements
	c. Associated bus priority measures <sup>1</sup>
<b>Q2. Ensuring quality adaptable local public transport services that meet the needs of passengers in a changing city</b>	a. Improve public transport service reliability and attractiveness
	b. More accessible public transport information
	c. Better value fares and tickets
<b>Q3. Having a comprehensive cycling and pedestrian network.</b>	a. Complete the urban cycle network
	b. Increase / improve cycle parking
	c. A safe attractive urban pedestrian network

## Theme 2 - Provide Strategic Links

- 4.10 This theme encompasses the need to provide and support links to areas of importance for York. These areas, for example, may have economic and employment significance. Some of these include the Leeds City Region and commuters living to the east of York.
- 4.11 The key outcomes of this will be:
- Maintained, managed and improved transport network
  - Better local rail service
  - Strategic rail connections

<b>Strategic Theme 2 – Provide strategic links</b>	
<b>Aims</b>	<b>Objectives</b>
<b>S1. Ensuring the maintenance, improvement or expansion of York’s strategic networks to support the longer-distance movement of people, goods and information</b>	a. Improving the journey time, or journey time reliability on sections of the road network that experience high volumes of traffic and delay
	b. Complete missing strategic links in the road network
	c. Expanding the public transport network to meet the demands of new commuter patterns
	d. Expanding the cycling and pedestrian network beyond the urban core
	e. Effective Management of the transport assets
<b>S2. Ensuring that the local rail network better serves the needs of passengers in a changing city</b>	a. Improve frequency and quality of services from Leeds, Harrogate, Scarborough and Selby
	b. Development of new stations
	c. Rail infrastructure upgrades
<b>S3. Ensuring that York is well connected to the UK National rail network</b>	a. Connectivity with High Speed Rail 2 (HS2)
	b. Upgrades to East Coast Main Line

### Theme 3 - Implement and Support Behavioural Change

4.12 This aim will encourage and enable residents and visitors to York to use sustainable modes of transport for appropriate journeys. Encouraging people to be less reliant on their car will be done through education, information and awareness campaigns. Part of this is the need to make people aware of how transport choice effects the environment, their health and safety. Some of the ways this will be done will be through partnership working with other organisation such as the health sector. It will also include travel plans, training and marketing campaigns.

- 4.13 The key outcomes will be:
- Sustainable transport promotion
  - Safety and training
  - More travel plans

<b>Strategic Theme 3 – Implement and support behavioural change</b>	
<b>Aims</b>	<b>Objectives</b>
<b>B1. Promoting active and sustainable forms of travel</b>	a. Appropriate awareness raising, advice and education.
	b. Programmes to encourage cycling
	c. Promoting the use of the Public Rights of Way network
<b>B2. Ensuring the effective delivery of road safety through education and training support</b>	a. Targeted road safety training and education and support
<b>B3. Effective travel planning</b>	a. Supporting the preparation of travel plans
	b. More effective requirements for and enforcement of travel plans

### Theme 4 - Tackle Transport Emissions

- 4.14 This theme alongside other policies will aim to reduce Carbon Dioxide (CO<sub>2</sub>) and Oxides of Nitrogen (NO<sub>x</sub>), particularly Nitrogen Dioxide (NO<sub>2</sub>), through the promotion of less polluting fuels and other technology developments as well as the reduction of vehicle numbers.
- 4.15 The key outcome will be:
- Reduced vehicle emissions

<b>Strategic Theme 4 – Tackle Transport Emissions</b>	
<b>Aims</b>	<b>Objectives</b>
<b>E1. Increasing the proportion of alternatively fuelled (low emission) vehicles running within or through York</b>	a. Having the infrastructure in place to support the use of electric or electrically assisted vehicles
	b. Encouraging the use of other lower emission vehicles
	c. Measures to discourage the use of more polluting vehicles
	d. Support York's Low Emission Strategy and Air Quality Action Plan

## Theme 5 - Improve Public Streets and Spaces

- 4.16 This theme is for transport to enable an attractive city to thrive and to improve public streets and spaces throughout York. Transport can support this through having fewer vehicles in the city centre, having an appropriate freight policy, and introducing measures such as low emission zones and 20 mph limits.
- 4.17 The key outcomes of this will be:
- Better public streets and spaces
  - Sustainable transport incorporated into developments
  - Less vehicles in the city centre
  - Improved access for active transport trips

<b>Strategic Theme 5 – Improve public streets and spaces</b>	
<b>Aims</b>	<b>Objectives</b>
<b>P1. Enhancing public spaces and streets</b>	a. Reinvigorate the 'Footstreets' in the city centre and the approaches to it
	b. More Accessible Streets
	c. Safer Streets
	d. New development that is more sustainable
<b>P2. Reducing vehicle intrusion into, through and around the city centre</b>	a. Traffic management measures and controls in and around the city centre
	b. Encouraging more use of car clubs and car sharing
<b>P3. Overcoming barriers to movement within the public realm</b>	a. Change the function and design of the Inner Ring Road reduce its severance effects on the city centre
	b. Improve access to villages
	c. Improving walking and cycling access in the city centre

## 5. Implementation Programme

### Setting the priority measures

- 5.01 The priority measures have been set to provide a balanced implementation programme over the short term and into the future, to best deliver the improvements necessary to achieve the objectives and aims established to, ultimately, realise the transport vision for York.

### Priority measures and timescale

- 5.02 The implementation programme is shown in Figures 5.1 to 5.5
- 5.03 The implementation programme predominantly contains capital funded measures. Although revenue funded measures are needed to support capital schemes to maximise their benefits, there are fewer in the programme. This is due to previous specific revenue grants for transport now being subsumed within the Council's overall revenue budget, the allocation of which the Council determines to best deliver its services for York. Therefore, it is not clear at the present time, how much revenue support will be given to transport, although there are some relatively 'fixed' revenue expenditure for transport, such as concessionary fares reimbursement the Council will have to commit to.









Figure 5.3  
**Strategic Theme 3 - Implement Behaviour Change**

Ref. Number	Priority measure or intervention	Timescale						
		Short term				Medium-term	Long-term	
		2011-2012	2012-2013	2013-2014	2014-2015	2015 - 2021		2021-2031
B1 a	Publication and promotion of cycle, walking and public transport maps, leaflets and posters etc.							
	Establish and maintain an interactive active transport website							
	Continue the Safe Route to Schools programme and develop similar programmes for other places (e.g. safer routes to leisure centres and large employment centres)							
B1 b	Education and awareness on the effects of transport on the environment, health and safety							
	Maintain the electronic personalised cycling journey planner							
	Bike maintenance programmes							
B1 c	Establish and update a city wide Bicycle User Group							
	Guided cycle ride programme							
	Publication and promotion of Public Rights of Way maps and leaflets etc. (particularly showing connections with public transport)							
B2 a	Road safety training for three demographic groups, shown to have a higher risk factor							
	Adult and children cycle training							
	Bikeability and pedestrian training.							
B3 a	The provision of crossing patrols at schools							
	Continue to support and develop the 95 Alive Road Safety Partnership.							
	Tailored travel planning support service for assisting the preparation of travel plans							

Ref. Number	Priority measure or intervention	Timescale					
		Short term				Long-term	
		2011-2012	2012-2013	2013-2014	2014-2015	2015 - 2021	2021-2031
B3 b	Completion and regular review of the School Travel Plan implementation programme						
	Travel plans in workplaces						
	Refreshed City of York council travel plan						
	Travel plans for all major development sites						
	Travel plans for all new residential sites						

Figure 5.4  
**Strategic Theme 4 - Tackle Transport Emissions**

Ref. Number	Priority measure or intervention	Timescale						
		Short term				Medium-term	Long-term	
		2011-2012	2012-2013	2013-2014	2014-2015	2015 - 2021		2021-2031
E1 a	Recharge points at council car parks							
	Recharge points at other public car parks							
	Other recharging points(e.g. at taxi ranks)							
E1 b	Expand the emerging residents car parking low Vehicle Excise Duty band discount programme into Council							
	Upgrade the bus fleet to reduce the proportion that has an emission standard below Euro III							
	Introduce hybrid or other alternatively fuelled vehicles to the bus and taxi fleets							
	With renewal of P&R contract-all P&R fuelled by alternative fuels							
E1 c	Devise and implement an alternative fuel strategy							
	Investigate Low Emission Zone for the City centre and implement if feasible							
E1 d	Other measures that support the delivery of York's Low Emission Strategy and Air Quality Action Plan							





**Notes to Figures 5.1 to 5.5**

- 1 Bus Priority measures associated with Park & Ride expansion could be included as part of general bus priority measures if MSB is not successful
- 2 Selected track dualling could be implemented in lieu of Tram-train to increase line capacity
- 3 The City Centre Movement and Accessibility Strategy Framework will inform which streets are to become 'Footstreets'
- 4 To be confirmed, or otherwise, in the City Centre Movement and Accessibility Strategy Framework
- 5 To be confirmed, or otherwise, in the City Centre Movement and Accessibility Strategy Framework





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**Decision Session**  
**Executive Member for City Strategy**

**1 February 2011**

Report of the Director of City Strategy

**ACCESS YORK PHASE 1 – UPDATE REPORT**

**Summary**

1. The Access York Phase 1 scheme aims to expand the existing and successful Park & Ride mass transit system whilst assisting with traffic congestion and reducing emissions in the city centre. The improved transport infrastructure will help York to realise its economic growth potential.
2. In support of the above, this report provides an update on the current situation regarding the Access York Phase 1 scheme. It confirms the submission of the Expression of Interest (EoI) to the Department for Transport (DfT) on 4 January 2011 and sets out the ongoing issues associated with the preparation and eventual submission of the Best and Final Funding Bid (B&FFB) in summer 2011, prior to the autumn 2011 deadline.
3. Proposals for preparation of the B&FFB are outlined and information gained in the process of completing the EoI document will assist with this. The report also examines the costs of continuing with the DfT bidding process, both in the remainder of 2010/11 and 2011/12.

**Recommendation**

4. The Executive Member for City Strategy is recommended to:
  - Approve the proposals for the preparation and submission of the B&FFB as set out in paragraphs 16 to 19.
  - Approve a revised budget for the Access York Phase 1 scheme in 2010/11 as proposed in paragraphs 22 to 24.

Reason: To ensure that the Access York Phase 1 project continues to progress satisfactorily and to maximise the potential for DfT funding.

## **Background**

### **Major Scheme Bid Process**

5. DfT placed the Major Scheme Bid process on hold for most schemes, including Access York Phase 1, in June 2010, effectively withdrawing the Programme Entry status previously obtained in March 2010.
6. Further information became available from DfT at the end of October 2010, as part of the Comprehensive Spending Review (CSR), and the key points are as set out below.
7. An EoI was required by early January 2011 and this document needed to substantially reflect what will follow later, in the B&FFB to be submitted by or before autumn 2011.
8. The process, between January 2011 and autumn 2011 is as follows:
  - submit additional detailed value for money evidence not available previously.
  - submit views from Local Enterprise Partnerships and other interested parties, particularly on wider strategic factors that may not be captured in value for money assessments.
  - submit the best and final funding bid to DfT (DfT wants this to maximize value for money and increase the local contribution where possible).
9. Decisions will be made by the DfT by the end of 2011, which would re-activate the Programme Entry status for successful schemes and allow them to proceed, with DfT funding in 2012/13.
10. The terms under which the Major Schemes will be funded will be changed with the risk layer concept being removed. This will mean that the DfT will provide a maximum fixed contribution and Local Authorities will have to carry more risk.
11. Preparatory costs will be expended at risk but will only be funded by the DfT if the scheme is progressed. Removal of preparatory costs from the scheme total would potentially make it more attractive in the bidding process.

### **Expression of Interest**

12. The EoI was completed and submitted to the DfT by the 4 January 2011 deadline.
13. The DfT did not issue revised technical guidance prior to 4 January 2011, as indicated, and the EoI was therefore submitted without any comments on this awaited guidance. This was agreed with DfT in advance.

14. The DfT made it clear that nothing in the EoI will be binding until the B&FFB is submitted in the autumn of 2011.
15. The EoI's main significance for DfT is to give some indication of where the scheme has got to and what is intended as part of the B&FFB process. For CYC it is an opportunity to demonstrate commitment.

### **Proposals for preparation of the Best & Final Funding Bid**

16. The new technical guidance, when issued, will provide detailed information but it is expected that, to be able to fully re-examine the cost of the scheme to achieve the best benefit to cost ratio (BCR), a complete review of the following is required:
  - estimates for preparatory costs
  - estimates for all construction related works
  - estimates for the various risks
  - the timescales for all elements of the scheme
  - third party contributions
  - the local authority contribution
  - the inflation indices to be applied to different aspects of the scheme over its anticipated lifespan
17. The above will be an extensive exercise but it is the best way to ensure that the most affordable scheme is identified and that the costs are as realistic as possible. An unrealistically low cost will not help in the long run if the costs allocated to the various risks are inadequate. DfT has made it clear that there will be no 'additional risk layer', as applied in the past and if there are costs overruns then CYC would have to find a way of resolving them.
18. The work streams for those contributing to the B&FFB preparation are:
  - Halcrow - design and risk overview with associated cost estimates plus assistance with bid preparation
  - Halcrow - further modeling to review benefits, costs and BCR values
  - CYC Engineering Consultancy - design and risk, with cost estimates
  - CYC Architect & sub-consultant - design and risk, with cost estimates
  - Project Team - update costs related to great crested newts and archaeology
  - Project Team - review all preparatory costs
  - Project Team - arrange buy-in from the Local Enterprise Partnership and other interested parties
  - Project Team - coordinate the preparation of the revised B&FFB documents and to take the draft B&FFB through the CYC approvals process prior to it being submitted to DfT.
19. With the exception of the last bullet point, the majority of the above will be completed by the end of March 2011 and the proposed process from then on is as follows:

- Preparation of the final documentation - April 2011
- Project Board meeting to review the draft B&FFB - early May 2011
- City Strategy DMT meeting in late May 2011 regarding the draft B&FFB report to the Executive
- Report to the Executive - 21 June 2011
- Submission of B&FFB - July 2011.

## **Bus operator procurement**

20. As part of the B&FFB it will be important to demonstrate that a bus operator will be procured with the required fleet of buses.
21. Following a meeting with the existing Park & Ride site operator, First Group, it is clear that the key issue for any proposed operator of the new Park & Ride sites is the capital investment in buses and the timescale to recoup the cost of this investment. The contract options are now being assessed in more detail so that this matter can be properly evaluated and any actions taken to provide sufficient time for the bus operator to purchase the required fleet of buses.

## **Financial issues**

### **Financial Issues in 2010/11**

22. A revised budget of £385k has previously been approved as part of the Monitor 2 Capital Programme report to the Decision Session for City Strategy in December 2010. The budget was increased from the previous figure of £350k to enable preparatory work on the Eol to be carried out following the outcome of the CSR at the end of October 2010.
23. The intention is to carry out as much work as possible for the B&FFB in the remainder of 2010/11. Other costs, mainly associated with land purchase and additional design work at Askham Bar, will also require a budget in the last quarter 2010/11, raising the total budget figure in 2010/11 from £385k to £418k. Details are shown in the table below:

<b>Item</b>	<b>1 April to 31 December 2010 £k</b>	<b>1 January to 31 March 2011 £k</b>
Halcrow - design	167.3	25.0 (*)
Halcrow - A59 traffic modelling	23.3	-
Halcrow – B1363 traffic modelling	6.0	-
CYC Engineering Consultancy - design	37.0	5.0
CYC Architectural Services - design	20.9	2.0
BREEAM registration	2.3	-
Project Team	49.0	16.0

Gas monitoring at Askham Bar	2.6	1.0
Ground investigation at Askham Bar by geotechnical contractor	15.6	-
Land at Clifton Moor	9.1	22.0
Land at Askham Bar	-	5.0
Legal fees	7.0	2.0
<b>Totals</b>	<b>340.1</b>	<b>78.0</b>

(\*) Incorporates some of the preparation of drawings and specifications for Askham Bar, based on the detailed design work carried out to date.

24. The overall total budget estimate is £418.1k in 2010/11 and, due to lower costs and slower progress on other schemes across the transport capital programme, it is anticipated that funding will be available to undertake the proposed additional Access York work in 2010/11. Progress on the proposed Access York work will be managed over the year end to ensure that the overall capital programme spend is within the budget allocation.

### Financial Issues in 2011/12

25. It is intended to submit the B&FFB in July 2011, ahead of the autumn deadline. Costs associated with completion of drawings and specifications for Askham Bar, the submission and subsequently dealing with the questions raised by DfT, are estimated to be £67k, as shown below.

Item	1 <sup>st</sup> April to 31 <sup>st</sup> December 2011 £k
Halcrow	30.0
CYC Engineering Consultancy	3.0
CYC Architectural Services	10.0
Project Team	24.0
<b>Totals</b>	<b>67.0</b>

26. It is proposed to include an allocation in the 2011/12 capital programme to enable the design work and bid preparation to be completed.

### Consultation Proposals

27. The scheme has already obtained approval to progress through the DfT's Major Scheme Bid process. Advice from the DfT is that public consultation on the scheme should not be carried out whilst in this period of uncertainty.
28. Consultation proposals were set out in the Decision Session report on 11 May 2010 but the suspension of the Major Scheme Bid process by DfT meant that this consultation could not proceed. It is expected that something very similar will happen in the future should Programme Entry be obtained.

## **Corporate Priorities**

29. This project assists in meeting the following Corporate Priorities:

Thriving City – the scheme will improve the sustainable transport network along the bus corridors and assist the economy by reducing the impact of congestion.

Sustainable City - this scheme will reduce the number of vehicles travelling into and out of the city centre with the consequent overall improvement in air quality.

Healthy City – the scheme will encourage walking and cycling through the provision of additional footways, cycleways and crossing facilities.

Inclusive City – the scheme helps people to access services and facilities.

## **Implications**

### **Financial**

30. Financial information is included within the report. The budget to develop the Access York Phase 1 scheme is already in place for 2010/11 but this is now insufficient to cover the costs associated with the preparation of the B&FFB. As this is an ongoing process, that was totally unforeseen, prior to the start of the financial year when the original budget was set, an increase in the budget figure is now requested. This increase can be accommodated within the overall capital programme for 2010/11.
31. There remain risks that to date, capital budgets have supported the preliminary design work for the scheme. However, should the scheme not ultimately be granted government support, other funding sources based on a phased construction approach, would be investigated and reported to Members. At this stage it is not anticipated that the costs incurred to date would become abortive or that there would need to be a charge through to revenue or ultimately a charge against reserves.

### **Human Resources (HR)**

32. There are no HR implications.

### **Legal**

33. There are no legal implications.

### **Crime and Disorder**

34. There are no crime and disorder issues.

### **Information Technology (IT)**

35. There are no IT implications.

**Property**

- 36. There are no property implications with this report.

**Sustainability**

- 37. The assets proposed will increase the Park & Ride offer and will assist in reducing car journeys which also help to improve air quality.

**Other**

- 38. There are no other implications.

**Risk Management**

- 39. The Access York Phase 1 Project has a risk register which is regularly reviewed. Any severe risks have been identified and in some cases escalated to the Project Board. There is no further change in the risk profile of the project at this stage although the preparation of the B&FFB may well identify changes to the risk register.
- 40. 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.

**Ward Member Comments**

- 41. As there are no specific proposals at this stage Ward Members have not been contacted. Should the B&FFB be successful then there will be considerable consultation in connection with all works affecting the public highways at the Park & Ride sites and along the bus corridors.

**Contact Details**

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**Report Approved**

**Date** 18/01/2011

**Specialist Implications Officer**

There are no specialist implications.

**Wards Affected:**

All

**For further information please contact the author of the report.**

**Background Papers:**

1. Access York Phase 1 Park & Ride Development – Update Report Following Programme Entry – to the Executive 13 April 2010.
2. Bus Corridor Works on A59 Boroughbridge Road and B1363 Wigginton Road – to the Decision Session - Executive Member for City Strategy 11 May 2010.





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**Decision Session**  
**Executive Member for City Strategy**

**1st February 2011**

Joint Report of the Director of City Strategy and the Director of Customer and Business Support Services

**Revenue Budget Estimates 2011/12 – City Strategy**

**Purpose of Report**

- 1 This report presents the 2011/12 budget proposals for City Strategy. It includes:
  - The national context regarding local government funding and the implications for City of York Council
  - The approach that has been adopted to develop budget proposals
  - The outcomes of the customer budget consultation
  - the revenue budget for 2010/11 (Annex 1) to show the existing budgets
  - the budget adjusted and rolled forward from 2010/11 into 2011/12
  - the cost of pay and price increases and increments for the portfolio
  - proposals for service pressure costs and savings options for the portfolio area (Annexes 2 and 3).
- 2 Budget Council will be held on 24 February 2011 and will make decisions on the overall budget for the Council. In order to facilitate the decision making process the Executive are meeting on 15 February 2011 to consider the recommendations identified by the individual portfolio Executive Members and the results of the consultation exercise.
- 3 The Executive Member is therefore asked to consider the budget proposals included in this report and identify their recommendations (after considering the proposals in annexes 2 and 3) which will be considered by the Executive as part of the consultation exercise. The Executive Member is invited to provide comments on the budget proposals in this report.

**Background**

- 4 The financial context for the 2011/12 budget has been significantly impacted by :-
  - Worldwide recession leading to Central Government deficit reduction plan
  - Unprecedented reductions in Public Sector spending
  - At the same time we have unavoidable ongoing financial pressures arising from
    - Increasing number of older people, living longer and requiring care and support services for longer

- An increase in the number of severely disabled children who require intensive support into and throughout adulthood
- Reductions in income from Council services as people have less money to spend
- Reduction in funding of subsidised bus travel for older people
- Increased cost of waste disposal
- Impact of changes to Pensions and NI legislation

- 5 The Council's 2011/12 budget is being developed within the constraints of the extremely challenging financial climate, set out in the government's Spending Review and provisional finance settlement information. In particular:
- a Total reductions in Government funding of 28% over the next 4 years, heavily frontloaded with CYC's grant being cut by 13.3% in 2011/12
  - b 22 grants, worth £14,403k in 2010/11 and with an indicative value of £11,478k in 2011/12, have been rolled into the formula grant.
  - c The increase in formula grant in the provisional settlement, including the grants transferred in, is only £5,183k, leaving a shortfall in funding of £9,221k between the two years.
  - d 23 grants, worth £8,200k in 2010/11, have been transferred to the new Early Intervention Grant, for which the council will receive £6,350k in 2011/12 a further shortfall of £1,850k.
  - e 21 grants, worth £13,685k in 2010/11, have been incorporated within the Dedicated Schools Grant (DSG). The provisional DSG for 2011/12 is £106,564k, an increase of £13,659k from the 2010/11 level (subject to pupil number adjustments).
  - f There are a further five grants (worth £759k in 2010/11) as yet still under review.
  - g Against these pressures Executive were advised in December that directorates would need to find savings of £15m to be able to set a balance budget for 2011/12.
  - h In addition, other grants (worth £5,554k in 2010/11) which formerly were direct grants to service areas have been cancelled, creating additional financial pressures in directorates.
  - i While the Council has been penalised over the past few years by the workings of the floors and ceilings within the formula grant mechanism, for 2011/12 this same process will offer the protection of a damping gain of £2,541k.
  - j The Council will receive a further reduction in formula grant of £4,639k in 2012/13.
- 6 Against these funding reductions the Council has been offered a sum of £1,828k per annum for each year of the Spending Review period if the council

tax level in the area is frozen at the 2010/11 level. At the same time the threat of 'capping' local authorities who decide to raise council tax levels or net expenditure above a level yet to be determined by the government has not been removed. York currently has the second lowest Council Tax of all Unitary authorities.

- 7 The 2010/11 revenue budget monitoring process has identified areas of activity that currently have insufficient capacity to deal with the increased demands on those services. In addition consideration has been given to the Council's top priorities, and the need to ensure that key front line areas of activity, particularly those in respect of adults and children, can continue to be provided. From this analysis, specific areas of investment will be proposed within the Council's 2011/12 budget, in particular within the following areas :
  - Increasing demand on adult social care services
  - Impact of economic downturn on the Council's income generating services
- 8 The proposed budget for 2011/12 reflects the need to direct investment into these areas in order that planning and monitoring of service delivery and improvement can take place against an adequate resourcing platform.
- 9 In addition, the Council recognises that adequate provision needs to be created within the budget to ensure that the continuing financial impact of the economic downturn can be contained effectively. Following detailed review of economic pressures both on front line services and the Council's Treasury Management function, it is proposed that money will be set aside within the budget to contain the impact of these pressures.
- 10 In order to create the financial capacity to enable adequate investment in these priority areas the budget strategy has been based around certain key financial management principles. A fundamental maxim of the strategy is that Directorates have been made clearly responsible for the robust and effective self-management of their existing financial resources and that restraint has been expected in putting forward for additional growth in budget to be funded corporately.
- 11 Directorates have been expected to contain their net expenditure within clearly defined and strictly enforced cash limits with a clear expectation that Directorates self manage all non-exceptional budget pressures within this cash limit. These pressures include the anticipated cost of the pay award and any incremental increases due in year. Explicitly linked to self-management within defined cash limits has been the requirement for directorates to demonstrate the re-allocation of budgets in order to contain internal financial pressures.
- 12 CYC has a strong track record of delivering Value for Money and initiated an innovative efficiency programme, More for York which is on track to deliver £9m savings from the work undertaken in the current year so it is well placed to meet the financial challenges set out above.

## Budget Consultation

- 13 As with previous years we have asked residents what services they value and where they would wish CYC to continue providing the levels of service they receive now and where they think we should reduce spending. This year steps were taken to reduce the cost of the Budget Consultation, due to the very nature of the consultation. Budget questions were included in Your City and available online. Residents were also able to give their views through a separate online budgeting tool - YouChoose. The consultation generated a statistically reliable response of 738 for Your City and 465 for YouChoose. Whilst the level of response is lower than last year the results remain statistically reliable, and furthermore overall spend was less than £1,000

### Your City Questions - This was based upon 3 questions

- 60% of residents would choose to meet the budget challenge through higher fees and charges, 44% through reductions in service and only 30% of residents through increased Council Tax.
- People are more willing to pay increased charges for Planning, Parking and Leisure facilities than they are for Homecare services.
- In deciding whether budgets for different services should stay the same or be reduced, residents were more likely to say that funding for social care services, community safety and street based services should remain the same – 85% Children’s social care, 75% crime prevention and community safety, 76% Adult social care, 76% waste and recycling, 74% road and footpath maintenance and 70% street cleaning.
- Residents were more willing to reduce spending on a broad range of leisure and culture services and on young peoples services and transport with 64% reducing sport and leisure facilities (including events and activities), 63% reducing theatres and museums, 47% reducing parks and open spaces, 45% reducing libraries, 42% reducing young peoples services and 41% reducing transport services.

**YouChoose Questionnaire** - This was an interactive online tool that asked residents to identify how to make £15m savings by either increasing/decreasing Council Tax, spend or fees and charges on a range of services.

- Perhaps because residents were asked to identify total savings they were generally much more likely to reduce expenditure in all areas. However the same pattern of preference as in Your City was repeated with 98% of residents reducing the budget for Council support and public engagement, 92% reduced leisure and culture budgets, 89% reduced Adult Social Care budgets, 81% reduced Children’s Social Care budgets whilst community safety was reduced by 74% of residents.
- In terms of service efficiencies and saving money, respondents were very supportive of all the options. A review of the authority’s fleet vehicles was supported by 82% of respondents, sharing services with partners by 78% and outsourcing services to external suppliers by 57%.

## Principles

- 14 Directorates have identified options for savings for consideration by the Executive portfolio holder based on 4 key principles. Each of these principles

will bring benefits for the citizens of York, and each will be guide us as we tackle the realities of significant budgetary changes in the months and years to come:

- **Create-** opportunities for our citizens and communities, our businesses and educational establishments to prosper and thrive.
- **Protect**
  - The most vulnerable members of our community – older people, people with disabilities and, children– by ensuring that the services with which we provide them are the very best possible
  - All citizens by ensuring that vital Council services that secure their well-being continue to be delivered and that all customer groups receive equal outcomes
  - The financial interests of our residents by not raising the amount of Council Tax they pay in 2011/12
  - Staff by ensuring wherever possible that we provide security of employment.
- **Partner**
  - Increase public participation in decision-making and service delivery
  - Bring together service provision from a range of agencies at a local level so that individuals, community groups and voluntary bodies can shape and prioritise and even take control of delivering services that are needed at a local level.
  - With the voluntary and community sector; health services, and city partners in the police, fire service, education and business to join up services and make the most of all the resources within the city
  - Cost and Quality of services are important to CYC – where we cannot match both the cost and quality of service offered by other providers we will consider using the Community and Voluntary sector, staff co-operatives or the Private sector to deliver services.
- **Efficiency**
  - We will continue to monitor spend and drive costs down
  - We will rationalise and reshape services to make them as efficient as possible
  - Get better value from our non salary spend through effective procurement.

### **Delivering the Savings**

- 15 Once again the More for York programme will be used to support the delivery of the savings. The programme will now be on a much larger scale and Directorate Management Teams will be central to delivery and managing the changes. It must be stressed that achievement of these efficiencies will not be easy to deliver but they are essential in order to deliver investment into priority areas. The scale and pace of the transformation process in coming years will be critical to the Council maintaining financial stability. In addition,

clearly with the future pressures on public spending, combined with known forecast increased pressures in children's care, adult care, and waste management, the Council will face the need to both achieve significant transformational change, and review the overall type and level of service provision in coming years.

### **Directorate Overview**

16 Following the budget review the City Strategy directorate will continue to:

- Spend over £8m revenue and £2m capital on Local Transport initiatives including Concessionary Fares, Subsidised Bus Services and improving Local Highway, Cycling and Pedestrian facilities
- Provide a high quality planning service including a refreshed Development Management Service, Building Control and Land Charges Service
- Seek to reduce the carbon footprint of the council and wider city.
- Invest c£2m in Economic Development Initiatives including maintaining the city centre as a key economic driver as well as supporting employers and small business across the city.
- Produce and maintain Strategic Plans for the City on Economic Development, Spatial Planning and Transport.
- Manage the Council's Property Asset base.

The proposals within the budget aim to:

#### **Create**

- We recognise the investment and jobs that Developers bring to our city. We will continue to support them by making improvements to the way in which our planning services work. A new chargeable pre-application service will be introduced to advise on how national, regional and local planning processes could apply to any proposal. In addition the Council will provide a point of contact to support an application through all its stages.
- We will continue to find ways to support the promotion of the city as a tourist attraction and will increase the number of markets and events held in 2011.

#### **Protect**

- We will continue to drive down carbon emissions and support sustainability in the city by improving energy management across the council's buildings and facilities.
- The Park & Ride service has been key in reducing congestion and in safely transporting residents and visitors to the City Centre. A 50p charge for Concessionary Pass holders will be introduced to reduce the burden on lost Concessionary Fare funding. The council will continue to provide significant out of town free parking and to safely transport approximately 1.5million people into the city centre and back.

### Partnering

- We will continue to provide grants to organisations who work with us to support economic development and tourism in the city. Given the reduction in the Council's funding from Government, there will be proportionate reductions in the level of grants provided to others.
- We will work with other Councils to find ways of delivering services jointly to reduce cost and maintain quality services to residents. In particular we plan to work with neighbouring Council's to exploit York's traffic management expertise.
- We will work with schools and parents to ensure the ongoing provision of cycle training for children and young people as part of our commitment to healthy lifestyles and sustainability.

### Efficiency

- We will continue to remove duplication and inefficiency in our services
- Reduce costs through improved procurement of services.
- Reduce management posts and other posts following a review of all services.
- Where the Council is using its own vehicles to transport residents across the city, we will consider how spare seats could be offered to Dial & Ride customers.
- We will renegotiate the cost of concessionary bus services and subsidised bus services.

### Budget Proposals for City Strategy

- 17 A summary of the budget proposals is shown in Table 1 below. Further details on each individual element are presented in the subsequent paragraphs. The annexes also contain other potential growth and savings items which at this stage are not being recommended to Members.

**Table 1 - Summary of Budget Proposals**

	Para. Ref	£'000
Base Budget 2010/11	18	4,866
Adjustment for former service grants transferring into the general formula grant (RSG)	19	1,807
Allocation for increments	21	148
Service Pressure proposals (Annex 2)	22	505
Savings proposals (Annex 3)	24-27	-1,349
Proposed Budget 2011/12		5,977

### Base Budget (£4,866k)

- 18 This represents the latest budget for 2010/11, updated for the full year effect of decisions taken during 2010/11, e.g. supplementary estimates awarded.

**Adjustment for Former Service Grants (£1,807k)**

- 19 This adjustment is the budgetary effect of former direct service grants being transferred to general grants. The review of the service provision identified in paragraph 20 includes areas that are no longer funded by direct grants.
- 20 The grants that have been incorporated into the Revenue Support Grant are

Grant (Value in 2010/11)	£'000
Concessionary Fares	1,522
Road Safety / Rural Bus Grant	285

**Increments (£148k)**

- 21 The job evaluation exercise resulted in a twelve grade structure with four levels within each band. 2011/12 is the final year that will include incremental payments for staff appointed at the bottom of the grade as part of that process.

**Service Pressures (£505k)**

- 22 A range of options for service pressure proposals has been considered and in view of the overall available resources it is proposed that only those proposals shown in Annex 2 are included as the preferred options for City Strategy. The proposals put forward are the result of a rigorous assessment process, which included looking at the risk to customers and staff, legislative requirement, proven customer demand and the Council's corporate objectives. There is a general price freeze on most budgets. The amount allowed within service pressures for price inflation is to fund known price increases, e.g. contract payments.

**Contingency Items**

- 23 The Executive Member should note that there are potential expenditure pressures that may materialise in 2011/12 but which are not yet certain or not quantifiable at this stage. The Executive will decide on 15 February 2011 whether or not to set a general contingency to provide possible funding for such items for 2011/12.

**Savings Proposals (£-1,349k)**

- 24 The Executive Member will be aware that the 2010/11 budget savings were significant and that all Directorates are operating within a tight financial environment. In addition the Council has accelerated its' efficiency programme, More For York, which had an initial target of generating £15m of budget savings over three years, to meet the financial constraints of the governments' spending Review and the provisional finance settlement. In addition to those savings included in the efficiency programme Directorates have looked at other areas within their control.
- 25 In seeking to achieve savings for the 2011/12 budget Directorates have



examined budgets with a view to identifying savings that have a minimum impact on the services provided to the public, customers and the wider Council and are not already included in the blueprints for More For York. Instead they have concentrated on initiatives that:

- improve quality and efficiency
- take advantage of ongoing service and/or Best Value reviews
- generate income
- address budgetary underspends
- improve cash flow and interest earnings
- generate savings from the technical and financial administration functions of the Council.

26 In addition to the initiatives listed above the price increases and list of savings also include proposals to increase fees and charges (see also section below). Generally these are in line with inflation, but this is varied by directorates as they are affected by national constraints/requirements.

27 Annex 3 shows the full list of savings proposals for the City Strategy portfolio.

### **Fees and Charges**

28 The details of the proposed fees and charges for the services provided by this portfolio are set out in a separate report. Where fees and charges increases are being set above the inflation requirement they have been included in Annex 3.

### **Consultation**

29 This paper forms part of the Council's budget consultation. The results of consultation to date are included in the report. These include a Your City Questionnaire, YouChoose, an online questionnaire , a public meeting led by the Leader of the Council and Director of Customer and Business Support Services where participants were presented with information on pressures facing each directorate, and a further session with the business communities of the city.

### **Options**

30 As part of the consultation process the Executive Member is asked to provide comments or alternative suggestions on the proposals shown in Annexes 2 and 3.

### **Analysis**

31 All the analysis is provided in the body of the report and the annexes.

### **Corporate Priorities**

32 The budget represents the opportunity to prioritise resources towards corporate priority areas. The principles set out in this report which have driven the development of savings and growth proposals are derived from the

Councils corporate priorities.

### **Implications**

33 The implications are:

- Financial - the financial implications are dealt with in the body of the report.
- Human Resources – There are a number of posts proposed to be lost associated with the City Strategy service review saving CSTS04. In total it is anticipated that a net total of between 25 and 28 posts will be deleted across the Directorate. Of these five posts are currently vacant. The Directorate Management Team are undertaking required consultation with unions and a report detailing the implications is scheduled to go to the Executive in February. This will be offset by two additional posts created from investment in the Flood and Water Management Act (CSTG08).
- Equalities – The consideration of the impact of these proposals on each equalities strand has been carefully considered by officers as part of the budget preparation process. Consultation has also taken place with representatives of groups in York and feedback has been incorporated. Individual Equalities Impact Assessments (EIA) have been undertaken where appropriate and the impacts of each proposal are set out in Annex 3. An Overall EIA of the budget has been undertaken and will be a background paper to the Executive report.
- Legal – There are no legal implications to the report
- Crime and Disorder - there are no specific crime and disorder implications to this report.
- Information Technology - there are no information technology implications to this report
- Property - there are no property implications to this report
- Other - there are no other implications to this report

### **Risk Management**

34 Key reporting mechanisms to Members on budget matters will continue to be through mid-year monitoring reports and the final Revenue Outturn report for the year. The format/timing of these reports has recently been considered by the Council's Management Team but as a minimum they will report on forecast out-turn compared to budgets and will also address the progress made on investments and savings included within the budgets.

35 The budget setting process always entails a degree of risk as managers attempt to assess known and uncertain future events. This year has demonstrated the difficulty of achieving this. As with any budget the key to mitigating risk is prompt monitoring and appropriate management control. As such updated figures and revised corrective actions will be monitored via Directorate Management Teams, Corporate Management Team and the monitor reports during the year.

## Recommendations

- 36 The Executive Member is invited to consider whether the budget proposals are in line with the Council's priorities.
- 37 The Executive Member is invited to provide comments on the budget proposals for savings and growth which have been prepared by Officers and contained in this report, which are intended to form part of the Council's budget to be considered by the Budget Executive on 15 February 2011.
- 38 The Executive Member is asked to consider the budget proposals for consultation for City Strategy for 2011/12 contained in this report and listed below and provide comments to be submitted to the Budget Executive on 15 February 2011.
- 2011/12 Base budget as set out in paragraph 18;
  - Service Pressure proposals as set out in Annex 2;
  - Savings proposals as set out in Annex 3;

Reason: As part of the 2011/12 budget consultation

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Report Approved  Date 21 January 11

**Specialist Implications Officer(s)** None

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

## Background Working Papers

Working Papers held in Customer and Business Support Services

## Annexes

Annex 1 - 2010/11 Budget  
Annex 2 - Service Pressure Proposals  
Annex 3 - Savings Proposals

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**CITY STRATEGY****SERVICE PLAN****SUMMARY**

<b><u>Detailed Expenditure</u></b>		<b><u>Cost Centre Expenditure</u></b>	
DETAIL	2010/11 Base Budget £'000	COST CENTRE	2010/11 Base Budget £'000
Employees	7,421	City Development & Transport	3,543
Assets & Premises	551	Planning	1,701
Transport	173	Directorate Mgt & Support	(378)
Supplies And Services	2,554		
Miscellaneous	680		
Recharges	5,346		
Capital Financing	1,267		
Concessionary Fares	3,519		
<b>GROSS EXPENDITURE</b>	<b>21,511</b>		
Income	(16,645)		
<b>NET EXPENDITURE</b>	<b>4,866</b>	<b>NET EXPENDITURE</b>	<b>4,866</b>

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CITY STRATEGY  
SERVICE PRESSURES

Ref	Brief Description	Net Cost 2011/12 £(000)	Full Year 2012/13 £(000)	Full Year 2013/14 £(000)	Staffing Impact	Customer Impact	Equalities Impact
CSTG02	<u>Housing &amp; Planning Delivery Grant</u> The council budgeted for £145k support from this grant. The withdrawal of the grant in 2010/11 means that this income support is no longer available.	145	145	145	None	None	None
CSTG06	<u>Parking Income Service Pressure</u> The council has suffered shortfalls in parking income over the past few years and there is no indication of any reverse. The current base deficit is £275k.	275	275	275	None	None	None
CSTG08	<u>Flood and Water Management Act (2010)</u> The Flood and Water Management Act has placed additional duties on Local Authorities to manage flood risk. The responsibilities include the need to prepare a Local Flood Risk Management Strategy, the requirement to prepare flood risk maps, the need to investigate all reported flooding and identify solutions for remedy and the need to create and maintain a register of all drainage assets. The cost reflects two fte posts and is funded by new Government grant.	85	85	85	Two posts will be created within the drainage section in Integrated Strategy Section.	The council will be more proactive regarding flooding issues including investigating reported flooding and identifying solutions.	None

**Total**      505      505      505

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**City Strategy  
Savings Proposals**

Annex 3

<b>City Strategy</b>		Net Cost 2011/12 £(000)	Full Year 2012/13 £(000)	Net Cost 2013/14 £(000)	Staffing Impact	Customer Impact	Equalities Impact
<b>Ref</b>	<b>Brief Description</b>						
CSTS01	<u>Mapping Service Agreement</u> The council will no longer have to pay Ordnance Survey for use of mapping data from 1st April 2011.	-50	-50	-50	None	None	None
CSTS02	<u>Management Support</u> Implementation of successful More for York Commercial procurement approach to reduce spend on goods and services	-10	-10	-10	None	None	None
CSTS03	<u>Staffing Overhead Budgets</u> Remove all budgets for staff advertising / relocation. Any costs arising in future to be funded from vacancy savings.	-20	-20	-20	None	None	None
CSTS04	<u>Staffing Impact of Service Reviews</u> The Directorate has undertaken a number of service reviews that has identified that the services can be reduced by a number of posts (c.25-28). This is a combination of agreed Organisation Review Savings, review of administration functions, review of workload due to downturn in capital funding and grant funding. The quoted saving of £328k is after the organisation review saving and meets previously agreed More for York target savings.	-328	-328	-328	Organisation to be reduced by between 25 and 28 posts. 5 of the posts are currently vacant. Further three fixed term contracts that will cease.	The impact of the reduction in posts will be the Directorate being unable to provide the same level of service however, the reductions are not directly in public facing services.	It is not anticipated that the reduction in posts will have any direct equality implications.
CSTS05	<u>Legal Fees budget reduction</u> The council has a budget of £41k for funding external inquiries / compensation claims. It is proposed that this budget can be reduced to £25k.	-16	-16	-16	None	None	None
CSTS06	<u>Development Management Overheads</u> Savings from a review of postage and advertising budgets across development management area.	-14	-14	-14	None	None	None
CSTS07	<u>Introduction of Pre Application Charges</u> Anticipated income from introduction of pre-application development management charges agreed by Executive 30/11/2010.	-100	-100	-100	None	Members of the Public and Organisations will have to pay for a service previously provided free of charge	The charge will not be applied where the development is for a registered disabled person.
CSTS08	<u>Highways System Budgets</u> Savings from rationalising traffic system maintenance contracts.	-35	-35	-35	None	None	None

**City Strategy  
Savings Proposals**

<b>City Strategy</b>		Net Cost 2011/12 £(000)	Full Year 2012/13 £(000)	Net Cost 2013/14 £(000)	Staffing Impact	Customer Impact	Equalities Impact
<b>Ref</b>	<b>Brief Description</b>						
CSTS09	<u>Review of Highway Charges</u> Increased income yield from review of Highway Charges including seeking support from bus operators for cost of bus information systems.	-5	-5	-5	None	Charges will increase by more than inflation in a number of areas eg skip hire licence	Dial & Ride service to increase by 15p return (8.5%).
CSTS09	<u>Bus Information Systems</u> Seek support from bus operators / other Local authorities to part fund live bus information service.	-8	-8	-8	None	None	None
CSTS15	<u>Subsidised Bus Services</u> Anticipated savings from CYC newly tendered services from September 2011.	-50	-50	-50	None	The savings are anticipated from reduced prices rather than service cuts. Some services are being amended.	None
CSTS34	<u>Subsidised Bus Services</u> Savings arising from lower priced services where NYCC is lead authority.	-15	-15	-15	None	None	None
CSTS16/17/37	<u>Restructure Cycle Training Provision</u> Saving to be delivered through a combination of a) reducing the number of qualified instructors attending sessions being supported by school staff b) increasing charges above inflation and c) scale back of service provision. The result of these measures target to reduce council subsidy from £90k to £50k	-40	-40	-40	There will be reduced need for qualified cycling instructors at some sessions.	Prices will increase by more than inflation to recover costs. Reduction in overall number of sessions that can be provided.	None
CSTS18	<u>Change to Concessionary Fares Arrangements</u> Withdraw concession from special Raceday bus services.	-4	-4	-4	None	c. 7,000 trips are funded by the council. There is alternative service bus provision.	This will impact over 60's who own a bus pass and use Raceday special buses.
CSTS32	<u>Change to Concessionary Fares Arrangement for Park &amp; Ride customers</u> Introduce charge of 50p for Concessionary Pass holders who board at Park & Ride Sites to reflect cost of amenity / parking at the sites.	-250	-250	-250	None	Will impact bus pass holders who currently receive free transport at the site.	This will impact over 60's who own a bus pass and use Park & Ride

**City Strategy  
Savings Proposals**

<b>City Strategy</b>		Net Cost 2011/12 £(000)	Full Year 2012/13 £(000)	Net Cost 2013/14 £(000)	Staffing Impact	Customer Impact	Equalities Impact
<b>Ref</b>	<b>Brief Description</b>						
CSTS39	<u>Park &amp; Ride Expenditure</u> Scale back provision of staffed customer desk at Designer Outlet Park & Ride. This will mean at some times of the day tickets will only be available on board buses.	-40	-40	-40	None	The office will not be staffed at all times of service sometimes customer will have to buy tickets on the bus.	The office will still be open at busy times and payment is always accepted on the bus.
CSTS35	<u>Reduce Bus Information Service</u> Scale back direct provision of bus information service.	-10	-10	-10	None	The regional website will continue to be supported. More reliance on bus operators to keep information upto date.	None
CSTS20	<u>Reduction in Road Survey work</u> Scale back requirement to undertake traffic surveys. Make more use of internal staff / CCTV coverage rather than hiring external organisations to undertake work.	-15	-15	-15	None	None	None
CSTS41	<u>New RESPARK Schemes</u> Reduce budget for provision of new schemes. There is currently little demand for new schemes	-10	-10	-10	None	None	None
CSTS42	<u>RESPARK Charges</u> Additional income arising from a proposed 2% increase in standard RESPARK charges. It is also proposed to increase high emission vehicle permits by 10% whilst freezing low emission vehicle charges.	-12	-12	-12	None	Increase for standard charges £2 per annum.	Disabled people will still be able to apply for free permit.
CSTS43	<u>Car Park Income</u> It is hoped that any improvement in the economy will result in small growth in car park income. If that is not to happen it may be necessary to raise prices by 10p per hour in the autumn.	-50	-100	-100	None	Potential for higher charge for on-street and off-street car parking.	Blue badge holders will still be able to park free of charge
CSTSM4Y	<u>Full Year Impact of More for York Savings</u> The full year impact of savings previously agreed through the Organisation Review as well as Directorate initiatives within Planning and Administration.	-267	-267	-267	Staffing reductions from this saving included in CSTS04	See CSTS04	See CSTS04

**Total Savings**

<b>-1,349</b>	<b>-1,399</b>	<b>-1,399</b>
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**Decision Session**  
**Executive Member for City Strategy**

**1st February 2011**

Report of the Director of City Strategy and Director of Customer & Business Support Services

**REVENUE BUDGET 2011/12 – CITY STRATEGY FEES & CHARGES**

**Summary**

1. This report advises the Executive Member of the proposed fees and charges for the City Strategy portfolio for the financial year 2011/12 and the anticipated increase in income which they will generate. The Annex to the report sets out the detail of the individual charges.

**Background**

2. The fees and charges for City Strategy are complex and varied. Some are controlled by regulation, some by national guidelines and others by market forces or the cost of administering the service. In the City Strategy Revenue budget report elsewhere on the agenda, the Executive Member is advised of the effect on the service of budget reductions. The level of fees and charges has been set against this background of severe financial constraint and service reductions. Income from fees and charges is a key factor in setting budgets and totals approximately £9.5 million for the City Strategy portfolio. In ensuring a balanced budget, it is therefore essential that income is at least maintained, if not improved.

**Proposals**

3. In most cases it is proposed to increase charges at a minimum in line with inflation. More detail is provided below where there are further proposals.

**Residents Parking**

4. Residents parking schemes allow residents and visitors to park near their property. The council recovers the costs of administration and enforcement of residents parking schemes through charges for permits. Officers carried out a review to base permit charges on DVLA bands with smaller cars in bands A, B & C paying less and larger vehicles in bands J, K, L & M paying more. The new charges were introduced on 1<sup>st</sup> April 2010.
5. For 2011/12 it is proposed to increase standard parking permit charges by an average of 2%. For vehicles in the higher bands (J,K,L and M) a 10% rise is

proposed whilst vehicles in the lower band it is proposed to freeze the charge for a further year at £44 for the first vehicle.

6. It is proposed that visitor passes will remain at £0.90 each.

### **Car Parking**

7. The current budget for parking income totals over £6 million and is therefore very important to the council's overall budget.
8. Given the increase in VAT on 4<sup>th</sup> January 2011, Members agreed to an increase of 10p per hour in off-street car parks for non residents. It was agreed however that the price for mobile phone users would not increase.
9. Given the reduction in council funding generally it is not financially possible to maintain car park charges at the current level and it is proposed that all charges rise by 10p per hour. It is proposed that the increase is introduced in October 2011 which means charges will remain at current levels through the peak summer period. It is also proposed to maintain the 10p discount for mobile phone users to encourage this more efficient means of payment.
10. Investment in improved car park ticket machines that will enable payment by either debit or credit cards has continued in more car parks following a successful trial at Piccadilly. New machines came into operation in autumn 2010 at Castle, Esplanade, Bootham, Nunnery Lane and Marygate car parks. There are therefore a number of alternative options for customers in how to pay for parking.
11. If the new technology and improvements in the economy result in increased revenue from parking in 2011/12 it will not be necessary to implement the proposed 10p increase.

### **Dial & Ride**

12. Dial & Ride is currently part of a review of community transport within the city and its operation is being tendered later in the year. It is proposed to leave the increase in fares until 3 October 2011 when the new contract will come into operation.

### **Highways Licences**

13. Officers are recommending above inflation increases of c 5% on the majority of highway licences and permits in order to generate additional income. It is proposed over the next year however to undertake a fuller review of fees to ensure they are reasonable and equitable and achieve the council's objectives; for example, keeping the highway clear and penalising non-compliance.

### **Cycle Training**

14. The cost of cycle training is borne between the council and the school / parents of the child being trained. Currently the council funds approximately 75% of the

total cost of the provision which equates to £90k per annum. It is not considered that this can continue given current funding pressures and it therefore necessary to review the charges. It is proposed to increase charges by £3 for a basic session from £12 to £15. In conjunction with operational savings this should result in a reduced subsidy for the service.

### **Development Management**

15. Members agreed to the introduction of pre application planning charges at the Executive 30<sup>th</sup> November 2010. These charges came into effect from January 2011. It is not proposed to amend these charges until a review of their impact after a year of operation.
16. The council has responded to the Government's consultation regarding local authorities being able to locally set planning fees. The fees and charges in this area will be reviewed if there is an opportunity in the future to set fees independently.

### **Consultation**

17. This paper forms part of the Council's budget consultation. The results of consultation to date are included in the main budget report elsewhere on the agenda. These include a Your City Questionnaire, YouChoose, an online questionnaire, a public meeting led by the Leader of the Council and Director of Customer and Business Support Services where participants were presented with information on pressures facing each directorate, and a further session with the business communities of the city.

### **Options**

18. The Executive Member is asked for comments or alternative suggestions on the fees and charges proposals shown in the Annex.

### **Analysis**

19. All the analysis is provided in the body of the report and the annexes

### **Corporate Priorities**

20. Fees and Charges proposals are a key element of the Council's budget process. Where fees can increase above inflation to provide savings this can free up resources to deal with key council priorities. The use of discounted prices for short cars and those with low emissions assists in the sustainable city corporate priority.

### **Implications**

#### **Financial**

21. The financial implications are dealt with in the body of the report.

**Equalities**

- 22. The review of fees and charges have maintained current concessions to vulnerable groups. Examples include free residents parking and parking at car parks for disabled residents and visitors.

**Other Implications**

- 23. There are no Human Resources, Legal, Crime and Disorder or Information Technology, Property or Other implications to this report

**Risk Management**

- 24. The budget for city strategy is supported by income from fees and charges totalling £9.5m. Fees and charges levels are therefore of major significance in ensuring a balanced budget is set especially since the income generated is often dependent on external factors such as housing market, general economic climate. The income from fees and charges will continue to be monitored as part of the budget monitoring cycle.

**Recommendations**

- 25. The Executive Member is invited to provide comments on the fees and charges proposals for consultation for 2011/12 contained in this report.

Reason: As part of the consultation for the 2011/12 budget setting process.

**Contact Details**

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City Strategy  
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**Chief Officers Responsible for the report:**

Bill Woolley  
Director of City Strategy

Ian Floyd  
Director of Resources

Report Approved  Date 19 January 2011

**Specialist Implications Officer**

There are no specialist implications

Wards Affected:

All

**For further information please contact the author of the report.**

Annex A – Fees and Charges Proposals 2011/12



## Parking Tariffs from 10th January 2011

### a) Off-Street Car Parks

Note			Daytime Charges (0800 - 18:00)							Evening	24 hour
			< 30 Mins	Upto 1 hr	1-2 Hours	2-3 Hours	3-4 Hours	4-5 Hours	Over 5 hours	6.00pm to 08.00am	Charge using mobile phone
Short Stay	1	Resident	N/A	£1.70	£3.40	£5.10	£6.80	£8.50	£1.70 per additional hour	free	
		Non-Res	N/A	£2.10	£4.20	£6.30	£8.40	£10.50	£2.10 per additional hour	£2.00	
		Non-Res	N/A	£2.00	£4.00	£6.00	£8.00	£10.00	£2 per additional hour	£2.00	
Standard Stay	2	Resident	N/A	£1.10	£2.20	£3.30	£4.70	£6.00	£10.00	free	£10.00
		Non-Res	N/A	£1.80	£3.60	£5.40	£7.20	£9.00	£10.00	£2.00	£10.00
		Non-Res	N/A	£1.70	£3.40	£5.10	£7.10	£9.00	£10.00	£2.00	£10.00
Foss Bank	3		80p per hour								
			70p per hour								
Bishopthorpe Rd	3		N/A	£0.20	£0.40	£0.60	Maximum stay of 3 hours			free	
East Parade	3		£0.20	£0.40	£3.40	£5.10	Parking for over 2 hours is only allowed after 3pm.				

**Note 1** - Bootham Row, Esplanade, Castle and Piccadilly (Piccadilly closes at 6:30pm and so there is no evening charge), St Leonard's Place (Weekend and Bank Holidays)

**Note 2** - Castle Mills, Haymarket, Marygate, Monk Bar, Nunnery Lane, Peel Street, St. Georges, Union Terrace. The £10 ( over 5 hours fee) allows parking until 8am the next day.

Castle Mills closes at 8:30pm and charges only apply till 8:00pm. Peel Street - charges only apply on Mon - Sat from 8:30 - 18:00, Sunday is free.

**Note 3** - There are no resident discount or evening charges at Foss Bank, Bishopthorpe Road or East Parade. The charges only apply until 18:00. Foss Bank closes at 18:00.

### b) Coach Parking

	Summer (1/4/10 - 31/10/10)			Winter (1/11/10 - 31/3/11)	
	<1 Hour	<3 Hours	Over 3 hrs	<1 Hour	Over 1 Hr
Union Terrace and St George's Field Coach Parks	£5.00	£8.00	£11.00	£5.00	£8.00

### c) On Street Parking

			Daytime Charges				Evening	Streets Included
			< 30mins	<1 Hour	1-2 Hours	2-3 Hours	6.00pm to 08.00am	
Standard Rate	4	Resident	N/A	£1.70	£3.40	£5.10	free	Carmelite St, Dundas Street, Lawrence Street, Lord Mayor's Walk, North Street, Palmer Lane, Piccadilly, Skeldergate, Tanner's Moat, The Crescent, Toft Green, Walmgate.
		Non-Res	N/A	£1.70	£3.40	£5.10	£2.00	
Micklegate	4 & 5	Resident	£0.20	£0.40	£3.40	£5.10	free	
	4 & 5	Non-Res	£0.20	£0.40	£3.40	£5.10	£2.00	
Priory Street	4 & 5	Resident	N/A	£1.70	£3.40	£5.10	free	
	4 & 5	Non-Res	N/A	£1.70	£3.40	£5.10	£2.00	
City Centre Footstreets		Resident					free	Blake St, Duncombe Place, Fossgate, Goodramgate, Lendal, Piccadilly, St Deny's Road, The Stonebow, Walmgate.
		Non-Res					£2.00	
Respark Shared Use Areas		Non-Permit Holders	N/A	£0.60				

**Note 4** - There is no resident discount available on-street except that parking after 6pm is free for residents. Parking for over 2 Hours is only allowed after 3pm

**Note 5** - No charges on Sundays between 8am and 1pm in Micklegate and Priory Street

### d) On-Street Parking for large vehicles

	< 2 Hours	2- 5 Hours	5-12 Hrs	Market Traders with Permit
Foss Islands Road	£3.30	£5.00	£8.00	£1.60

## Proposed Parking Tariffs from 3rd October 2011

### a) Off-Street Car Parks

Note			Daytime Charges (0800 - 18:00)							Evening	24 hour
			< 30 Mins	Upto 1 hr	1-2 Hours	2-3 Hours	3-4 Hours	4-5 Hours	Over 5 hours	6.00pm to 08.00am	Charge using mobile phone
Short Stay	1	Resident	N/A	£1.80	£3.60	£5.40	£7.20	£9.00	£1.80 per additional hour	free	
		Non-Res	N/A	£2.20	£4.40	£6.60	£8.80	£11.00	£2.20 per additional hour	£2.00	
		Non-Res	N/A	£2.10	£4.20	£6.30	£8.40	£10.50	£2 per additional hour	£2.00	
Standard Stay	2	Resident	N/A	£1.20	£2.40	£3.60	£4.80	£6.00	£10.00	free	£10.00
		Non-Res	N/A	£1.90	£3.80	£5.70	£7.60	£9.50	£10.00	£2.00	£10.00
		Non-Res	N/A	£1.80	£3.60	£5.40	£7.20	£9.00	£10.00	£2.00	£10.00
Foss Bank	3		90p per hour								
			80p per hour								
Bishopthorpe Rd	3		N/A	£0.30	£0.60	£0.90	Maximum stay of 3 hours			free	
East Parade	3		£0.30	£0.60	£3.80	£5.70	Parking for over 2 hours is only allowed after 3pm.				

**Note 1** - Bootham Row, Esplanade, Castle and Piccadilly (Piccadilly closes at 6:30pm and so there is no evening charge), St Leonard's Place (Weekend and Bank Holidays)

**Note 2** - Castle Mills, Haymarket, Marygate, Monk Bar, Nunnery Lane, Peel Street, St. Georges, Union Terrace. The £10 ( over 5 hours fee) allows parking until 8am the next day.

Castle Mills closes at 8:30pm and charges only apply till 8:00pm. Peel Street - charges only apply on Mon - Sat from 8:30 - 18:00, Sunday is free.

**Note 3** - There are no resident discount or evening charges at Foss Bank, Bishopthorpe Road or East Parade. The charges only apply until 18:00. Foss Bank closes at 18:00.

### b) Coach Parking

	Summer (1/4/11 - 31/10/11)			Winter (1/11/11 - 31/3/12)	
	<1 Hour	<3 Hours	Over 3 hrs	<1 Hour	Over 1 Hr
Union Terrace and St George's Field Coach Parks	£5.00	£8.00	£11.00	£5.00	£8.00

### c) On Street Parking

			Daytime Charges				Evening	Streets Included
			< 30mins	<1 Hour	1-2 Hours	2-3 Hours	6.00pm to 08.00am	
Standard Rate	4	Resident	N/A	£1.80	£3.60	£5.40	free	Carmelite St, Dundas Street, Lawrence Street, Lord Mayor's Walk, North Street, Palmer Lane, Piccadilly, Skeldergate, Tanner's Moat, The Crescent, Toft Green, Walmgate.
		Non-Res	N/A	£1.80	£3.60	£5.40	£2.00	
Micklegate	4 & 5	Resident	£0.30	£0.60	£3.60	£5.40	free	
		Non-Res	£0.30	£0.60	£3.60	£5.40	£2.00	
Priory Street	4 & 5	Resident	N/A	£1.80	£3.60	£5.40	free	
		Non-Res	N/A	£1.80	£3.60	£5.40	£2.00	
City Centre Footstreets		Resident					free	Blake St, Duncombe Place, Fossgate, Goodramgate, Lendal, Piccadilly, St Deny's Road, The Stonebow, Walmgate.
		Non-Res					£2.00	
Respark Shared Use Areas		Non-Permit Holders	N/A	£0.70				

**Note 4** - There is no resident discount available on-street except that parking after 6pm is free for residents. Parking for over 2 Hours is only allowed after 3pm

**Note 5** - No charges on Sundays between 8am and 1pm in Micklegate and Priory Street

### d) On-Street Parking for large vehicles

	< 2 Hours	2- 5 Hours	5-12 Hrs	Market Traders with Permit
Foss Islands Road	£3.50	£5.40	£8.50	£1.70

**FEES AND CHARGES 2011/12****PARKING SERVICES - SCHEDULE OF SEASON TICKET CHARGES**

		2010/11	2011/12	
		Current Charge £	Proposed Charge £	Increase Over 2010/11 %
<b>Annual Season Ticket</b>	Discount vehicle rate	£497.50	£497.50	0.00%
	Standard rate	£995.00	£995.00	0.00%
<b>Monthly Season Tickets</b>				
Standard Stay car parks	Discount vehicle rate	£50.00	£50.00	0.00%
	Standard rate	£110.00	£120.00	9.09%
<b>Weekly Season Tickets</b> Preferential phone rate only				
Standard Stay car parks	Discount vehicle rate	£20.00	£20.00	0.00%
	Standard rate	£44.00	£48.00	9.09%
<b>Contract Parking (Bulk) *</b>				
Foss Bank - Annual		£300.00	£325.00	8.33%
<b>Contract Parking (City Centre Resident 24 hour)</b>				
Foss Bank - Monthly	Discount vehicle rate	£30.00	£30.00	0.00%
	Standard rate	£60.00	£65.00	8.33%
Foss Bank - Annual	Discount vehicle rate	£325.00	£325.00	0.00%
	Standard rate	£650.00	£700.00	7.69%
Surface - Monthly	Discount vehicle rate	£25.00	£25.00	0.00%
	Standard rate	£55.00	£60.00	9.09%
Surface - Annual	Discount vehicle rate	£288.00	£288.00	0.00%
	Standard rate	£635.00	£685.00	7.87%
<b>Frequent User Pass</b>				
Non-Resident - Annual	Standard rate	£120.00	£120.00	0.00%
	Discount Rate	£60.00	£60.00	0.00%
Non Resident - Quarter	Standard rate	£40.00	£40.00	0.00%
	Discount Rate	£15.00	£15.00	0.00%
Resident - Quarter	Standard rate	£21.00	£21.00	0.00%
	Discount Rate	£10.50	£10.50	0.00%

**Note**

Discount vehicle rate means a vehicle 2.7m or less in length OR a low emission vehicle within the DVLA defined BAND A, B or C

\* ie 10 or more purchased at the same time

**FEES AND CHARGES SCHEDULE 2011/12**
**ANNEX**

Note : Vat is chargeable at the appropriate rate

SERVICE		2010/11	2010/11	2010/11	2011/12		2011/12		2011/12	
		Standard Charge	Discounted Rate*	Premium Rate**	Standard Charge		Discounted Rate*		Premium Rate**	
		Proposed Charge £	Proposed Charge £	Proposed Charge £	Proposed Charge £	% Increase %	Proposed Charge £	% Increase %	Proposed Charge £	% Increase %
<b>Parking Services</b>										
Household Permit	-Standard *	93.00	44.00	110.00	95.00	2.2%	44.00	0.0%	121.00	10.0%
	Quarterly charge *	29.00	13.63	34.30	30.00	3.4%	13.63	0.0%	38.00	10.8%
	-Second	142.00			145.00	2.1%				
	Quarterly charge	45.75			46.50	1.6%				
	-Third	296.00			302.00	2.0%				
	Quarterly charge	80.50			83.00	3.1%				
	-Fourth	592.00			604.00	2.0%				
	Quarterly charge	155.50			159.00	2.3%				
Visitor	-Standard	1.10			1.10	0.0%				
	-Concessionary	0.20			0.20	0.0%				
Special Control Permit	-Standard *	93.00	44.00	110.00	95.00	2.2%	44.00	0.0%	121.00	10.0%
	Quarterly charge *	29.00	13.63	34.30	30.00	3.4%	13.63	0.0%	38.00	10.8%
Special Additional Permit	-Standard *	93.00	44.00	110.00	95.00	2.2%	44.00	0.0%	121.00	10.0%
	Quarterly charge	29.00	13.63	34.30	30.00	3.4%	13.63	0.0%	38.00	10.8%
Business Permit *		335.00	157.50		345.00	3.0%	157.50	0.0%		
Guest House Authorisation Card		335.00			345.00	3.0%				
Multiple Occupancy Permit *		134.00	63.00		137.00	2.2%	63.00	0.0%		
Landlord's Permit *		134.00	63.00		137.00	2.2%	63.00	0.0%		
Community Permit *		44.50	21.00		45.50	2.2%	21.00	0.0%		
Day use Community Permit	- Standard	1.10			1.10	0.0%				
	- Charities	0.20			0.20	0.0%				
Authorisation Card without Permit		2.50			2.50	0.0%				
Property Renovation Permit	- Quarterly *	93.00	44.00		95.00	2.2%	44.00	0.0%		
	- Daily *	2.30	1.05		2.35	2.2%	1.05	0.0%		
Commercial Permit *		465.00	219.00		475.00	2.2%	219.00	0.0%		
Commercial Permit (Specific Zone) *		120.00	56.50		125.00	4.2%	56.50	0.0%		
Replacement Permit Respark	First Replacement	Amount remaining on Permit			Amount remaining on Permit					
	Second Replacement	124.00			126.00	1.6%				
	- Concessionary	40.00			40.00	0.0%				
Minster Badge		5.00			5.00	0.0%				

\* discount available for vehicles 2.7m or less in length or a low emission vehicle within DVLA defined Band A, B or C.

\*\* additional charge for high emission vehicles within DVLA band J,K,L or M.

## FEES AND CHARGES SCHEDULE 2011/12

## ANNEX

Note : Vat is chargeable at the appropriate rate

SERVICE	2010/11	2011/12	
	Current Charge £	Proposed Charge £	Increase Over 2010/11 %
<b>Transport and Highway Fees and Charges</b>			
Highways Adoption Fees	7% of Scheme Costs	7% of Scheme Costs	n/a
Checking Developers Plans	£500 + 1% of estimated works	£500 + 1% of estimated works	n/a
Scaffold & Hoarding licences			
Initial consent and 1 month permission	50.00	52.50	5.0%
Each additional month or part thereof	29.00	30.50	5.2%
Skip licence	24.00	25.00	4.2%
Additional fee for dealing with unlicensed issues	34.00	36.00	5.9%
Cherry picker licences	50.00	52.50	5.0%
Building materials on highway licence	£6 per day (or part)	£6.30 per day (or part)	5.0%
Vehicle Crossing Fees - Flat Fee	43.00	44.00	2.3%
Road Closures (exc VAT and advertising costs) (Non-Commercial Events Exempt)	340.00	360.00	5.9%
Temporary Waiting Restrictions	123.00	129.00	4.9%
Brown Sign Applications	250.00	263.00	5.2%
Pavement Cafe Licences	498.00	523.00	5.0%
General Solicitor Highway Enquiries			
Simple	62.00	65.00	4.8%
Medium	82.00	86.00	4.9%
Complex	166.00	174.00	4.8%
Approval consent for House Builder signs	235.00	247.00	5.1%
Rental charge for House Builder signs on street furniture	£15 per month (or part) per sign	£15 per month (or part) per sign	Nil
NRSWA (Set Nationally)			
Section 50 Licence Administration	200.00	250.00	25.0%
Special Permission Inspections	200.00	250.00	25.0%
Utility sample fee	50.00	50.00	Nil
Investigatory/ Third Party	68.00	68.00	Nil
Defect Inspections fee	47.50	47.50	Nil
Special Permissions	£750 or 6%	£750 or 6%	
Bus Stop			
Installation & removal of temporary bus stop	80.00	84.00	5.0%
Removal of permanent bus stop during work	150.00	158.00	5.3%
Damage to bus stop or unauthorised removal	150.00	158.00	5.3%
Dial and Ride (increase from 3 Oct 2011)			
- Single (pass holder)	1.75	1.90	8.6%
- Return (pass holder)	1.00	1.00	0.0%
	3.50	3.70	5.7%
	1.75	1.90	8.6%
<b>Road Safety</b>			
<b>Local Authority School Children</b>			
Pre Basic Cycle Training Level 1	£2.50 / child	£3.00 / child	20.0%
Basic Cycle Training Level 2	£12 / child	£15 / child	25.0%
Advanced Cycle Training Level 3	£6 / child	£7.50 / child	25.0%
<b>Adults</b>			
1:1 adult training (first hour)	£16 / adult	£17 / adult	6.3%
1:1 adult training (90 minutes from 2 hrs )	£22 / adult	£22 / adult	33.0%
<b>Pedestrian Training</b>			
School training by class ( 2 x 1.5hr class)	25.00	25.00	Nil
External Trainer Training	£400 / person	£400 / person	Nil

**FEES AND CHARGES SCHEDULE 2011/12****ANNEX**

Note : Vat is chargeable at the appropriate rate

SERVICE	2010/11	2011/12	
	Current Charge £	Proposed Charge £	Increase Over 2010/11 %
<b>Planning fees and charges</b>			
Land Charges			
Basic search - over the counter	85.00	85.00	0.0%
Basic search - electronic	85.00	85.00	0.0%
Business search	157.00	157.00	0.0%
Optional enquiries	40.00	40.00	0.0%
Additional enquiries	20.00	20.00	0.0%
Personal search (set by government)			
Planning Register	tbc	tbc	Nil
Highway Register	tbc	tbc	Nil
Building Control			
Letter of confirmation     }			
Completion Certificates   }	33.00	36.00	9.1%
Approvals                   }			
Naming & Numbering			
1 - 2 units	27.00	30.00	11.1%
3 - 10 units	53.00	60.00	13.2%
10 - 100 units	107.00	120.00	12.1%
Over 100 units	160.00	190.00	18.8%
Development Management			
Pre-application advice see separate sheet			
Discharge of planning conditions (non-householder)	89.00	89.00	TBC
Discharge of planning conditions (householder)	27.00	27.00	TBC
Copies of S106 Agreements	42.00	44.00	4.8%
Other			
Tree Preservation Orders	33.00	36.00	9.1%
Historic Environment Record consultation <50ha	75.00	75.00	0.0%
Historic Environment Record consultation >50ha	150.00	150.00	0.0%
Sites & Monuments Record search	33.00	36.00	9.1%

**DEVELOPMENT MANAGEMENT FEES & CHARGES** Fees from January 2011**Section A - Advice as to whether permission / consent is required**

Category	Fee £
<b>Householder Enquiry</b> (ie house extensions, garages/sheds, etc)	50.00
<b>Listed Building Enquiry</b> (Is LBC required for works eg re-roofing, re-painting, re-wiring, plumbing etc)	50.00
<b>Other Commercial Development</b> (to establish if "development" or whether "permitted development" or not)	50.00

**Section B - Advice in relation to the prospects of permission / consent being granted****Category - Minor Development**

Proposed Development Type	Fee for formal written advice (see notes 1 and 2) £	Fee for 2nd and subsequent written advice (see notes 1 and 2) £
Householder	50.00	25.00
Advertisements	50.00	25.00
Commercial (where no new floorspace)	75.00	38.00
Change of Use	75.00	38.00
Telecommunications	100.00	50.00
Other (See note 3)	100.00	50.00
<b>Small Scale Commercial Development</b> (Incl shops offices, other commercial uses * Upto 500m2 * 500-999m2)	250.00 500.00	125.00 250.00
<b>Small Scale Residential</b> * 1 Dwelling * 2-3 Dwellings * 4-9 Dwellings	100.00 250.00 500.00	50.00 125.00 250.00

Note 1 - All Fees are subject to VAT

Note 2 - With site visit and meeting if Development Management Officer considered to be required

Note 3 - Includes all other minor development proposals not falling within any of the categories such as variation or removal of condition, car parks and roads and certificates of lawfulness

**DEVELOPMENT MANAGEMENT FEES & CHARGES** Fees from January 2011**Category - Major Developments**

<b>Proposed Development Type</b>	<b>Fee for formal written advice</b> (see notes 1 and 2) £	<b>Fee for 2nd and subsequent written advice</b> (see notes 1 and 2) £
Major new residential Sliding scale as follows * 10-49 Dwellings * 50-199 Dwellings	1,500.00 2,000.00	750.00 1,000.00
Small Scale Commercial Development (inc shops, offices, other commercial uses) * 1,000 m2 to 3,000m2	1,500.00	750.00

Note 1 - All Fees are subject to VAT

Note 2 - With site visit and meeting if Development Management Officer considered to be required

**Category - Very Large Scale Developments**

<b>Proposed Development Type</b>	<b>Fee for formal written notice</b> (see notes 1 and 4) £
* Single use or mixed use developments involving sites of 1.5 ha or above * Development of over 200 dwellings * Development of over 3,000m2 of commercial floorspace * Planning briefs / Masterplans	Fee to be negotiated with a minimum fee of £3,000

Note 1 - All Fees are subject to VAT

Note 4 - With multiple meetings including a lead officer together with Development Management case officer and other specialist officer inputs as required for a period of upto 12 months

Note 5 - The fee for pre-application advise expected to be not less than 20% of anticipated planning fee for a full application for the development proposal

**Exemptions**

Advice sought in the following categories is free

- \* Where the enquiry is made by a Parish Council or Town Council
- \* Where the development is for a specific accommodation/facilities for a registered disabled person
- \* Advice on how to submit a planning application
- \* Enquiries relating to Planning Enforcement



DECISION SESSION – EXECUTIVE MEMBER FOR CITY STRATEGY

TUESDAY 1 FEBRUARY 2011

Annex of additional comments received from Members, Parish Councils and residents since the agenda was published.

Agenda Item	Report	Received from	Comments
4	<b>20mph Speed Limits: Your City Results and an Update on Policy Development</b>  <b>Pages 9 – 30</b>	Richard Walker	<p>I am writing to you to request that you support the case for 20 mph limits for residential areas across York. I am alarmed by the speed with which taxi drivers and delivery vans charge down Alma Terrace and around Alma Grove with no regard for road safety. I have a young family and would be reassured if we had safe streets and responsible drivers in the area in which we live. As a keen cyclist, I am aware that reckless driving in residential areas is not restricted to Fishergate but is commonplace across the city. I would welcome 20 mph limits for York's residential streets, without humps, which will ensure that my family are able to walk and cycle safely around the city.</p> <p>I hope that you will back this measure at the Guildhall meeting on 1<sup>st</sup> February and will make provision for 20 mph limits in the Local Transport Plan. 20 mph limits are good for York's health and economy, boosting tourism and property prices. Other cities have already adopted this measure, and as a cycle-friendly city it would make sense for us to follow suit.</p>
4	20mph Speed Limits: Your City Results and an Update on Policy Development  Pages 9 – 30	Rupert Bryan	I writing to you to let you know that I support the campaign to reduce the speed limit in York to 20mph. I am sure you know the reasoning behind the campaign and so will not repeat what others have said, rather I wanted to register my vote with you.
4	20mph Speed Limits: Your City Results and an Update on Policy Development  Pages 9 – 30	Adrian Tucker Fishergate	<p>I understand that at the upcoming meeting on 1st February (at the Guildhall) you, with the help of your colleagues, will make a decision on the issue of 20 mph limits for residential York.</p> <p>I live in Alma Grove (Fishergate) and would like to see a 20 mph limit on my street and, more importantly, on Alma Terrace which I use every day to get to the riverside path (in order to avoid the traffic on Fulford Road) - often pushing a pram.</p> <p>May I tell you how it is for me, a father, pushing his child in a pram? I find it is very difficult to stay on the pavement with a pram as the Alma Terrace pavement is quite narrow and one side is completely lined with cars at all times of day (since it's just outside the parking permit zone) - as a result I often stray onto the road. I see many people with prams do this. If I am confronted by a car that is travelling at a</p>

			<p>sensible speed (20 mph or less) neither of us has a problem - I can easily bump up the kerb, back onto the pavement (where, I accept, I belong). If the car is going faster I find it very unpleasant - I have a feeling the car driver does as well (taxis in particular).</p> <p>I would like to ask that you and your colleagues give very careful consideration to the 20 mph issue. I know there is an associated cost but I believe the benefits outweigh the costs (if you have evidence to the contrary please send it to me). Please don't think I can't see the argument from the inside of a car - I have a car and drive across the city regularly. I can't see it from your side as you have to consider the cost (and other factors, I'm sure) as well. If you decide against the limit I trust you will give a very good explanation to all those who will be extremely disappointed.</p> <p>I've lived in York for about five years and I think it's a great place - particularly because it is such a bike friendly city. A 20 mph limit on all residential roads would make it even better.</p>
4	<p>20mph Speed Limits: Your City Results and an Update on Policy Development Pages 9 – 30</p>	Chris Fell	<p>Having heard the results of the consultation I'm writing to encourage you to act in favour of the overwhelming majority of people who stated their opinion in favour of the reduction of speed limits in and around the city of York.</p> <p>It would be a great legacy to your time serving the community to put this into force and to walk past strangers thinking which of them you might have helped by preventing serious injury or worse. I envy the job satisfaction that you are going to get from this task.</p> <p>Looking at how this has worked elsewhere (Portsmouth, Oxford and Bristol) the issues appear to have all the parts that should ensure unanimous cross party support from elected representatives, i.e. overwhelming public support, it will definitely save people from injury, and taking healthcare costs into account will save the community lots of money. Secondary benefits like freeing up hospital beds, reduced pollution, encouraging walking and cycling to schools should not be ignored.</p> <p>Given all this can I please ask you to let me know your personal views on this subject, how quickly the council can act, and whether we can count on the support of our local liberal democrats to act in the interests and will of the people who elected them.</p>
4	<p>20mph Speed Limits: Your City Results and an Update on Policy Development Pages 9 – 30</p>	John Bibby	<p>I understand that a strong majority of voters have voted in favour of the "20's Plenty" policy, but that this policy may be oppose on cost grounds. The figure of 750,000 UKP has been mentioned.</p> <p>However, benefits must be considered as well as costs. These include economic benefits. I have done a rough calculation (I have some experience in cost-benefit analysis), which suggests that the gains of the "20's Plenty" policy would be of the order of 300,000 UKP per annum. (The main gains are due to fuel-saving as a result of</p>

			<p>lower speeds.)</p> <p>This suggests a very strong economic argument in favour of the "20's Plenty" policy, and I wonder if you could ask some of your staff to do a more precise cost-benefit analysis? Thank you for your attention to this. I am copying it to Hugh Bayley.</p>
4	<p>20mph Speed Limits: Your City Results and an Update on Policy Development Pages 9 – 30</p>	<p>Dr Nazim Bharmal  Murray Street Holgate</p>	<p>We lived in Oxford during 2008 when the proposals for 20mph speed limit across the city were discussed and then approved---many roads already had the lower limit. It was clear from being a regular cyclist, motorist, bus passenger, and pedestrian that this was sensible decision. A low speed limit makes a city, frankly, nicer, and can make little difference within town when driving. Comparing York to Oxford, its clear 20mph would be even better in many areas since the roads are often narrower and windier and at 30mph they are unpleasant when even a little traffic is on them. Obvious exceptions exist, such as Tadcaster Road or Boroughbridge Road where a 30mph limit is not unreasonable. A sensible lowering of speed limits, as part of the local transport plan (LTP3), will bring obvious benefits to the residents of York, as they have indicated in the autumn consultation.</p>
4	<p>20mph Speed Limits: Your City Results and an Update on Policy Development Pages 9 – 30</p>	<p>Jane Hartas  Alma Grove</p>	<p>As a York resident, motorist, cyclist, walker, runner and mother I am writing to you to ask that you give the utmost consideration to the proposal to introduce a 20 mph speed limit to the residential streets of York and I hope that you will ensure that this traffic calming measure is included in the Local Transport Plan.</p> <p>I am aware that such a measure has been put in place in Portsmouth and has proved very effective in producing a number of benefits for the city and its residents. I am aware of the success of this traffic calming measure in Portsmouth not just through campaigns and publicity but also because I have family living there who have greatly appreciated the improved quality of life for themselves, their friends and their community. They are also motorists, cyclists, walkers, runners and parents and have experienced a positive improvement in all aspects when travelling around the city.</p> <p>I understand that campaigners have already made you aware that the cost of introducing such a measure is minimal compared with other traffic calming measures and, as it does not involve any real physical changes to our streets (no speed bumps, chicanes and so on), it is also a measure that can be introduced quickly, efficiently and with minimum disruption to York residents. As well as benefits for all road users on a daily basis as set out in feedback from the Portsmouth experience, the measure has the additional qualities of long term cost saving and general health benefits by reducing pollution. Of course</p>

			<p>the most compelling reason for the introduction of the measure is the evidence that it can reduce fatalities and serious injuries on our residential streets.</p> <p>Please do not dismiss or ignore this method of improving road safety for the citizens of York. Whilst other measures may also be important it is unlikely that such a comprehensive city wide benefit can be obtained from any of the alternative measures available and it is also unlikely that any of the alternatives can be introduced as quickly, at such a low cost overall and per street and with similarly minimised disruption to York residents.</p>
4	<p>20mph Speed Limits: Your City Results and an Update on Policy Development Pages 9 – 30</p>	Jennie Stopford	<p>I write to say that I am strongly against the idea of a 20mph limit in Alma Terrace. It is not needed in the street and it would mean a plethora of yet more ugly signage and line painting. We now already have yellow lines painted right the way down the street and there are no end of hideous signs put up everywhere plus endless advertising (even on bus stops). We are making our environment increasingly ugly and difficult to live in and putting endless restrictions on people making them feel they have no right to do anything. Of course people should be encouraged to drive carefully and safely but I have lived here for over 20 years and I personally have never seen anyone going more than 20mph in the bottom half of Alma T where I live. To have a whole new bout of regulations and all that that implies for no good reason - I am extremely opposed to it. It would cost a fortune too and there really are much better, more positive and more effective things to spend money on.</p>
4	<p>20mph Speed Limits: Your City Results and an Update on Policy Development Pages 9 – 30</p>	Vicki Scantlebury	<p>I am asking you to consider the area of Alma Terrace, Alma Grove, Carey St and Wenlock Terrace as a 20mph limit area. I was riding my bike down Alma Terrace and had to go up on the pavement to avoid a car coming up the opposite way. Yet how much time does it save by doing 30 instead of 20? As Grange Street has set a precedent I feel that it should be carried through to the places mentioned, after all, if it's been done in one area then the powers-that- be must think it's worth doing. Or is that how democracy works in York - we'll make this area safer but not your area. Well thanks, I'll remember that when my Council Tax Bill arrives! I know it's not as newsworthy as a sports stadium or fancy pool but it would save police and ambulance call out time and the stress etc. for people involved in car-related accidents. I have it on good authority that if it gets passed quickly enough it won't even cost York Council as it can be paid through government funding.</p>
4	<p>20mph Speed Limits: Your City Results and an Update on Policy Development</p>	<p>Juliet Koprowska Alma Terrace</p>	<p>I am writing to ask you to support 20 mph limits for York's residential streets. York has many narrow streets and although many drivers drive sensibly, those who don't pose a risk to pedestrians, cyclists, other cars and property. A 20 mph speed limit would improve the environment for people, and accidents both for car occupants and people</p>

	Pages 9 – 30		<p>on the street are much less likely to be fatal at 20mph than 30mph.</p> <p>I gather that research shows a community-wide 20 mph limit are more cost-effective than discrete zones with humps, such as those which already exist in some parts of York. York is keen to encourage less use of cars and it seems a 20 mph limit can contribute to people feeling more confident about walking and cycling.</p> <p>Please put this in the Local Transport Plan.</p>
4	<p>20mph Speed Limits: Your City Results and an Update on Policy Development</p> <p>Pages 9 – 30</p>	<p>Dr Candida Spillard</p> <p>Danum Road</p>	<p>I am writing in support of including the city-wide 20 mph limit for minor, residential, roads into the Local Transport Plan.</p> <p>Evidence continues to accumulate about the benefits of such measures in cities throughout the UK. For example, the NW Directors of Public Health recently published evidence concluding that introducing 20mph speed limits could reduce the number of pedestrians killed or seriously injured by 26%, and the number of cyclists killed or seriously injured by 14% (see "Road traffic collisions and casualties in the North West of England" published on 24th January 2011).</p> <p>It is also apparent from recent survey results that this is what the majority of York residents would like to see. Reduced speeds will give more people the confidence to make their shorter trips by means other than the car, which will in turn benefit air quality, health and even traffic flow in our city.</p>
4	<p>20mph Speed Limits: Your City Results and an Update on Policy Development</p> <p>Pages 9 – 30</p>	<p>Mark Waudby</p> <p>St Stephen's Road</p>	<p>I very much support the Councils existing policy on setting appropriate speed limits for individual roads. The Council and police should concentrate their limited resources on addressing serious issues of speeding particularly on the main roads within York and on the trunk roads which surround the City.</p> <p>I understand from recent press reports that this is where the majority of accidents occur.</p> <p>I would urge the Council not to consider spending huge sums of money implementing unenforceable 20 mph limits across the City, until we have successfully addressed the rogue element of drivers who seem to routinely disregard all speed limits putting all lives in jeopardy.</p>
4	<p>20mph Speed Limits: Your City Results and an Update on Policy Development</p>	<p>Virginia Shaw</p> <p>St Olave's Road</p>	<p>I am writing to urge you to agree to support the introduction of 20mph limits for York's residential streets (so excluding major roads). There are many good reasons for you to back this policy on 1 February.</p> <p>Here are a few:</p>

	Pages 9 – 30		<ul style="list-style-type: none"> <li>✓ Of 1132 valid responses to last October’s consultation choosing between 3 options, 860 (76% of the consultation vote) wanted 20mph limits</li> <li>✓ Urban road casualties and vehicle damage costs could drop 22% from £441m over the 15 years of the LTP, a saving of £97m</li> <li>✓ Everyone will benefit, but especially older people and children, as neighbourhoods become safer and quieter and air quality improves</li> <li>✓ It will be consistent with York’s aspiration to be a green city.</li> </ul> <p>Please therefore allow this forward thinking proposal to proceed.</p>
4	<p>20mph Speed Limits: Your City Results and an Update on Policy Development</p> <p>Pages 9 – 30</p>	<p>Tony Carter  Railway Terrace</p>	<p>I write in support of Councillor Steve Galloway who I believe is having a torrid time, it seems, single handedly fighting this insidious ‘20’s Plenty for Us’ campaign. The star players in this campaign being Anna Semelyn, Councillor Dave Merrett, our self styled ‘Cycle Czar’ Paul Hepworth and the Green Party, who gladly jump on any bandwagon that seems to head in their direction.</p> <p>Last year I went to their meeting at York Priory Street Centre. All night I was bombarded with on screen graphs and statistics including a trial in Portsmouth that is regarded as working. The audience worked themselves into a ‘20’s Plenty for Us’ frenzy orchestrated mainly by Dave Merrett and his on screen presentation, the trial in Portsmouth being at the forefront of the argument. Unbelievably and coincidentally, I had been stuck in traffic in Portsmouth for two hours that very morning having driven through the night, on a collection from an antique shop. Knowing I was going to the York meeting that night I asked the proprietor if the traffic was always that busy. ”it was always bad “he said “but worse since the 20mph limit came in.” That evening I recounted the story to the panel who judging by their smirking expressions did not believe me. And so in answer I was shown the Portsmouth statistics again. I also asked Anna Semelyn why she was campaigning for this. She answered by saying “so my children can play on the road outside my house safely”. I countered by suggesting that roads were built for vehicles. Ms Semelyn looked me in the eye and said “no roads are for children to play on”. With all eyes on me I started to feel like Jim Carey’s character in ‘The Truman Show’, as if I was the only one there that didn’t get it. It became very uncomfortable. After the meeting, outside at the cycle rack (I had gone to the meeting on my bike) I was accosted by Paul Hepworth who tried to convert me once more and then assured me “they would get it through no matter how long it took”. Dave Merrett had tutored them in campaigning very well!</p> <p>What I did ‘get’ that night was that these people are fanatical. They will cover the city with a forest of 20mph signs which the police cannot, and have no wish to enforce. They do not care that in most of these designated areas, such as the Groves and backstreets of Fishergate, Tang Hall, South Bank etc, that it is impossible to drive at 20mph anyway, due to the speed humps, bollards, natural</p>

			<p>bends and other parked vehicles. They do not care that courier delivery drivers, post office drivers etc, cannot already meet their hundred plus parcel delivery schedules. They do not care about anything but the '20's Plenty for Us' cause. And the people of York, with their pathetic 1132 responses to York Councils consultation have scored a massive own goal of apathy. Make no mistake, the 'Traffic Taleban' will take this result and use it to ride roughshod over the real desires of the people of York. They will batter you with statistics 'proving' their case and if Councillor Galloway resists this time and the next time they will twist even more statistics for the bout after that. Then just when you think you've won they'll dive in the penalty area in the last minute of extra time to achieve their goal. I urge the people of York to turn up at the city's Strategy Meeting next Tuesday night to oppose these measures. Be warned 'Twenty' is just the first step for these people, their underlying agenda is to have a completely vehicle free utopia, once known as York. You have been warned!</p>
4	<p>20mph Speed Limits: Your City Results and an Update on Policy Development Pages 9 – 30</p>	<p>Richard Hill Scarborough Terrace</p>	<p>I recognise the impressive performance of the Council in reducing the number of serious accidents in the City over the last few years. The Council should not be diverted from concentrating its resources on extending its existing successful safety programmes. We simply can't afford at this time to spend hundreds of thousands of pounds on putting in speed restrictions on streets where there is a low accident risk. In this time of austerity we really need to make sure what money we have to spend will be spent where it creates maximum benefit.</p>
4	<p>20mph Speed Limits: Your City Results and an Update on Policy Development Pages 9 – 30</p>	<p>Simon Rodgers</p>	<p>We need to concentrate available resources on eliminating accidents on major arterial roads. People are genuinely concerned about traffic speed on Leeman Road, York Road, Carr Lane and Hamilton Drive. We should concentrate resources on these roads rather than on an expensive, and ineffective, blanket 20 mph speed limit which the police don't have the resource to enforce.</p>
4	<p>20mph Speed Limits: Your City Results and an Update on Policy Development Pages 9 – 30</p>	<p>Cllr A D'Agorne Green Party</p>	<p>I would support the initial comments made by Cllr Merrett in all the bullet points within the report.</p> <p>Secondly the outcomes of the Traffic congestion scrutiny citywide survey and the current cycling city survey should significantly influence the measures put forward within LTP3.</p> <p>Far greater effort has to be made to engage with local major employers, education institutions, and council employees in developing high levels of sustainable travel to work/study. Alongside this, travel plans for new developments as they are occupied (including the council HQ) must be robustly implemented and monitored to establish modal shift from the outset at a time when it is easier to modify behaviour. Modern effective marketing techniques and personalised travel planning will be far more cost effective than expensive technological solutions and costly roadbuilding/ highways</p>

			<p>solutions. This urgent work must tie in with action to protect early morning and evening bus services that might be a core element of sustainable travel to and from these locations.</p> <p>Air quality exceedances must be address urgently - during summer months this could extend to using variable message signs to re-route traffic either to the park and ride sites or around the outer ring road with messages such as 'air quality alert: city centre closed to through traffic'. The overall volume of traffic must also be reduced, given the trend towards technical breach in locations further away from the designated Air Quality Management Areas.</p> <p>Given the growing evidence in support of total 20mph for residential streets, a 2 year programme for its phased introduction to whole sectors of the city should be developed, starting with the area within the walls, as part of the city centre action plan move to create a 'car free' central area. This has to be seen in the context of a measure to achieve priority for active sustainable travel rather than a 'road safety' measure that has to be justified by reductions in accident statistics.</p> <p>The Recommendations of the 'New City Beautiful' report need to be related to transport strategy, with the development of rampart walk/ cycle facilities along the inner ring road starting with Lord Mayor's Walk- Foss Islands Rd as a model. Traffic modelling should be done to identify the most appropriate way to restrict vehicles entering the city centre to essential access and public transport - such measures need to be accompanied with a major public education campaign so that they understand and are motivated to support the changes needed to achieve a traffic calmed pedestrian and cycle friendly central area.</p>
4	<p>20mph Speed Limits: Your City Results and an Update on Policy Development Pages 9 – 30</p>	<p>Idris Francis B.Sc. Petersfield Hampshire (late representation)</p>	<p>Following occasional media reports (eg <a href="http://road.cc/content/news/30264-mixed-picture-20mph-zones-across-uk">http://road.cc/content/news/30264-mixed-picture-20mph-zones-across-uk</a> and at the end of this email) residential roads including those in York might be subjected to 20mph speed limits, and a little while ago reports of (bogus) claims of "encouraging signs" from Portsmouth City Council's area, I write both to urge you not to do implement any such plans and also to provide compelling evidence that Portsmouth's scheme has not been the success they seek to claim by cherry-picking favourable data while ignoring inconvenient and unfavourable results.</p> <p>I could if you wish copy you all my detailed correspondence with Portsmouth City Council over the last year, objecting vehemently to the ways in which the data was being systematically misrepresented but the single document which best covers the whole issue is the attached complaint I filed with the National Statistical Office, the DfT and Transport Select Committee of the House of Commons. (The NSO told me that the issue was outside their remit however)</p> <p>I also attach an Excel file (it will also open in Word) showing the detailed comparisons</p>



			<p>of Portsmouth's results not only with the prior 3 years in Portsmouth but also with the mostly better or much better national trends, with and without adjustment for traffic volume. As you will see the net result of expenditure of more than £600,000 of taxpayers' money has been results that are, for the most part (and particularly in terms of serious injuries, worse or much worse than the national equivalents).</p> <p>I might add here that Portsmouth City Council, in what appears to have been a knee-jerk reaction to a triple fatality in the city, went against specific DfT advice that a "low cost" 20mph area relying on nothing but signs - no enforcement and no traffic calming - would achieve next to nothing, including reductions in average speeds of no more than a derisory 1mph - which is what happened.</p> <p><b>Government Circular Roads 1/80 and 1/93</b> explained that speed limits alone are not effective tools for lowering speeds:</p> <p>Paragraph 5 <i>"Specific speed limits cannot, on their own, be expected to reduce vehicle speed if they are set at a level substantially below that at which drivers would choose to drive in the absence of a limit."</i></p> <p>Paragraph 6.4 <i>"Speed limits should be lowered only when a consequent reduction in vehicle speed can reasonably be expected. A survey of traffic speeds should indicate whether a lower limit will, in the absence of regular enforcement, be likely to result in lower actual speed."</i></p> <p>Similarly, guidance on how to implement 20 mph speed limits had also been released (<b>Traffic Advisory Leaflet 09/99</b>, "20 mph Speed Limits and Zones" and <b>DfT Circular 01/06</b>, "Setting Local Speed Limits"). DfT Circular 1/06 states that:</p> <p><i>"Successful 20 mph zones and 20 mph speed limits should be generally self-enforcing. Traffic authorities should take account of the level of police enforcement required before installing either of these measures. 20 mph speed limits are unlikely to be complied with on roads where vehicle speeds are substantially higher than this and, unless such limits are accompanied by the introduction of traffic calming measures, police forces may find it difficult to routinely enforce the 20 mph limit. In 20 mph zones, speeds are kept generally low by installing traffic calming measures such as speed humps and chicanes."</i></p> <p>and</p> <p><i>"Research into 20 mph speed limits carried out by TRL (Mackie, 1998) showed that, where speed limits alone were introduced, reductions of only about 1 mph in 'before' speeds were achieved. 20 mph speed limits are, therefore, only suitable in areas where vehicle speeds are already low (the Department of Transport would suggest where mean vehicle speeds are 24 mph or less.)"</i></p>
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			<p>What they did not predict but which also happened was that serious injuries rose in absolute terms, and by even more relative to reduced traffic and far better national trends - see attached Excel file.</p> <p>Another entirely plausible explanation of the worse casualty trends is that although average speeds changed little and fell on some, they rose on others. The fundamental question is therefore - bearing in mind that the great majority of drivers, for the great majority of the time, do not have accidents because they adjust their speed to suit the particular conditions, whether a scheme which results in some drivers driving faster than they previously thought safe would cause more accidents than would be eliminated by those drivers who slowed down below the speeds they previously thought safe. Both logic and Portsmouth's results suggest that they do.</p> <p>Incidentally, it is most important to differentiate, as the Department for Transport does, between 20mph <b>zones</b> - which have traffic calming and enforcement in addition to 20mph signs and which do seem to reduce accidents and casualties, and 20mph <b>areas</b> as in Portsmouth, with signs only, which seem to increase them. Unfortunately zones cost a great deal more than areas.</p> <p>It would be folly in my view, at a time of unprecedented strain on public finances, to spend public money on a scheme at best likely to achieve nothing and at worst to lead, as in Portsmouth, to worse results than would otherwise occur - and especially so at a time when, according to recent media reports, 3,000 patients died in hospital last year from starvation and according to other reports (see attached) in excess of 60,000 patients (20 times as many as die on the roads in total) die in hospital due to infections acquired there, medical errors, poor hygiene, incorrect medication etc.</p> <p>As always but especially now, cost effectiveness is surely the priority, so please do not be misled by publicity for the supposed success of Portsmouth's scheme, take the DfT's advice that these 20mph areas achieve little or nothing - and if you really want to spend taxpayers' money to save lives, how about spending it on mops, buckets and disinfectant for local hospitals?</p> <p><b>Councils up and down the UK are beginning to come round to the idea of 20mph speed limits on city and residential streets, but there still remains some resistance to the idea.</b></p> <p>All residential roads in Lancashire, however, will be subject to a blanket 20mph speed limit by 2013 if the County Council get its way, reports <a href="#">BBC News, Lancashire</a>.</p> <p>The move would be part of a £9m plan by the authority to reduce the number of road deaths and injuries in the county.</p>
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5	<p><b>City of York Local Transport Plan 3 – ‘Summarised Draft’ LTP3</b></p> <p><b>Pages 31-60</b></p>	<p>Ron Cooke</p> <p>Chair of Without Walls</p>	<ul style="list-style-type: none"> <li>• Without Walls discussed the LTP3 document. I have responded with some personal views to Richard Wood that I hope may be useful. What follows are simply two personal pleas.</li> <li>• <i>Please be bolder.</i> LTP3 includes Access Phase 1 which is widely supported and should go forward; Access Phase 2 is desirable to most but is improbable in the near future. Beyond that, LTP3 offers numerous small sticking plaster solutions, and they may help, but they will not solve long-term problems. I won't elaborate on longer term solutions here, but here are a few of examples of the sort of</li> </ul>

			<p>strategic ideas that might be worth considering :</p> <ol style="list-style-type: none"> <li>1. Be bolder in creating a traffic-free city centre (along the lines proposed by Alan Simpson, for instance)</li> <li>2. Be bolder in creating bus only routes through the inner city</li> <li>3. Be bold enough to consider closing a section of the inner ring road to all but essential traffic (c.f. the closure of Gillygate)</li> <li>4. Be bold enough to consider an out-of-town shopping centre parking levy as a means of addressing the inner-city/outer city retail problem</li> <li>5. Boldly consider changing the cost structure of the park-and-ride system</li> </ol> <ul style="list-style-type: none"> <li>• <i>Please be very careful indeed before you introduce 20 mph zones.</i> Like most, I support the general idea that traffic speeds should be below 20mph either within the ring road or within the inner city. You will know the arguments for and against (traffic rarely exceeds 20mph now, traffic accident evidence in side-roads before and after zoning, evidence of those who ignore speed limit signs etc). Given that, <i>it would be truly absurd to spend about £1,000,000 on this policy now. For the policy to be affordable, a change in regulations is required from central government. I urge the council to secure that change before taking further action (York is not alone in facing this problem, so national support for a change is likely)</i></li> </ul>
5	City of York Local Transport Plan 3 – ‘Summarised Draft’ LTP3 Pages 31-60	Mark Waudby  St Stephen’s Road	<p>While I broadly support the draft LTP3 document, I do believe that greater investment is needed in catering for the transport needs of sub-ban areas.</p> <p>I look forward to the time when a frequent, reliable and low emission bus service is available from the Acomb part of York building on the success, with passengers, that the ftr initiative had.</p> <p>Real time information on when the next bus is due would be a boon for passengers as would an indication of expected journey times ("expected time to City centre x minutes" - similar to the signs that we now see on some motorways). This might usefully be supplemented by regular updates of, on board, information so that passengers know when they are likely to reach their destination.</p> <p>I am opposed to wasting, at a time where resources are very tight, upwards of £1 million on a City wide 20 mph zone which few want and which would have little practical effect.</p>

			The LTP3 should address problems with parking provision in sub urban areas.
5	City of York Local Transport Plan 3 – ‘Summarised Draft’ LTP3 Pages 31-60	Richard Hill  Scarborough Terrace	I support the published proposals for LTP3.  We need to reduce congestion on the northern by-pass to ensure that streets like Burton Stone Lane and Crichton Avenue attract fewer vehicles trying to short cut to destinations. Living in Scarborough Terrace I am all too aware of cars using the inner ring road because the outer ring road is overloaded. The City centre would also be a more pleasant place to visit, pollution would be reduced and local businesses would have reduced costs because of time lost due to their vehicles being stuck in traffic. I would also like to see more attention given to dealing with sub-urban parking problems. Unless you live in this area, it is difficult to imagine how bad the parking has become.
5	City of York Local Transport Plan 3 – ‘Summarised Draft’ LTP3 Pages 31-60	Simon Rodgers	There is a lot of merit in the proposals put forward by the Council officials. I would like to see more emphasis on accident reduction and on driver education. I welcome the plans for low emission transport and hope that the strategy will emphasise the need for infrastructure improvements which make cycling and walking an increasingly attractive option for short journeys.  Having spoken with local residents, I am concerned about the provision for parking in some areas of Holgate, including the Sowerby Hill and Beech Avenue areas. I would like to see more parking provision made in these areas.
7	<b>Revenue Budget Estimates 2011/12 – City Strategy</b>	Mark Waudby  St Stephen’s Road	I think that we all recognise that, because of the irresponsible spending of the last government, some cuts in public expenditure are inevitable. Although some may object to a 50p fare for pass holders using the park and ride service, I think that most would consider this a reasonable contribution towards this service. After all, if this expenditure was to fall on Council taxpayers, then many of them are pensioners and they would be left with no choice but to "pay up".