



**Notice of meeting of  
Scrutiny Management Committee (Calling In)**

**To:** Councillors Galvin (Chair), Alexander (Vice-Chair), Firth, Gunnell, Orrell, Simpson-Laing, Taylor and Waudby

**Date:** Monday, 21 March 2011

**Time:** 5.00 pm

**Venue:** Guildhall, York

**AGENDA**

**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. Public Participation**

At this point in the meeting, members of the public who have registered their wish to speak regarding an item on the agenda or an issue within the Committee's remit can do so. The deadline for registering is **5:00 pm on Friday 18 March 2011.**

**3. Minutes**

(Pages 3 - 6)

To approve and sign the minutes of the last meeting of the Committee held on 28 February 2011.

**4. Called-in Item: Local Sustainable (Pages 7 - 22)  
Transport Fund**

To consider the decisions made by the Executive Member for City Strategy at his Decision Session held on 1 March 2011 in relation to the above item, which have been called in by Councillors Merrett, Potter and Simpson-Laing in accordance with the Council's Constitution. A cover report is attached setting out the reasons for the call-in and the remit and powers of the Scrutiny Management Committee (Calling In) in relation to the call-in procedure, together with the original report to and decisions of the Executive Member.

**5. Called-in Item: City Strategy Capital (Pages 23 - 42)  
Programme - 2011/12 Budget Report**

To consider the decisions made by the Executive Member for City Strategy at his Decision Session held on 1 March 2011 in relation to the above item, which have been called in by Councillors Merrett, Potter and Simpson-Laing in accordance with the Council's Constitution. A cover report is attached setting out the reasons for the call-in and the remit and powers of the Scrutiny Management Committee (Calling In) in relation to the call-in procedure, together with the original report to and decisions of the Executive Member.

**6. Called-in Item: Development of the (Pages 43 - 62)  
Explore Vision in Libraries**

To consider the decisions made by the Executive Member for Leisure, Culture and Social Inclusion at his Decision Session held on 8 March 2011 in relation to the above item, which have been called in by Councillors Crisp, Alexander and Simpson-Laing in accordance with the Council's Constitution. A cover report is attached setting out the reasons for the call-in and the remit and powers of the Scrutiny Management Committee (Calling In) in relation to the call-in procedure, together with the original report to and decisions of the Executive Member.

**7. Urgent Business**

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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### Further information about what's being discussed at this 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?**

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City of York Council

Committee Minutes

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MEETING	SCRUTINY MANAGEMENT COMMITTEE (CALLING IN)
DATE	28 FEBRUARY 2011
PRESENT	COUNCILLORS GALVIN (CHAIR), ALEXANDER (VICE-CHAIR), FIRTH, GUNNELL, ORRELL, SIMPSON-LAING AND TAYLOR
IN ATTENDANCE	COUNCILLORS D'AGORNE, STEVE GALLOWAY, HEALEY AND KIRK
APOLOGIES	COUNCILLOR WAUDBY

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**24. DECLARATIONS OF INTEREST**

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

**25. PUBLIC PARTICIPATION**

It was reported that there had been three registrations to speak at the meeting under the Council's Public Participation Scheme.

A Fishergate resident made representations in support of a citywide 20mph speed limit. He spoke as a pedestrian and user of most forms of transport and urged the Executive Member to improve everyone's quality of life by supporting this citywide limit.

A representative of the 20's Plenty for Us Group, also from Fishergate, expressed concern that it appeared less weight had been given to photocopied Your City forms in support of a 20mph policy. She pointed out that a 20mph default speed limit on residential roads would provide value for money, support a reduction in accidents, encourage walking and cycling and benefit the tourist economy.

Representations were also received from a resident of Scarcroft Hill who expressed concerns in relation to speeding traffic in his neighbourhood close to a school. He referred to support for a previous petition from residents for a 20mph limit in his area. He went on to refer to progress with 20mph schemes in other European cities and to the need for York to follow suit.

**26. MINUTES**

RESOLVED: That the minutes of the last meeting of the Scrutiny Management Committee (Calling-In) held on 10 January 2011 be approved and signed by the Chair as a correct record.

**27. CALLED-IN ITEM: 20MPH SPEED LIMITS: YOUR CITY RESULTS AND AN UPDATE ON POLICY DEVELOPMENT**

Members received a report which asked them to consider the decisions made by the Executive Member for City Strategy at his Decision Session on 1 February 2011 in relation to residents opinions gathered through recent consultation on citywide 20mph speed limits undertaken through Your City and the initial impact of the trial in the Fishergate area.

Details of the Executive Members decisions were attached as Annex A to the report. The original report to the Executive Member Decision Session was attached as Annex B. The decision had been called in by Cllrs Merrett, Potter and Simpson-Laing, on the grounds that:

- *the decision failed to recognise and respond appropriately to the majority response to the city-wide speed limit consultation;*
- *the Executive Member has not given fair consideration to other related benefits such as increased walking and cycling, and more outside play;*
- *no significant, yet available, evidence was produced to detail the effectiveness of 20mph speed limits in improving road safety; and*
- *the decision also failed to acknowledge that there are more cost-effective ways to introduce a lower city-wide speed limit than the £1m reported.*

Councillor Merrett, spoke on behalf of the Calling In members who felt that the Executive Member had made the wrong decision in relation to this key issue for the city. He confirmed support for the earlier speakers sentiments and the benefits a 20mph limit would bring with improved road safety and reduction in city pollution. He also referred to DfT support for a lower limit and the need to back this up with work on hearts and minds. Reference was also made to the results of the Your City consultation and to the Executive Members failure to respond to the results of the speed limit consultation.

The Executive Member for City Strategy confirmed that none of the points raised were new and affected his views in relation to confirmation of the Councils current policies on setting speed limits with the city. He went onto point out that with limited Police enforcement and to the reduction in the number of killed and seriously injured that the focus should be on locations where there was a proven accident risk. He pointed out that the costs of implementing a citywide scheme would not guarantee a reduction in accident numbers.

Certain Members pointed to other local authorities implementation of 20mph schemes and questioned the need for a local scheme to be fully signed. They suggested phasing over a number of years, thereby reducing costs. Officers confirmed that they recommended adherence to national guidance in relation to signing to ensure that such a scheme was enforceable. In answer to questions, Officers pointed out that more research would be required on the impact of lower speeds on air quality, carbon reduction and noise.

Other Members questioned implementation with Officers having to justify exceptions to a 20mph default limit on residential roads.

In relation to timescales and the affect of any decision on the Local Transport Plan 3, Officers confirmed that the Plan was subject to full Council approval and could be amended as necessary.

After a full debate, it was

**RESOLVED:** That Option B be approved and that the matter be referred to the Executive (Calling-In) meeting, for the reason that the Executive Member for City Strategy failed to take account of the comments raised by the calling in Member as set out above.

**REASON:** In accordance with the requirements of the Council's Constitution.

**28. CALLED-IN ITEM: CITY OF YORK LOCAL TRANSPORT PLAN 3 - 'SUMMARISED DRAFT' LTP3**

Members received a report which asked them to consider the decisions made by the Executive Member for City Strategy at his Decision Session on 1 February 2011 in relation to the 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.

Details of the Executive Members decision was attached as Annex A to the report. The original report to the Executive Member was attached as Annex B. The decisions had been called in by Cllrs Merrett, Potter and Simpson-Laing, on the grounds that the Local Transport Plan (LTP3):

- *lacks the necessary vision and ambition that will enable the city to tackle the very real transport problems it faces now and in the coming years, including most notably ongoing and illegally high levels of air pollution and heavy traffic congestion, as well as rising CO2 emissions;*
- *does not address the challenges to economic prosperity and quality of life posed by the problems cited in bullet one;*
- *pays insufficient regard to the challenge of significantly improving the offer of public transport in the city, in order to address the above problems;*
- *does not address the need for smart and cross-ticketing on buses and integrating services for cross-city journeys; and*
- *fails to adopt the majority supported comprehensive 20mph strategy (see also item 4 call in) to significantly increase road safety and the attractiveness of walking and cycling.*

Councillor Merrett addressed the Committee on behalf of the Calling In Members making reference to cross party support for the recommendations of the traffic congestion scrutiny review which had suggested a number of ambitious solutions and visions in respect of traffic

in the city. He stated that a major bid was required to tackle the transport problems of the city and higher ambitions which included improvements in public transport.

The Executive Member for City Strategy referred to the lengthy consultation over a 2 year period undertaken on the Plan and to the constraints on capital funding over the next few years. He pointed out that all groups had been consulted and made reference to the few representations received with some changes being made to the draft plan as a result of these comments. He stated that he would require specific proposals to consider prior to making any changes to the plan.

In answer to Members questions Officers confirmed that the plan did include measures for cross ticketing and improvements for air quality.

After a full debate, it was

**RESOLVED:** That Option B be approved and that the matter be referred to the Executive (Calling-In) meeting, for the reason that the Executive Member for City Strategy failed to take account of the comments raised by the calling in Members as set out above.

**REASON:** In accordance with the requirements of the Council's Constitution.

CLLR J GALVIN, Chair

[The meeting started at 5.00 pm and finished at 6.35 pm].



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## Scrutiny Management Committee (Calling – In)

21 March 2011

Report of the Assistant Director, Governance and ICT

### Called-in Item: Local Sustainable Transport Fund

#### Summary

1. This report sets out the reasons for the call-in of the decisions made by the Executive Member for City Strategy on 1 March 2011 in relation to a report which sets out a proposed approach for the submission of an application to the Department of Transport's (DfT) Local Sustainable Transport Fund (LSTF). The report also sought approval of the approach and delegated authority to complete and submit the bid to the DfT by the Director of City Strategy. This covering report also explains the powers and role of the Scrutiny Management Committee in relation to dealing with the call-in.

#### Background

2. An extract from the decision list published after the relevant Executive Member Decision Session is attached as Annex A to this report. This sets out the decisions taken by the Executive Member on the called-in item. The original report and annexes to the Executive Member Decision Session are attached as Annex B.
3. The Executive Member's decisions have been called in by Cllrs Merrett, Potter and Simpson-Laing for review by the Scrutiny Management Committee (SMC) (Calling-In), in accordance with the constitutional requirements for call-in. The reasons given for the call-in are on the grounds that:

*- Any final submission delegated to officers should only follow consultation with all Groups' transport spokespersons as well as the Executive Member given the importance of this bid for future transport funding in the city. This has not been confirmed.*

*- The report and decision for an area-based approach offer no evidence for how sustainable change will be achieved city-wide, given the funding is only one-off funding.*

*- There is no evidence of action to address the five air quality management area hotspots as part of this area-based approach.*

*- There is a lack of emphasis on improving local bus services, the highest resident priority after tackling congestion. Also insufficient focus on the most effective measures on bus priorities, cycling and travel campaigns.*

*- The Library Square scheme has been retained resulting in the loss of disabled parking spaces and is no longer affordable in the current climate.*

### **Consultation**

4. In accordance with the requirements of the Constitution, the calling-in Members have been invited to attend and/or speak at the Call-In meeting, as appropriate.

### **Options**

5. The following options are available to SMC (Calling-In) members in relation to dealing with this call-in, in accordance with the constitutional and legal requirements under the Local Government Act 2000:
  - a. To confirm the decisions of the Executive Member, on the grounds that the SMC (Calling-In) does not believe there is any basis for reconsideration. If this option is chosen, the original decisions will be confirmed and will take effect from the date of the SMC (Calling-In) meeting.
  - b. To refer the matter back to the Executive Member, for him to reconsider his original decisions. The reference back may include specific recommendations to the Executive Member. If this option is chosen, the matter will be reconsidered at a meeting of the Executive (Calling-In) to be held on 22 March 2011.

### **Analysis**

6. Members need to consider the reasons for call-in and the report to the Executive Member and form a view on whether there is a basis to make specific recommendations to the Executive Member in respect of the report.

### **Corporate Priorities**

7. An indication of the Corporate Priorities to which the Executive Member's decisions are expected to contribute is provided in paragraph 25 of Annex B to this report.

### **Implications**

8. There are no known Financial, HR, Legal, Property, Equalities, or Crime and Disorder implications in relation to the following in terms of dealing with the specific matter before Members; namely, to determine and handle the call-in.

### **Risk Management**

9. There are no risk management implications associated with the call in of this matter.

**Recommendations:**

10. Members are asked to consider the call-in and reasons for it and decide whether they wish to confirm the decision made by the Executive Member or refer the matter back for reconsideration and make specific recommendations on the report to the Executive Member for City Strategy.

**Reason:** To enable the called-in matter to be dealt with efficiently and in accordance with the requirements of the Council's Constitution.

**Contact details:**

**Author:**

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**Chief Officer Responsible for the report:**

Andrew Docherty  
Assistant Director, Governance and ICT

**Report Approved**

**Date**

10 March 2011

**Specialist Implications Officer(s)** None

**Wards Affected:**

All

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

**Annexes**

Annex A – Decision of the Executive Member on the called-in item (extract from the decision list published on 2 March 2011).

Annex B – Report to the Decision Session of the Executive Member for City Strategy on 1 March 2011.

**Background Papers**

Agenda relating to the above meeting (published on the Council's website)

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**DECISION SESSION - EXECUTIVE MEMBER FOR CITY STRATEGY**

**TUESDAY, 1 MARCH 2011**

***Extract from the DECISIONS***

Set out below is a summary of the decisions taken at the Executive Member for City Strategy Decision Session held on Tuesday, 1 March 2011. The wording used does not necessarily reflect the actual wording that will appear in the minutes.

Members are reminded that, should they wish to call in a decision, notice must be given to Democracy Support Group no later than 4.00pm on Thursday 3 March 2011.

If you have any queries about any matters referred to in this decision sheet please contact Jill Pickering, Democracy Officer (01904) 552061.

**8. LOCAL SUSTAINABLE TRANSPORT FUND**

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

- i) Request officers to pursue the tranche 1 bid option for up to £5m;
- ii) The integrated transport and area based approach as outlined in the officers report;
- iii) The investment themes as outlined in the report together with those discussed at the meeting;
- iv) Delegate the final approval of York's LSTF bid to the Director of City Strategy and to pursue any subsequent partnership bids.

REASON: To enable an early bid to be made for Local Sustainable Transport Fund funding to take York further forward in developing a more sustainable city.

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

**1 March 2011**

Report of the Director of City Strategy

**Local Sustainable Transport Fund**

**Summary**

1. This report sets out a proposed approach for the submission of an application for the Department for Transport's (DfT) Local Sustainable Transport Fund (LSTF). It seeks approval of the approach and delegated authority to complete and submit this bid to the DfT by the Director of City Strategy.

**Recommendations**

2. The Executive Member is asked:
  - a. To agree to York pursuing the tranche 1 bid option for up to £5M
  - b. To agree the integrated transport and area based approach as outlined in this report
  - c. To agree the investment themes as outlined in this report
  - d. To delegate the final approval of York's LSTF bid to the Director of City Strategy and to pursue any subsequent partnership bids.

Reason: To enable an early bid to be made for LSTF funding to take York further forward in developing a more sustainable city.

**Background**

3. Following the Under Secretary of State for Transport's announcing of the LSTF, which is valued at a total of £560M over the next four years (2011 – 2015) for English Local Highway Authorities, the DfT have identified two key criteria that all LSTF bids must meet. These are to reduce carbon emissions and create economic growth, tied in with related themes such as road safety, health and reduction in congestion.
4. The White Paper has only recently been published (at the time of writing this report), which has laid out the process, suggestions and options to bid for this fund.

5. As the name suggests the LSTF is about promoting all forms of sustainable transport but leaves how the bid will be structured and what should be in it to the Local Highway Authority as to what is needed within its boundary, subject to feedback and support given to it by partners and different sectors, including private and voluntary.
6. The guidance outlines three bidding options or tranches, which are outlined in Annexes A and B. However given that a Local Highway Authority may only bid for one of these options and that the earlier a bid can be put in, the better its chances (which York is in a very good position to do), it is recommended that York submits a tranche 1 bid. This approach would build on and further develop York's successful Cycling City programme.
7. Additionally the guidance states that there is also the possibility to partner up with other Local Highway Authorities, but those that have already submitted a bid may not lead on this. Discussions are ongoing with North Yorkshire County Council and the East Riding of Yorkshire Council about tranche 2 bids, which could include public transport measures such as smart ticketing and real-time information systems from a sub-regional level. North Yorkshire County Council have indicated that they propose to submit a tranche 2 bid.
8. Officers have also been working with transport counterparts in Münster, Germany to share and learn lessons from each other. For example Münster has achieved a 47% cycling rate in their city. Officers are also looking into possible CIVITAS Plus II EU funding in partnership with Münster and Denmark, which if successful could see further significant investment channelled into York for sustainable transport measures, which the LSTF will go along way to contributing towards and give York an even better chance of submitting a more attractive bid to DfT.
9. Both the partnership working with Münster and the possible CIVITAS funding should help to provide an additional dimension to York's LSFT bid focused on developing best practice and proactively learning from European experience.

### **Consultation**

10. The LSTF is based on the public and internal consultations done through the Local Transport Plan 3 (LTP3) that set out what projects/schemes could be delivered with the LSTF bid above what the LTP3 may be able to do. This satisfies the guidance to show that the LSTF will deliver additionality and not seek to simply take on measures identified to be taken forward in the LTP3 or the Access York Phase 1 major scheme bid.
11. Consultations with all key Council Officers, partners and a public meeting with interest groups will have taken place, are ongoing to help further develop the bid. Comments have also been invited for in the citywide Cycling City York survey and cross-party approval will have been sought prior to this Decision Session.

12. Finally, the Press and some private sector, voluntary, charity and public sector/ organisations have been approached to seek their support for York's LSTF bid, which has led to a positive article in the Press's monthly business section showing businesses support for this bid.

### **Analysis**

13. The three options/ tranches in the LSTF guidance have been examined. For example the 'Large Projects' bid, the likelihood is that large Local Highway Authorities may potentially be bidding for this and York, were it to go down the same route, will meet very stiff competition given the differences in population size and that £5M will go little way to implementing anything meaningful for these larger population densities. For York £5M would go a significant way as has been proven in the Cycling City York programme, which would suggest that York is better placed for tranche 1 or 2 funding options.
14. A key consideration (as suggested by Cycling England and DfT) is that the quicker Local Highway Authorities can get their bid submitted in the better chance it has and as mentioned in paragraph 5, York is in a better position than most to put in a qualitative bid for tranche 1 building on recent work.
15. Given the short period of time however to get this bid in and to maximise preparation time up to the bid deadline, the Executive Member is asked to delegate authority to the Director for City Strategy to finalise York's bid to the DfT including any possible partnership bids in line with the approach outlined below.

### *Bid Strategy*

16. The proposed approach is to put forward a package of integrated transport measures. The 'integration' would be based on linking walking, cycling and public transport measures (using but moving beyond the current cycling city programme) and on 'hard' infrastructure and 'soft' behavioural change measures. This would serve to deliver the strategic themes identified in the emerging LTP3 as outlined below.
  - Provide Quality Alternatives (to the car)
  - Provide Strategic Links
  - Support and Implement Behavioural Change
  - Tackle Transport Emissions
  - Improve Public Streets and Spaces
17. The bid would also contribute to the emerging Low Emission Strategy by promoting less polluting modes of transport and encouraging a switch to alternative fuelled public and private vehicles.

18. It is also proposed that an 'area based' approach be taken in the bid. This will re-enforce the integrated transport approach by providing a geographic focus for targeting measures. Behavioural change measures, such as personalised travel planning, are resource intensive and it would not be realistic to put these types of measures forward for too large an area.
19. Government LSTF guidance stresses the importance of supporting economic growth and reducing carbon emissions. In developing the concept of an area based approach the following factors have been examined including through a mapping exercise. The analysis including the following categories: -
  - High areas of deprivation and car generation, i.e. household car ownership,
  - Air Quality Management Areas,
  - Corridors of high congestion,
  - Large scale employment areas, business and retail parks, and major trip attractors,
  - And following the Cycling City York programme, ongoing work with schools and major employers.
20. The proposed area based approach would have three elements to it:
  - City Wide – recognising that some measures/projects will need to be developed on a city wide basis
  - City Centre – given its focus for many journeys, the scope to address both economic and emission issues and the importance of the city centre as a transport hub
  - A Northern Quadrant of the City – fanning out from the City Centre (broadly covering the area between Malton Road and the River Ouse) and stretching to the villages.
21. The rationale behind the Northern Quadrant is that it includes major trip attractors and employment areas at Monks Cross, Clifton Moor, Nestle and York Hospital and key congested corridors into and out of York such as the A19 and Haxby and Wigginton Roads. A high proportion of trips to the Monks Cross and Clifton Moor areas are made by car compared to the city centre indicating that there is a greater opportunity for increasing sustainable transport modes. The proposed focus area also includes villages such as Haxby and Strensall that already have some good sustainable transport routes into the city centre but have high levels of car use particularly for trips to other areas of the city. The quadrant approach could then be rolled out across the rest of the City over time and subject to future LSTF funding.

*Investment Themes*

22. The list of schemes to be included in the bid will form a mix of revenue and capital programmes that can be delivered within the LSTF 4 year timescale that best meet the following criteria and are sustainable after the LSTF period, showing positive effects that lead to changes in travel behaviour, tied in with the developing LTP3 targets: -
- Carbon reduction contribution
  - Contribution towards better economic growth
  - Influence on travel behaviour
23. The identification of schemes will be based on the various consultations, feedback and evidence as mentioned above. Based on a review of this it is proposed that the following Investment Themes are reflected in the bid:
- **Public Transport Initiatives** – given the limited funding from this bid measures such as filling in the gaps in the real-time bus information system and access improvements and usage of bus timetables, as well as some capital works such as bus stop improvements and route reliability measures should help to pump-prime bus operators into investing more in York. Discussions are ongoing with operators to identify/develop LSTF projects that would help to kick-start further investment in low emission buses and promote technology change on bus fleets.
  - **Business Engagement** – this builds upon the existing work of the Council (including Sports and Active Leisure’s “Well at Work” health programme), Cycling City York and working in partnership with York Enterprise, all with the aim of delivering a travel planning service that demonstrates the benefits of modal shift, especially aimed at the larger employers to encourage their staff to travel and do business sustainably.
  - **Education and Campaigns** – Building upon the Cycling City York marketing and communications initiatives, this element would seek to market, communicate and promote the benefits (economic, health and environmental) of modal shift, why it should be done and promoting the various tools this bid would help deliver including the next bullet point,
  - **Health and Leisure** – development of maps, guided rides and walks, web-based tools including a walking journey planner and events to actively promote and encourage modal shift.
  - **School Engagement** – helping to take forward the school travel planning implementation works and cycling and walking initiatives that has been established over the last couple of years.

- **Capital Schemes** – While the majority of works will be revenue based as DfT have suggested, some key capital schemes will be promoted including: -
  - Public Transport improvements – Bus stop infrastructure (shelters, information etc.) and route reliability improvements (signal upgrades, junction improvements, provision of clearways)
  - City centre accessibility projects such as improvements to inner ring road junctions to assist pedestrian movement (e.g. St. Leonard's Place and Rougier Street)
  - Key cycle schemes such as an outer orbital route between Monks Cross and Clifton Moor including a section of off road route along the A1237 between Haxby Road & Wigginton Road
  - Public rights of way schemes including a link with a public right of way between New Earswick and Huntington, better connecting both sides of the Northern quadrant.
  - Connection of Sustrans route 65 through Clifton Business Park providing an additional link to the riverside route
  - Continuation of the cycle audit works to improve the existing cycle infrastructure

24. Officers have already received a good amount of support from the various sectors that is demonstrable to DfT, further strengthening York's bid and adding to the sustainability of what this bid will deliver post-LSTF, including elements of match-funding whether in kind, or financial.

### **Corporate Strategy**

25. This bid contributes to a number of Corporate Priorities:

*Sustainable City - There is considerable scope for encouraging a shift from single-occupancy car use when used for journeys within a 5-mile radius of the destination in York, to sustainable forms of transport. Further helping to meet the cities environmental and carbon polices*

*Inclusive City – While all sustainable modes combined can cater for all needs, abilities and disabilities, messages and promotion in influencing travel behaviour will be aimed at everyone as well as specific target groups including focusing on health, road safety and car trip generation points.*

*Healthy City - This funding will implement measures to encourage more people to choose sustainable transport both for commuting and leisure purposes given the added benefits of improved health especially when focusing on modes such as walking and cycling.*

*Thriving City - The benefits that transport bring are reflected in stimulating economic growth and the LSTF criteria has this as one of its two main criteria. This funding will help to develop and expand its services to businesses and organisations and develop better travel planning services; working with them to make their business more sustainable and profitable through sustainable transport measures and making York an even better place to live and do business in.*

*Safer City - This funding will also seek to continue and develop York's road safety work in partnership with 95Alive, the Police and Safer York Partnerships continuing their work in deterring cycle theft and promoting and enforcing greater respect on our roads from all road users. This will further support the cycle, scooter and pedestrian training York has, making it available to all.*

## **Implications**

26. **Financial** – Given the significant reduction in LTP funding the LSTF funds would represent a significant investment to take York further forward in developing a more sustainable city, which is critical for its continued success and growth, without which the momentum of previous works including LTP2 measures and Cycling City York may only just be maintained at best.
27. **Human Resources (HR)** – This funding will have a resource element to it and will be seeking within the bid to maintain the existing core Cycling City Team and expand this further to gain a small number of travel planning/road safety officers including an Active Living Officer. These will deliver what agreed measures we would seek to take forward that best meet the solutions York needs, within the limitations of this funding.
28. **Equalities** – The measures will deliver a range of improvements and work to influencing everyone's travel behaviour, within the limitations of the funding and available resource and aid in providing residents and visitors to York with travel options to reach key areas around the city as a result of improved infrastructure improvements, information and signage. The EIA for both the LTP3 and Cycling City York has highlighted areas for consideration and will be noted and adhered to, taking account of all needs.
29. **Legal** – None at this time.
30. **Property** – None at this time.
31. **Crime and Disorder** – As mentioned, this funding will go further to supporting the work of the Police and Safer York Partnerships.

## **Risk Management**

32. No risk at this time other than the potential of not being successful in York's LSTF bid and the subsequent reduction in the Council's capacity to deliver sustainable transport initiatives and measures.

**Contact Details**

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

Richard Wood  
Assistant Director Strategic Planning and  
Transport

Report Approved

Date 17.02.11

**Specialist Implications Officer(s)**

**Financial**

Patrick Looker  
Finance Manager, City Strategy  
01904 551633

Wards Affected: all

All

For further information please contact the author of the report

Annexes included: -

**Annex A - Bidding options for transport authorities**

**Annex B - Local Sustainable Transport Fund - Guidance on the Application Process  
(published online only)**

# Bidding options for transport authorities

Department for  
**Transport**

By 18<sup>th</sup> April  
2011

By end June 2011

**Tranche 1 Bids**  
(up to £5m)

Deadline for receipt of Tranche 1 bids

Decisions on successful Tranche 1 bids

By 6<sup>th</sup> June 2011

By 24<sup>th</sup> Feb 2012

May 2012

**Tranche 2 Bids**  
(up to £5m)

Deadline for expressions of interest

Deadline for receipt of Tranche 2 bids

Decisions on successful Tranche 2 bids

By 6<sup>th</sup> June 2011

By 20<sup>th</sup> Dec 2011

June 2012

**Large Projects**  
(up to £50m in total, including key components)

Deadline for receipt of initial proposals

Shortlisted bids invited to prepare business cases

Deadline for receipt of business cases

Decisions on successful large projects

By 18<sup>th</sup> April 2011

By end June 2011

**Key component option**  
(up to £5m)

Deadline for receipt of optional key component bid

Decisions on successful key component bids

Small projects

Large projects

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**Scrutiny Management Committee  
(Calling – In)****21 March 2011**

Report of the Assistant Director, Governance and ICT

**Called-in Item: City Strategy Capital Programme – 2011/12 Budget Report****Summary**

1. This report sets out the reasons for the call-in of the decisions made by the Executive Member for City Strategy on 1 March 2011 in relation to a report which set out details of the funding sources for the City Strategy Capital Programme together with the proposed schemes to be delivered in 2011/12. This covering report also explains the powers and role of the Scrutiny Management Committee in relation to dealing with the call-in.

**Background**

2. An extract from the decision list published after the relevant Executive Member Decision Session is attached as Annex A to this report. This sets out the decisions taken by the Executive Member on the called-in item. The original report and annexes to the Executive Member Decision Session are attached as Annex B.
3. The Executive Member's decisions have been called in by Cllrs Merrett, Potter and Simpson-Laing for review by the Scrutiny Management Committee (SMC) (Calling-In), in accordance with the constitutional requirements for call-in. The reasons given for the call-in are on the grounds that:

*-The programme is insufficiently strategically focussed in the current climate of significantly reduced capital funding, and current schemes' benefits should be reassessed to ensure key changes are delivered, removing the 'nice to do' aspects.*

*- There is a lack of prioritisation on air quality/a Low Emission Zone; bus priority measures; improvements to bus services and a city-wide 20mph residential area speed limit.*

*- There is an absence of a commitment to a partnership approach with other organisations to deliver smaller schemes, eg. like Rawcliffe Recreation Path.*

*- The Library Square scheme has been retained resulting in the loss of disabled parking spaces and is no longer affordable in the current climate.*

### **Consultation**

4. In accordance with the requirements of the Constitution, the calling-in Members have been invited to attend and/or speak at the Call-In meeting, as appropriate.

### **Options**

5. The following options are available to SMC (Calling-In) members in relation to dealing with this call-in, in accordance with the constitutional and legal requirements under the Local Government Act 2000:
  - a. To confirm the decisions of the Executive Member, on the grounds that the SMC (Calling-In) does not believe there is any basis for reconsideration. If this option is chosen, the original decisions will be confirmed and will take effect from the date of the SMC (Calling-In) meeting.
  - b. To refer the matter back to the Executive Member, for him to reconsider his original decisions. The reference back may include specific recommendations to the Executive Member. If this option is chosen, the matter will be reconsidered at a meeting of the Executive (Calling-In) to be held on 22 March 2011.

### **Analysis**

6. Members need to consider the reasons for call-in and the report to the Executive Member and form a view on whether there is a basis to make specific recommendations to the Executive Member in respect of the report.

### **Corporate Priorities**

7. An indication of the Corporate Priorities to which the Executive Member's decisions are expected to contribute is provided in paragraph 46 of Annex B to this report.

### **Implications**

8. There are no known Financial, HR, Legal, Property, Equalities, or Crime and Disorder implications in relation to the following in terms of dealing with the specific matter before Members; namely, to determine and handle the call-in.

### **Risk Management**

9. There are no risk management implications associated with the call in of this matter.

### **Recommendations:**

10. Members are asked to consider the call-in and reasons for it and decide whether they wish to confirm the decision made by the Executive Member or refer the matter back for reconsideration and make specific recommendations on the report to the Executive Member for City Strategy.

**Reason:** To enable the called-in matter to be dealt with efficiently and in accordance with the requirements of the Council's Constitution.

**Contact details:**

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**Chief Officer Responsible for the report:**

Andrew Docherty  
Assistant Director, Governance and ICT

**Report Approved**  **Date** 10 March 2011

**Specialist Implications Officer(s)** None

**Wards Affected:**

All

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

**Annexes**

Annex A – Decision of the Executive Member on the called-in item (extract from the decision list published on 2 March 2011).

Annex B – Report to the Decision Session of the Executive Member for City Strategy on 1 March 2011.

**Background Papers**

Agenda relating to the above meeting (published on the Council's website)

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**DECISION SESSION - EXECUTIVE MEMBER FOR CITY STRATEGY**

**TUESDAY, 1 MARCH 2011**

***Extract from the DECISIONS***

Set out below is a summary of the decisions taken at the Executive Member for City Strategy Decision Session held on Tuesday, 1 March 2011. The wording used does not necessarily reflect the actual wording that will appear in the minutes.

Members are reminded that, should they wish to call in a decision, notice must be given to Democracy Support Group no later than 4.00pm on Thursday 3 March 2011.

If you have any queries about any matters referred to in this decision sheet please contact Jill Pickering, Democracy Officer (01904) 552061.

**9. CITY STRATEGY CAPITAL PROGRAMME - 2011/12  
BUDGET REPORT**

**RESOLVED:** That the Executive Member for City Strategy approves the scheme allocations detailed in Annex 1 to the officer report.

**REASON:** To implement the council's transport strategy identified in York's third Local Transport Plan (LTP) and deliver schemes identified in the council's Capital Programme.

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

**1 March 2011**

Report of the Director of City Strategy

**City Strategy Capital Programme – 2011/12 Budget Report**

**Report Summary**

1. This report sets out the funding sources for the City Strategy Capital Programme and the proposed schemes to be delivered in 2011/12. The report covers the Integrated Transport allocation, the City Walls restoration allocation, and the Property Capital Programme. Other capital schemes in the City Strategy Directorate such as the Accommodation Review and the Community Stadium projects are presented in separate reports.

**Recommendations**

2. The Executive Member is requested to:
  - note the funding pressures on the Transport Capital Programme.
  - approve the scheme allocations indicated in Annex 1.

Reason: To implement the council's transport strategy identified in York's third Local Transport Plan (LTP) and deliver schemes identified in the council's Capital Programme.

**Background**

3. Subject to approval by Full Council on 24 February 2011, the City Strategy Capital Programme budget for 2011/12 is anticipated to be **£4,128k**, which is made up of two main sections: Planning & Transport (£1,999k), which includes Integrated Transport & City Walls schemes, and Property (£2,129k). The Planning & Transport budget includes £1,549k of Local Transport Plan (LTP) funding, and £300k funding from developer contributions.
4. Throughout the second Local Transport Plan period (2006/07 to 2010/11), the LTP Integrated Transport annual funding decreased from £4,478k in 2006/07 to £2,986k at the start of 2010/11, as part of a revised formula based approach.

## ANNEX B

5. Following the in-year budget cuts announced in June 2010, the LTP Integrated Transport allocation for 2010/11 was reduced further to £2,236k. The total Integrated Transport budget at the start of 2010/11 was £6,910k including Regional Funding Allocation (RFA) supplement, Cycling City Grant, Road Safety Grant and Developer Contributions. Following an initial review of budget allocations in June 2010, the government reduced the LTP and RFA elements and deleted the Road Safety Grant. The final Monitor 2 2010/11 Integrated Transport budget was therefore reduced to £5,804k.
6. The LTP Integrated Transport funding available for future years is significantly lower than previous allocations, as indicated in the following table. The Structural Maintenance LTP budgets are also provided for comparison.

<b>LTP Budgets</b>					
	<b>2010/11</b>	<b>2011/12</b>	<b>2012/13</b>	<b>2013/14</b>	<b>2014/15</b>
	<b>£000s</b>	<b>£000s</b>	<b>£000s</b>	<b>£000s</b>	<b>£000s</b>
<b>Integrated Transport</b>	2,986	1,549	1,652	1,652	2,323
<b>Structural Maintenance</b>	2,435	1,865	1,790	1,756	1,684

7. The full City Strategy Capital Programme also includes funding from council resources for maintenance of the City Walls, and the Property Capital Programme, which is also funded from council resources.
8. The funding allocated to the 2011/12 Integrated Transport Capital Programme and the comparable 2010/11 Integrated Transport Capital Programme at Monitor 2 (December 2010) is shown in the following table.

<b>Integrated Transport Budget</b>		
<b>Funding</b>	<b>2010/11 (M2)</b>	<b>2011/12</b>
	<b>£000s</b>	<b>£000s</b>
LTP Settlement	2,236	1,549
Regional Funding Allocation	1,680	-
Developer Contributions	650	300
Cycling City Grant	1,055	-
CYC Resources	60	60
Other Grant Funding	123	-
<b>Total Budget</b>	<b>5,804</b>	<b>1,909</b>

9. The lower funding levels means that the scope of improvements possible to deliver is significantly reduced unless alternative funding sources can be

**ANNEX B**

identified. The government have reduced the number of funding streams available for transport schemes from 26 to 4:

- Block funding for highways maintenance (capital)
- Block funding for Integrated Transport schemes (capital).
- A local sustainable transport fund (capital and revenue)
- Major schemes (capital)

10. The block funding elements for maintenance and Integrated Transport schemes are distributed on a formula basis, whereas the Local Sustainable Transport Fund and Major Scheme funding are allocated on a bid basis.

11. The Access York Phase 1 Park & Ride scheme, which originally gained Programme Entry status in April 2010, is identified in the Development Pool of nationwide major schemes with a best and final funding bid to be submitted by September 2011, with a decision expected in December 2011. A bid is being prepared for the Local Sustainable Transport Fund for submission in April 2011.

**Proposed Planning & Transport Programme**

12. The proposed budgets have been split into a number of main blocks, which summarise the strategic aims of the third Local Transport Plan (LTP3) into related blocks of schemes. More details of the proposed allocations are included in the following paragraphs and in Annex 1. The allocations indicated in the table below include schemes committed in previous years and an allowance for overprogramming.

13. Overprogramming has been used over the last ten years to ensure that the funding allocation is fully spent within the year. This mechanism allows additional schemes to be developed and delivered if other schemes are delayed due to unforeseen circumstances.

14. The level of overprogramming has been kept to a much lower proportion (approx. 20%) than in the earlier years of the LTP2 period, due to the reduced budget allocation anticipated over the next four years. Overprogramming was set at £1,167k at the start of 2010/11, representing 40% of the LTP budget and 16% of the overall allocation.

<b>Proposed Planning &amp; Transport 2011/12 Programme</b>	<b>£000s</b>
Access York Phase 1	80
Access York Phase 2	100
Multi-Modal Schemes	700
Air Quality & Traffic Management	175
Park & Ride	50
Public Transport Improvements	185
Walking	240
Cycling	410
Safety and Accessibility Schemes	150
School Schemes	175
Previous Years Costs	50
City Walls	90
<b>Total Planning &amp; Transport Programme</b>	<b>2,405</b>
<b>Over Programming</b>	<b>406</b>
<b>Total Planning &amp; Transport Budget</b>	<b>1,999</b>

15. The proposed programme for 2011/12 has been developed to support the five strategic aims of LTP3 and the Corporate Strategy. Due to the reduced level of funding available, schemes have been prioritised in order to make the best use of the available funding. The programme takes account of the anticipated progress delivering schemes in 2010/11, including those schemes that may carryover into 2011/12, and includes schemes that were developed in 2010/11 for implementation in future years. Owing to the sudden change in the available funding, 2011/12 is considered to be a transition year with a higher proportion of carryover schemes.
16. The Access York Phase 1 allocation (£80k) has been included to complete the design work on the Askham Bar site and prepare the final bid for submission to the DfT by September 2011. If the final bid is successful, additional resources will need to be added to the budget to progress the scheme, such as developer contributions, the value of the proposed site and sale of the existing Askham Bar site.
17. The Access York Phase 2 allocation includes the completion of the upgrade of the York Traffic Model, which has continued from 2010/11, and the cost of any completion works and payment of retentions for the A19/A1237 Roundabout Improvements scheme.

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18. There are three schemes in the Multi-Modal Schemes block to be delivered in the year:

- Blossom Street Phase 2: £300k allocated for improvements between the Queen Street/ Blossom Street junction and The Mount bus gate close to Holgate Road. This scheme will include the upgrade of all of the traffic signals in the area to enable them to be linked to increase efficiency and capacity. A continuous inbound cycle feeder lane through to Queen Street will also be provided.
- Fishergate (Pedestrian Route to Barbican): £200k allocated for the provision of signalised pedestrian crossings to the central Fishergate island and through to the Barbican. This will improve accessibility and safety for pedestrians travelling to the Fishergate island and to the Barbican.
- Fishergate Gyratory Multi-Modal Scheme: £200k allocated for alterations to the road layout to improve safety for all users. This will involve narrowing traffic lanes and allocations and possibly widening of footways. It is anticipated that a trial operation of the proposed layout will be required before implementation.

19. The Air Quality and Traffic Management includes an allocation for further upgrades of the Urban Traffic Management & Control (UTMC) system across the city to maximise the capacity of the road network by linking the operation of traffic signals. An allocation has also been included for the further development of Phase 2 of the James Street Link Road (Heworth Green to Layerthorpe). The provision of the road is dependent on the progression of the development which the road passes through. It is anticipated that a planning application for the development and link road will be submitted in 2010/11. Depending on the duration of decontamination works, further resources may need to be allocated to the scheme in 2011/12.

20. An allocation has been provided for the upgrade of the Park & Ride bus stops and facilities at the sites and in the city centre.

21. In the Public Transport block, it is proposed to carry out a review of bus stop provision and bus routes in the city centre and develop options for improvement. Funding has also been included for work to roll out the installation of the Bus Location and Information Sub-System (BLISS) onto the remainder of the bus fleet (primarily subsidised services) and to improve rail/ bus interchange signage at York Station. A review of bus route reliability, particularly in relation to parked vehicles and junctions, will be carried out and low cost improvement measures undertaken where possible.

22. The Walking block includes funding for the completion of improvements to the Museum Street/ Library Square area, which started on site in late 2010/11, and an allocation for the implementation of schemes identified in the

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Footstreets Review carried out in 2010/11. The implementation of a new shared-use path across Rawcliffe Recreation Ground, improving connections to the pedestrian network and linking to the new Rawcliffe primary school, will start in April 2011 following deferral last year. An allocation for the implementation of minor upgrades to pedestrian facilities, including dropped kerbs at junctions, has also been included in this block.

23. The main scheme in the Cycling block is the allocation for Links to the University Cycle Routes, which includes the second/third phase of the cycle route along Heslington Lane, and the design of an off-road cycle route along University Road to link to the University expansion scheme at Innovation Way. A grant funding bid will be submitted to Sustrans for 30% of the cost of the Heslington Lane route. A plan showing the existing cycle facilities in this area and the proposed new route is included in Annex 2 of this report.
24. Funding has also been included for the completion of Cycling City schemes from 2010/11, including links to the Orbital Cycle Route; a review of the cycle lane at the Clifton Green junction; and an allocation for minor improvements to cycle facilities and the development of schemes for future years.
25. The Village Access Schemes allocation has been included for schemes to improve access to public transport, walking, and cycling routes to and around villages, including the completion of a review of the Common Lane/ A1079 Dunnington junction and the proposed footway improvements over Howden Dike Bridge in Naburn, subject to the availability of a contribution from the Parish/Ward Council.
26. An allocation has also been included for the implementation of safety improvement schemes across the city, including schemes developed to reduce the number of accidents at identified cluster sites, address danger reduction issues raised by the public, manage speed along routes, and carry out a review of speed limits. Measures such as the provision of Vehicle Activated Signs will be considered at locations where a speeding issue meets the intervention criteria.
27. The School Schemes block includes an allocation for the continuation of the Safe Routes to School programme, which will include the development of a programme of work by working with schools, implementation of schemes identified in feasibility studies in 2010/11, and an allocation for a review of cycle parking at schools. Subject to a detailed review of costs, schemes will be progressed at Fulford, Joseph Rowntree, Danesgate, Robert Wilkinson and Wheldrake. If a suitable site is available, cycle parking will be provided at Elvington primary school – the last school in York without any cycle parking.
28. As in previous years, an allocation of £50k has been included to fund retentions, final completion works and items identified during the safety audit of the previous year's schemes.

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29. The City Walls allocation will be used to continue the rolling programme of restoration of the monument. Subject to the acceptance of a bid for additional council resources on 24 February, the funds will be used to undertake repair work to the rear extension to Walmgate Bar, which is currently supported by scaffolding.

**Property Capital Programme**

30. There are three property schemes in the base Capital Programme for 2011/12, however additional bids have been submitted for consideration for funding from council resources. The final budgets will be confirmed at Full Council on 24 February.

<b>Proposed Property 2011/12 Programme</b>	<b>£000s</b>
River Bank Repairs	655
Acomb Office	1,394
Property Compliance (Asbestos & Fire Regulations)	80
<b>Total Property Programme</b>	<b>2,129</b>

31. River Bank Repairs – £717k was allocated to repairing the river banks and island between the sluice gate and locks in the Foss Basin area in 2010/11. Following delays due to high river levels, £655k of the funding was slipped into 2011/12 at Monitor 3. The scheme will now be progressed in 2011/12.

32. Acomb Office – £1,394k has been allocated to provide a community building on land acquired at the rear of Acomb Explore. The scheme is currently at the planning stage to determine the size and use of the building to enable a detailed cost to be established.

33. Property Compliance (Asbestos & Fire Regulations) – £80k has been allocated for works on council properties to ensure compliance with Asbestos and Fire Regulations.

**Consultation**

34. The capital programme was developed under the Capital Resource Allocation model (CRAM) framework and is subject to approval at Full Council on 24 February 2011. Whilst consultation is not undertaken for the Integrated Transport capital programme on an annual basis, the programme follows the principles of the Local Transport Plan and consultation is undertaken on individual schemes as they are progressed.

35. The council's third Local Transport Plan (LTP3) has been developed over the past eighteen months with the draft summary accepted by the Executive

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Member on 1 February, with a full version due to be submitted to the 15 March Executive before being submitted to Full Council in April for formal adoption. The preparation of LTP3 included two phases of consultation with residents in autumn/winter 2009 and autumn 2010.

**Corporate Priorities**

36. The City Strategy Capital Programme supports the Sustainable City, Thriving City and Safer City elements of the new Corporate Strategy.
37. **Sustainable City** We aim to be clean and green, reducing our impact on the environment while maintaining York's special qualities and enabling the city and its communities to grow and thrive. Improvements to cycle routes, walking routes and public transport will help to meet this objective.
38. **Thriving City** We will continue to support York's successful economy to make sure that employment rates remain high and that local people benefit from new job opportunities. Improvements to the city's sustainable transport network including the provision of three new Park & Ride sites will assist the economy by reducing the impact of congestion.
39. **Safer City** We want York to be a safer city with low crime rates and high opinions of the city's safety record. Improvement schemes and speed management measures are targeted at prioritised sites to reduce casualties. Education and enforcement campaigns complement the highway improvement works.

**Implications**

40. The report has the following implications:
- **Financial** – See below
  - **Human Resources (HR)** – The lower funding levels (approx. 70% reduction) means that a reduced design/delivery team is required in 2010/11 and future years unless alternative funding sources can be found. The anticipated staff changes have been incorporated into the current City Strategy organisational review.
  - **Equalities** – There are no equalities implications. Schemes will be delivered in accordance with the Council's Equalities Systems and Standards
  - **Legal** – There are no legal implications
  - **Crime and Disorder** – There are no crime and disorder implications
  - **Information Technology (IT)** – There are no IT implications
  - **Property** – There are no property implications
  - **Other** – There are no other implications

## Financial Implications

41. The LTP allocation for 2011/12 was confirmed by the Department for Transport on 13 December 2010. Subject to approval at Full Council on 24 February 2011, the full City Strategy Capital Programme budget for 2010/11 is anticipated to be **£4,128k**. The programme will be amended to include carryovers from the 2010/11 Capital Programme in the City Strategy Capital Programme Consolidated Report to the July Decision Session meeting.
42. The programme is funded as follows.

<b>Funding</b>	<b>2011/12</b>
	<b>£000s</b>
LTP funding	1,549
Developer Contributions	300
CYC Resources (Library Square)	60
CYC Resources (City Walls)	90
CYC Resources (Property)	2,129
<b>Total Budget</b>	<b>4,128</b>

43. If the allocations proposed in this report are accepted, the total value of the City Strategy Planning & Transport Capital Programme for 2011/12 would be **£2,405k** including overprogramming. The overprogramming level of £406k is considered appropriate for the level of funding available in 2011/12 and the anticipated lower funding allocations in future years.

## Risk Management

44. The Capital Programme has been prepared to assist in the delivery of the objectives of the Local Transport Plan. Owing to the lower availability of funding there is a risk that the targets identified within the plan will not be achievable. Alternative funding sources such as the Local Sustainable Transport Fund and Major Scheme process are being targeted to meet the shortfall.

## Contact Details

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### Chief Officer Responsible for the report:

**Richard Wood**  
Assistant Director Strategic Planning and  
Transport.

**ANNEX B**

Report Approved  Date 16.02.11

**Specialist Implications Officer(s)** N/A

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

All

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

**Background Papers**

City Strategy Capital Programme: 2010/11 Monitor 2 Report – 7 December 2010

**Annexes**

Annex 1: Proposed 2011/12 City Strategy Capital Programme.

Annex 2: Existing & Proposed Cycle Routes Around the University

Scheme Ref	11/12 City Strategy Capital Programme	11/12 Programme (Total) £1000s	Scheme Type	Comments
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**Access York Phase 1**

AY01/09	Access York Phase 1	80.00	Study	Completion of Askham Bar design, and submission of Final Bid to DfT by September 2011
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**Access York Phase 1 Programme Total****80.00****Access York Phase 2**

AY01/10	Transport Model Upgrade - Completion	50.00	Study	Completion of upgrade and final validation of new model
OR01/09	A19 Roundabout Improvements	50.00	10/11 Costs	Allocation for minor completion works and retention payment for scheme completed in 2010/11

**Access York Phase 2 Programme Total****100.00****Multi-Modal Schemes**

MM01/11	Blossom Street Phase 2	300.00	Works	Improvements from The Mount bus gate to Holgate Road
MM02/11	Fishergate (Pedestrian Route to Barbican)	200.00	Works	Pedestrian crossing upgrades and improvements to route to Barbican Centre
MM01/08	Fishergate Gyratory Multi-Modal Scheme	200.00	Works	Alterations to road layout to improve safety for all road users - trial required before scheme can be implemented

**Multi-Modal Schemes Programme Total****700.00****Air Quality & Traffic Management**

AQ01/11	Urban Traffic Management & Control (UTMC) Projects	75.00	Works	Upgrades to Urban Traffic Management & Control system across the city
AQ02/11	Air Quality Diffusion Tubes	20.00	Works	Support for purchase of air quality monitoring equipment
JS01/09	James Street Link Road Phase 2	50.00	Study	Development of scheme; additional funding will be required if scheme progresses in 2011/12
AQ03/11	Electric Vehicle Charging Points	30.00	Study/Works	Investigation and initial installation

**Air Quality & Traffic Management Programme Total****175.00****Park & Ride**

PR01/11	Park & Ride Site Upgrades	50.00	Works	Continuation of upgrade programme
PR02/11	P&R City Centre Bus Stop Upgrades			

**Park & Ride Programme Total****50.00****Public Transport Improvements**

PT01/11	City Centre Bus Stop Improvements	50.00	Works	Review of bus stop provision & development of options for improvement
PT02/11	Bus Location & Information Sub-System (BLISS)	75.00	Works	Continuation of fleet installation
PT03/11	City Centre Accessibility (Public Transport)	20.00	Study	Review of city centre bus routes
PT04/11	Rail/ Bus Interchange Signage Improvements	20.00	Works	Improved signage at station
PT05/11	Route Reliability Review	20.00	Study/Works	Review of bus routes to identify locations that affect reliability eg: parking, junction layouts, and implementation of low cost measures

**Public Transport Improvements Programme Total****185.00****Walking**

PE01/11	Minor Walking Schemes	30.00	Works	Minor upgrades across the city, including dropped crossings
PE04/10	City Centre Accessibility (Museum Street/ Library Square)	70.00	Works	Completion of 2010/11 scheme
PE02/11	City Centre Accessibility (Footstreets)	50.00	Works	Implementation of schemes from Footstreets Review and City Centre Accessibility Framework
PE07/10	Rawcliffe Recreation Ground Shared-Use Path	90.00	Works	Construction of scheme slipped from 2010/11

**Walking Programme Total****240.00**

Scheme Ref	11/12 City Strategy Capital Programme	11/12 Programme (Total)	Scheme Type	Comments
		£1000s		

<b>Cycling</b>				
CY01/11	Minor Cycle Schemes/ Cycle Scheme Development	50.00	Study/ Works	Minor improvement measures across the city; and development work for future years including access to city centre
CY02/11	Links to University Cycle Routes	200.00	Works	Implementation of Heslington Lane Cycle Route Phase 2/3; design of University Road cycle route to link with University expansion
Various	Completion of Cycling City Schemes	150.00	Works	Carryover schemes; links to Orbital Cycle Route; removing gaps in network
CY04/10	Clifton Green Cycle Lane Review	10.00	Study	Review of Clifton Green junction

<b>Cycling Programme Total</b>	<b>410.00</b>
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<b>Safety and Accessibility Schemes</b>				
Various	Village Access Schemes	50.00	Works	Schemes to improve access to public transport, walking, and cycling routes to and around villages
Various	Safety/ Danger Reduction Schemes	80.00	Works	Local Safety Schemes developed from review of accident records; Schemes to address danger reduction issues raised by the public
Various	Speed Management Schemes	20.00	Works	Schemes to address speeding concerns e.g. Vehicle Activated Signs; Speed limit reviews

<b>Safety and Accessibility Schemes Programme Total</b>	<b>150.00</b>
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<b>School Schemes</b>				
Various	Safe Routes to School	175.00	Works	Continuation of Safe Routes to School programme; implementation of schemes identified in 2010/11 feasibility studies
Various	School Cycle Parking Review		Study/ Works	Cycle parking review and installation

<b>School Schemes Programme Total</b>	<b>175.00</b>
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<b>Previous Years Costs</b>				
-	Carryover Commitments from Previous Years	50.00	-	Minor costs from schemes completed in previous years

<b>Previous Years Costs Total</b>	<b>50.00</b>
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<b>Total Integrated Transport Programme</b>	<b>2,315.00</b>
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### City Strategy Maintenance Budgets

<b>City Walls</b>				
CW01/11	City Walls Restoration	90.00	Works	Repair works to Walmgate Bar

<b>Total City Walls</b>	<b>90.00</b>
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<b>Total City Strategy Maintenance Programme</b>	<b>90.00</b>
--	--------------

<b>Total City Strategy Programme</b>	<b>2,405.00</b>
--------------------------------------	-----------------

<b>Total Overprogramming</b>	<b>406.00</b>
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<b>Total City Strategy Budget</b>	<b>1,999.00</b>
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**ANNEX TWO**

**Cycle Routes Provided as part of University Expansion**

**University Cycle Routes**

- Cycle Routes Provide as part of University Expansion
- Existing Cycle Route:
- Proposed University 1 Cycle Route
- Proposed Heslington Lane Cycle Route
- Quiet Road Connecting Existing Network to New Campus Routes

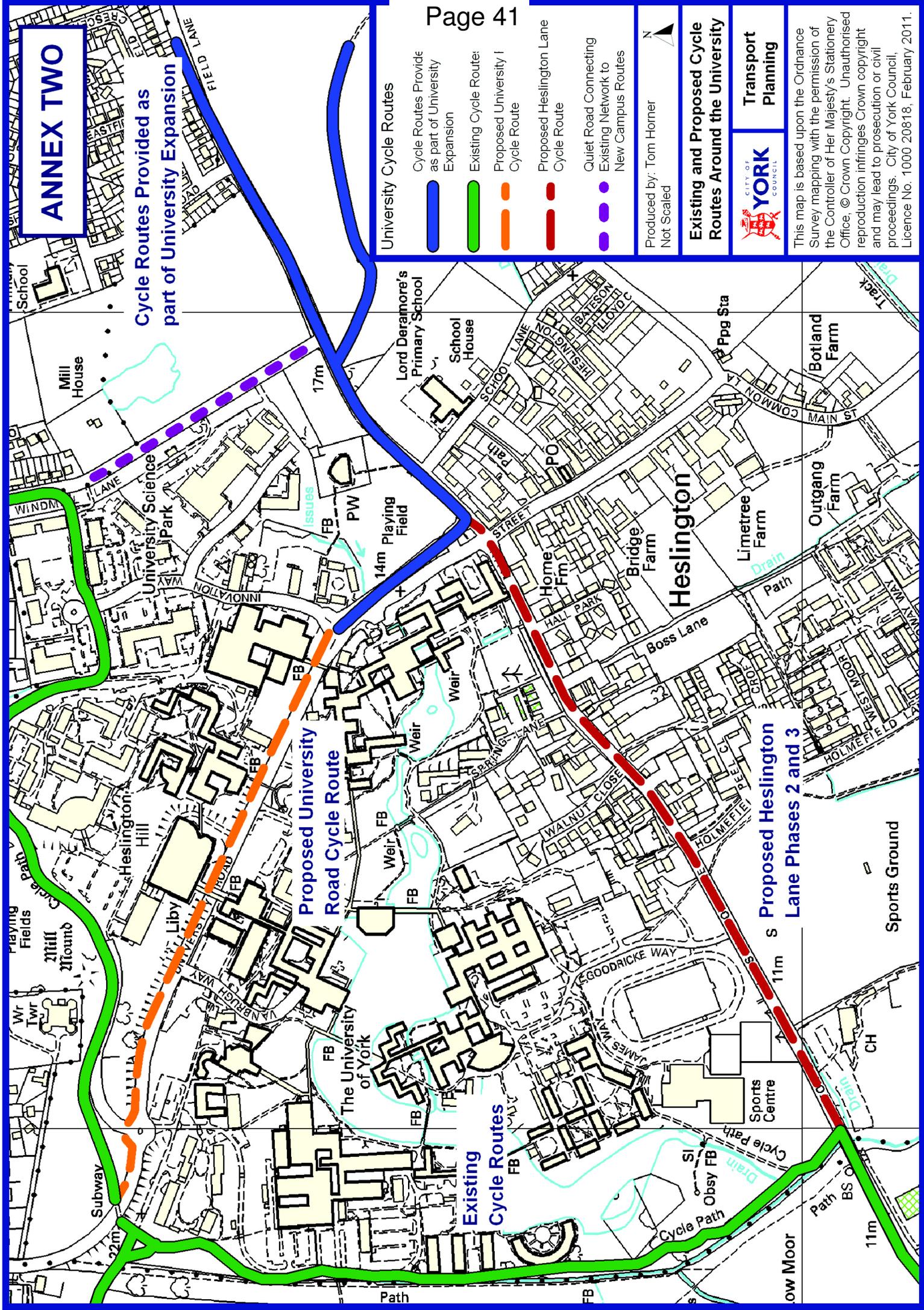
Produced by: Tom Horner  
Not Scaled

**Existing and Proposed Cycle Routes Around the University**



**Transport Planning**

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**Proposed University Road Cycle Route**

**Existing Cycle Routes**

**Proposed Heslington Lane Phases 2 and 3**

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**Scrutiny Management Committee  
(Calling – In)****21 March 2011**

Report of the Assistant Director, Governance and ICT

**Called-in Item: Development of the Explore Vision in Libraries****Summary**

1. This report sets out the reasons for the call-in of the decisions made by the Executive Member for Leisure, Culture and Social Inclusion on 8 March 2011 in relation to a report which detailed proposals to extend the 'Explore' vision across the whole of the City's library service. This covering report also explains the powers and role of the Scrutiny Management Committee in relation to dealing with the call-in.

**Background**

2. An extract from the decision list published after the relevant Executive Member Decision Session is attached as Annex A to this report. This sets out the decisions taken by the Executive Member on the called-in item. The original report and annexes to the Executive Member Decision Session are attached as Annex B.
3. The Executive Member's decisions have been called in by Cllrs Crisp, Alexander and Simpson-Laing for review by the Scrutiny Management Committee (SMC) (Calling-In), in accordance with the constitutional requirements for call-in. The reasons given for the call-in are that:
  - *There has been a lack of pre-decision consultation with staff and library users;*
  - *No proper Equality Impact Assessment has been conducted;*
  - *The report is based on data, which is in some cases five years old and in others, at least a decade out of date;*
  - *The Executive is trying to carry out a consultation and the implementation of the decision concurrently;*
  - *The decision should not be taken so close to the purdah period - the Council should wait until the electorate's verdict in May before proceeding with such a far-reaching policy decision.*

### **Consultation**

4. In accordance with the requirements of the Constitution, the calling-in Members have been invited to attend and/or speak at the Call-In meeting, as appropriate.

### **Options**

5. The following options are available to SMC (Calling-In) Members in relation to dealing with this call-in, in accordance with the constitutional and legal requirements under the Local Government Act 2000:
  - a. To confirm the decisions of the Executive Member, on the grounds that the SMC (Calling-In) does not believe there is any basis for reconsideration. If this option is chosen, the original decisions will be confirmed and will take effect from the date of the SMC (Calling-In) meeting.
  - b. To refer the matter back to the Executive Member, for him to reconsider his original decisions. The reference back may include specific recommendations to the Executive Member. If this option is chosen, the matter will be reconsidered at a meeting of the Executive (Calling-In) to be held on 22 March 2011.

### **Analysis**

6. Members need to consider the reasons for call-in and the report to the Executive Member and form a view on whether there is a basis to make specific recommendations to the Executive Member in respect of the report.

### **Corporate Priorities**

7. An indication of the Corporate Priorities to which the Executive Member's decisions are expected to contribute is provided in paragraph 23 of Annex B to this report.

### **Implications**

8. There are no known Financial, HR, Legal, Property, Equalities, or Crime and Disorder implications in relation to the following in terms of dealing with the specific matter before Members; namely, to determine and handle the call-in.

### **Risk Management**

9. There are no risk management implications associated with the call in of this matter.

### **Recommendations:**

10. Members are asked to consider the call-in and reasons for it and decide whether they wish to confirm the decision made by the Executive Member or refer the matter back for reconsideration and make specific recommendations on the report to the Executive Member for Leisure, Culture and Social Inclusion.

**Reason:** To enable the called-in matter to be dealt with efficiently and in accordance with the requirements of the Council's Constitution.

**Contact details:**

**Author:**

Dawn Steel  
Democratic Services Manager  
01904 551030  
email: dawn.steel@york.gov.uk

**Chief Officer Responsible for the report:**

Andrew Docherty  
Assistant Director, Governance and ICT

**Report Approved**  **Date** 11 March 2011

**Specialist Implications Officer(s)** None

**Wards Affected:**

All

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

**Annexes**

Annex A – Decision of the Executive Member on the called-in item (extract from the decision list published on 8 March 2011).

Annex B – Report and associated annex to the Decision Session of the Executive Member for Leisure, Culture and Social Inclusion on 8 March 2011.

**Background Papers**

Agenda relating to the above meeting (published on the Council's website)

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**DECISION SESSION - EXECUTIVE MEMBER FOR LEISURE CULTURE & SOCIAL INCLUSION****TUESDAY, 8 MARCH 2011****EXTRACT OF DECISIONS**

Set out below is a summary of a decision taken at the meeting of the Decision Session – Executive Member for Leisure, Culture & Social Inclusion held on Tuesday, 8 March 2011. The wording used does not necessarily reflect the actual wording that will appear in the minutes.

Members are reminded that, should they wish to call in a key decision, notice must be given to Democracy Support Group no later than 4pm on the second working day after this meeting.

If you have any queries about any matters referred to in this decision sheet please contact Judith Cumming.

**5. DEVELOPMENT OF THE EXPLORE VISION IN LIBRARIES**

The Executive Member considered a report which detailed how the Explore Vision would be extended across all of the library service.

- RESOLVED:
- (i) That the report be noted.
  - (ii) That the implementation of the innovative Explore Gateway model be agreed.
  - (iii) That the precise model for each Gateway to be developed as outlined in paragraphs 21-22 of the report.
  - (iv) That the EIA (Equality Impact Assessment) be updated to consider the affect on staff and customers.
  - (v) That the book stock in each Gateway be developed in consultation with staff and the community.
  - (vi) That the proposed extension to Rowntree Park Café be agreed.

REASON: So that the library service can continue to develop its Explore vision.

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Executive Member for Leisure, Culture and Social  
Inclusion

8 March 2011

Report of the Assistant Director (Communities and Culture)

## Development of the Explore Vision in Libraries

### Summary

1. This report details how the Explore vision will be extended across all of the library service.

### Background

2. In 2005 CYC (as part of the Scrutiny report Putting Libraries at the Heart of Their Communities) set a vision for the library service – one that put learning at the heart of the service and centred around the principle that libraries should not just be libraries but places that add value to their communities in a whole host of ways. They should be spaces that are:
  - Modern, contemporary - designed to meet the needs of the communities they serve
  - Outward looking - connected with the surrounding landscape and community, drawing people in
  - Welcoming - where staff are proactive in helping people make sense of the complex world of information sources
  - Customer first - combining the design principles of a modern layout of a bookshop with the traditional values of a library service
  - Engaging – inspiring people to join a reading group or a homework club, listen to storytelling, sign up to an evening class, discover their family history, have a coffee, meet new people, surf the internet, access any book ever published, look for job opportunities, learn with their families, hire the latest DVD, access information that enables them to make informed life choices and supports independent living
3. This vision is at the heart of our strategy and influences everything we do. It led to the development of a partnership between libraries and adult education which delivers the concept of library learning centres – or Explore Centres as they have become known. This was first set out in the document *21<sup>st</sup> century learning: 21<sup>st</sup> century libraries*. Since then there have been three explore library learning centres opened – Acomb and New Earswick in 2008 and York in 2010. The Explore concept is now a recognised and popular concept. Visitors and issues have increased at all three centres, bucking a national decline in library use. The centres are seen by local people as the hub of their community and

there are a wide range of activities taking place in the flexible spaces. Staff have built strong links into the community.

4. Over the last 5 years we have worked hard to make York Libraries a high performing and efficient service. CIPFA's VFM Toolkit 2010 puts us in the cheapest 10% of library authorities and the highest performing 10%. (see annex 1 for further information). Furthermore:
  - We have received national recognition as an example of good practice for our vision and performance.
  - We are bucking the national decline in library use – both visits and book issues
  - Over half the population in York uses libraries – highest in the region
  - We have relatively low staff costs having removed our back room functions
  - We deliver about 4,000 volunteer hours a year – which puts us in the top 7 performing authorities
  - We have fewer books than other authorities, but our books work harder
  - 26th highest issuing library in the country (151 authorities)
  
5. In 2005 we began a process of improvement and modernisation – following our clear vision. We have created efficiencies in our procurement of stock – we are part of a trans regional stock consortium which drives out the best discounts and enables us to buy more books with the same money. Buying more paperbacks also helps us to maximise our stock. In 2009 we got rid of the back room department that bought the stock. This was achieved through using electronic ordering, supplier selection and direct delivery of books to libraries. We have restructured the service to better align the service with national and local priorities.

### **Consultation**

6. Staff consultation has been undertaken during January and February. Unison have also been consulted and kept updated. Staff have contributed new ideas and the proposals reflect their input.

### **The Role of a modern library service**

7. Public Libraries are a statutory service under the 1964 Museums and Libraries Act. A modern library service fulfils a range of roles both in its buildings and outside in the wider community:

**Reading and Literacy:** We promote the joy of reading as well as supporting adult and child literacy

**Digital Inclusion:** Around 30% of York residents are not using the internet. York is a UK Online Champion Centre committed to Race Online 2012. We get people online for free and provide them with free, supported access to the internet through PCs and increasingly through WiFi.

**Learning and Skills:** Learning is at the heart of the service. We support and provide learning in a wide variety of ways –family history, archive, study space, IAG, work clubs, learning rooms, access to the world's knowledge and ideas.

**Access to Information:** The cornerstone of a public library service is free, neutral access to information for all. We work with both national and local government to provide access to services e.g. DoH, DWP, JCP

**Community Anchors:** Libraries are community anchors – safe, neutral spaces where people can come together in a range of activities or just to read, have a coffee.

### **The New Model Library Service**

8. The Explore Centre model has been very successful. The rise in use shown in Annex 1 demonstrates that people value both the buildings and the services and they want more. The next stage is to extend the Explore concept across all the service – looking at communities to see how they want their library service delivered. To this end we are proposing a new model of Centres and Gateways that will deliver library services and learning, involving local communities much more in developing and delivering the service. Community Libraries will be transformed into Explore Gateways, retaining the use of the word library e.g. Bishopthorpe Library : An Explore Gateway.
9. Key proposals:
  - **Explore Centres** will be: York, Acomb, Tang Hall, Clifton and Haxby
  - **Explore Gateways** will be: Bishopthorpe, Copmanthorpe, Dunnington, Dringhouses, Fulford, Huntington, Poppleton, New Earswick and Strensall
  - The mobile library will be reviewed later in the year as a new vehicle is planned. The mobile library will continue to provide services to those people unable to easily reach a static library.
  - The Library at Askham Grange Prison will continue to be run and the Home Library Service will be developed to include more people.
  - Digital services will be developed with free WiFi offered from every building and the People's Network PCs will be upgraded The E Library will continue to be developed as a virtual branch – providing an online service to York's digital community.
  - Each Gateway will have one paid member of staff. To facilitate this, self issue terminals will be put into every library (currently only in Acomb and York).
  - Gateways will be grouped around Explore Centres to provide support. The full range of services will be available at Explore Centres and through Gateways.
  - Specialists will work more closely with frontline staff providing expertise
  - There will be more community involvement through the establishment of Friends groups and the use of volunteers. The role of volunteers will be to provide additional activity such as story times, IT support, help with the Summer Reading Challenge. The service already uses volunteers to deliver its Home Library Service. We will work with CVS to develop our expertise around recruiting and managing volunteers

- A process improvement project will be undertaken to support this model, working with EDRMS to set up a new system for sharing information across the service
- We will be actively looking at other possibilities for the provision of Gateways. One possibility we are currently proposing to provide an Explore Book Café in Rowntree Park. This will involve bringing the current café use in house and providing the services relating to the Gateway function along with greater involvement of the Friends of Rowntree Park
- During 2011/12 we will begin to consider shared use of our buildings by both other council services and community groups

### **Proposed Services within Gateways**

#### **Books and Information:**

10. The principle is that customers should experience a taster of what they can expect in Explore Centres. Explore Gateways will contain:
  - A collection of books for adults and children in different formats including large print and ebooks. A free request service allows everyone access to all York Libraries stock through their local library
  - A split of 80% fiction, 20% non-fiction, with 80% titles being in paperback format. Feedback from the public tells us that they want more paperback titles
  - The information service will be delivered by providing customers with access to a range of paper-based reference titles supported by online subscriptions to popular reference resources as well as free access to the internet
  - Local history stock pertinent to the community
  - Community information (posters/leaflets etc) will have a very local focus – library and Council information will be the priority supported by information on local community events (local WI fair for example). Parish Council meeting minutes will be held for one year
  - Copies of the York Press and Yorkshire post plus subscription to 3 magazines
  - Access to CYC and national government services online
11. The focus of the book stock will be on bestselling titles as usage figures at smaller libraries reflect that these are in high demand. In addition, there will be a core collection of non-fiction titles focussing in popular subject areas – cookery, DIY, biographies, gardening etc. These will be supported by stock that reflects the needs of local communities, based on the community profiles we have developed for each library. The profiles look at the hobbies and interests of the area and these will be taken into account at the different Gateways. These will also be reflected in the magazine holdings so these will not be generic across each Gateway. Stock will circulate around the service.
12. Readers panels will be established to help to choose stock for their local libraries.

**Archives / Local History:**

13. Explore Gateways will serve as preliminary access points for local and family history, and act as pathways to the Archives and Local History department at Explore York. Key resources will be available online via the people's network, with free access to the library edition of Ancestry.com. Each Gateway will also hold a selection of relevant non-fiction books, comprising approximately 1% of stock. About 1/3 of these titles will be specific to the history and interest profiles of the community the Gateway serves. The remainder will comprise popular titles relating to York and Yorkshire, as well as a selection of books relating generally to local and family history. In addition, a small selection of local and family history books for children and young people will be available. These will reflect the history syllabus and topic areas covered by schools in the community, for example, York Minster, Clifford's Tower and Victorian York. Gateways will further encourage active citizenship and community engagement by maintaining copies of parish council minutes and magazines for the current year.

**Learning:**

14. Learning will be a key feature of the Explore Gateway concept. The use of Digital technology will be a central plank to achieve this ambition. There will be opportunities for online and informal learning at all centres, and the gateway will be able to sign post to a full range of appropriate learning opportunities, sometimes at the local centre but more often at larger Explore centres or other venues. Gateways will also be places where people can register interests in particular learning activities and will be able to identify people with similar interests.

**Digital:**

15. Each Gateway will have free access to the internet through fixed PCs as well as WiFi. There will be free help in getting online.

**Options**

16. The options open to the Executive Member are:
  - to adopt the new model
  - to retain the current model of service delivery

**Analysis**

17. Our statutory responsibility includes ensuring that the service reflects the needs of local communities. This new model offers a greater degree of community involvement through the establishment of Friends groups and roles for volunteers and will allow us to better understand and respond to local need.
18. In changing times the library service must develop as well as retaining those key elements of books and information which are core to the service. This model will enable us to develop our digital offer for the York online community as well as opening up our buildings to other services and community groups.

19. There will be a clear library offer across the whole service. The public will be able to better understand not only what services are available but also where and how to access them. Specialist staff will be more tied into frontline working, providing expertise in areas such as children's books, reference and stock work
20. The Explore groups will provide a flexibility in staffing and support for the staff in Gateways. Good practice working with communities and developing the service to meet their needs will more easily be shared.

### **Next Steps**

21. The development of the explore concept will include a number of phases. As we talk to communities we will discover possibilities that are now unknown and so this will need to be a responsive process, taking on board new ideas as they arise:

#### **Phase One - by October 2011:**

- Installation of self issue terminals
- Staff changes
- WiFi
- Advertising volunteer opportunities
- Setting up Friends group
- Exploration of ways to involve communities in the development of the service
- Process improvement work - looking at everything we do and challenging the way we do it - with the aim of reducing admin. work and freeing up front line staff

#### **Phase Two - from October and ongoing:**

- Working with each community to ensure the service reflects local need, for instance, in terms of stock, local history and activities
- Developing use of volunteers and ongoing recruitment
- Development of online services - the e library
- Developing partnerships with third sector and community groups in the use of our buildings
- Developing access to CYC services through libraries
- Exploring other options for delivery of service e.g. Rowntree Park cafe

#### **Community Involvement:**

22. Over the next few months we will be beginning to involve the community in a number of different ways:
  - We will be setting up a "friends" group. We are looking at how other services run them successfully. We would like it to be an explore friends group involving adult learners as well as libraries and archives users.
  - We have developed a number of roles for volunteers - story readers, IT buddies, archive newspaper indexers for example. We will be advertising these opportunities in communities and through CVS. A number of people

have already come forward as volunteers. How we work with volunteers will be a developing picture over the next year.

- We are investigating how local people can be involved in the development of our services - other services have local committees with members of the public working alongside staff on new projects e.g. Blackpool have community volunteers working on their new central library.

Although we are beginning this work now, it will be an ongoing commitment.

### Corporate Priorities

23. The proposal relates to all the strands of the LSP. The provision of safe, free spaces open to all in local communities is important to community cohesion and enables CYC to deliver a range of services that will directly contribute to the corporate strategy:

**The Sustainable City** – less travel for services as well as information on green issues

**The Thriving City** – access to IAG on learning and work as well as help to improve digital skills, the Gateways will support people back into employment

**The Learning City** – free access to the internet and provision of learning courses as well as space for study and bookstock to support study

**The City of Culture.** – access to reading and author events

**The Safer City** – safe, welcoming spaces that are open to all

**The Healthy City** – access to health information

**The Inclusive City** – libraries are anchors, open to all, working to bring communities together

### Implications

#### Financial:

24. The following table shows the total cost of the proposed new structure (at 2010/11 prices):

<b>Cost of new posts and delivery team</b>	<b>2011/12</b>	<b>2012/13</b>
	<b>Part Year</b>	<b>Ongoing</b>
<b>Ongoing costs:</b>	<b>£'000</b>	<b>£'000</b>
14.8fte at Grade 7	66	132
Annual maintenance costs	6	12
Prudential Borrowing Repayments	21	21
<b>Total ongoing costs</b>	<b>93</b>	<b>165</b>
<b>One off Costs in 2011/12:</b>		
Installation of self issue machines	18	-
Installation of Wi-Fi	14	-
Estimated Redundancy Costs	11	
<b>Total Costs</b>	<b>136</b>	<b>165</b>

**Funding Available:**

Existing Staffing Budgets	163	261
Change to Big City Read	6	12
Contribution from Library HQ budgets	7	7
	<b>176</b>	<b>280</b>
<b>Total Saving</b>	<b>40</b>	<b>115</b>

25. The cost of the new structure will be £165k in a full year (at 2010/11 prices). The total savings generated will be £40k in 2011/12 and £115k ongoing savings from 2012/13 onwards.
26. The majority of the funding for the structure will come from existing staffing budgets. On top of this a change to the method of delivery of the Big City Read project in 2011/12 should generate further savings of £12k. There is also a £7k contribution being made from the Library Headquarters budget.
27. It should be noted that the amounts included for redundancy costs and Wi-Fi installation costs are estimates and may change. There may also be some element of pay protection associated with the structure, although this is not expected to be more than around £1k in total.
28. **Human Resources:** There will be a reduction of 4.8 FTE posts. Vacant posts are being held and there are some expressions of interest in voluntary redundancy (total approx. 6.1 FTE). Staff identified within scope of these changes will be consulted through CYC's Supporting Transformation (Management of Change) process. However it is hoped to mitigate potential compulsory redundancies by releasing vacancies and considering voluntary redundancy requests. Staff and Trade Unions have been briefed on the proposals and further meetings are due to take place.
29. **Equalities:** The EIA has been done and is available. Further more detailed work will be done on it throughout the implementation
30. **Legal:** No legal implications
31. **Crime and Disorder:** No Crime and Disorder implications
32. **Information Technology (IT):** IT Services will be involved in the provision of self issue terminals and WiFi
33. **Property:** During 2011/12 we will look to see how we can begin to reduce premises costs: This will be done by consulting with communities and implementing shared use, either by bringing people into existing libraries or by moving our services into alternative community locations. CYC Asset Manager will be involved in this work.

34. The use of Rowntree Park Café for the Gateway service will require the Council to serve notice on the current tenant that the lease will not be renewed on 30 November 2011, the termination date. This action will result in a loss of rental to the Council.
35. The current lease is governed by the Landlord and Tenant Act 1954 which allows the tenant an automatic right to renew, however the Council, as landlord, has grounds not to renew the lease if the Council wish to occupy the property for its own service provision.

### **Risk Management**

36. The risk/s associated with the recommendation of this report are assessed at a net level below 16.

### **Recommendations**

37. The Executive Member is asked to agree to the implementation of the innovative Explore Gateway model, including the proposed extension to Rowntree Park Cafe

Reason: so that the library service can continue to develop its Explore vision

### **Contact Details**

#### **Author:**

Fiona Williams  
Head of Libraries and Heritage  
3316

#### **Chief Officer Responsible for the report:**

Charlie Croft  
Assistant Director Culture and Communities

**Report  
Approved**



**Date** 3.3.11.

#### **Specialist Implications Officer(s)**

##### **Financial**

Katherine Finnie  
Principal Accountant  
4226

##### **IT Services**

Roy Grant  
Head of IT Services  
1966

##### **Property**

Val Inwood  
Property Surveyor  
3385

##### **HR**

Laura Cadywold  
HR Advisor  
1501

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

**All**

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

#### **Background Papers:**

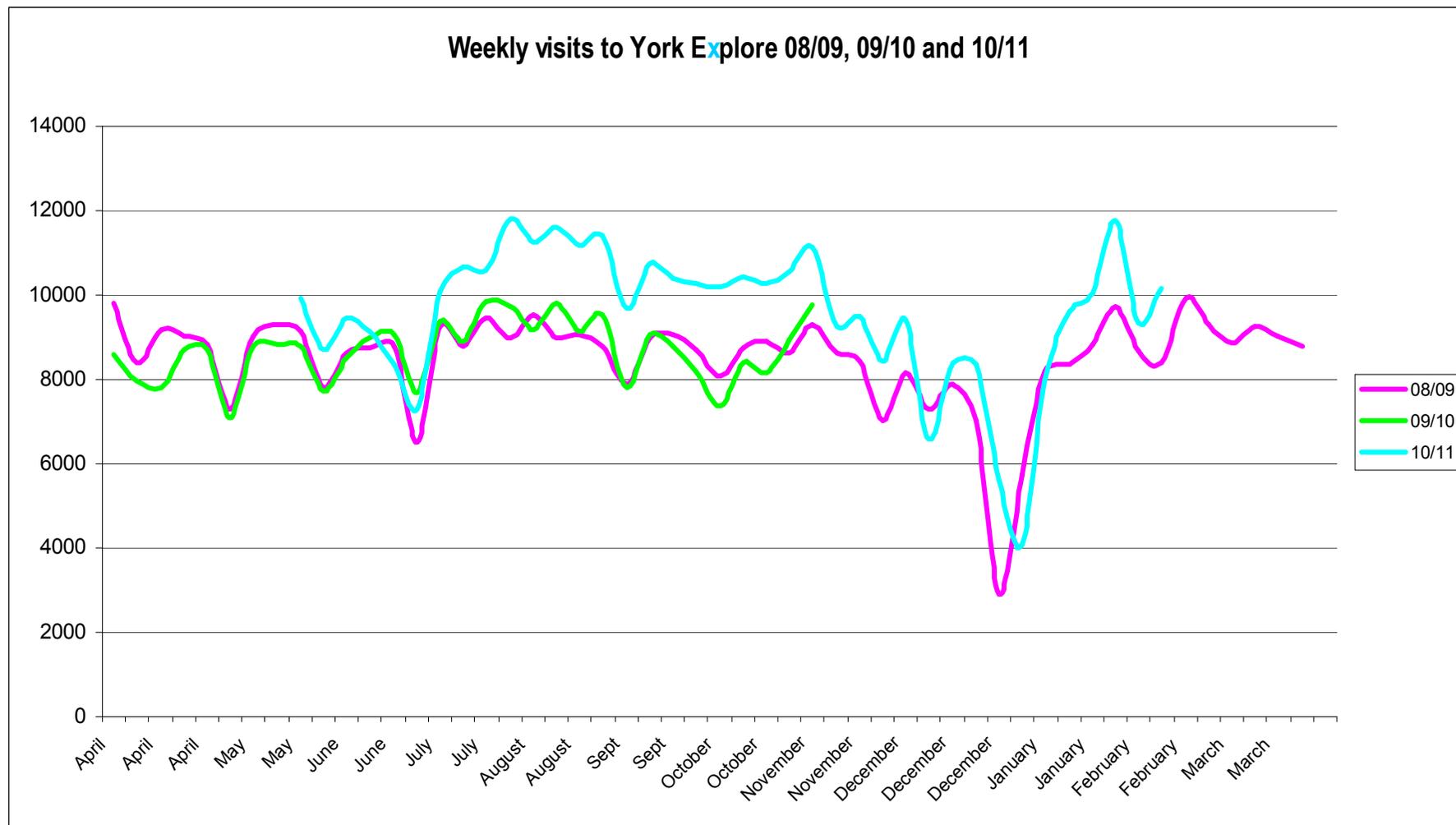
21<sup>st</sup> Century Learning ; 21<sup>st</sup> Century Libraries

**Annexes**

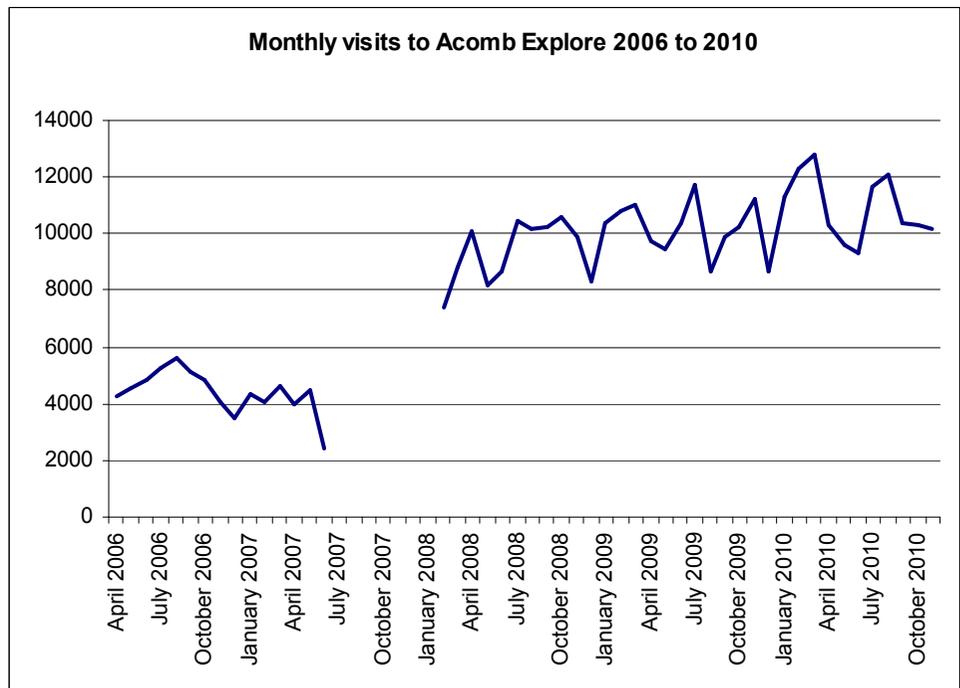
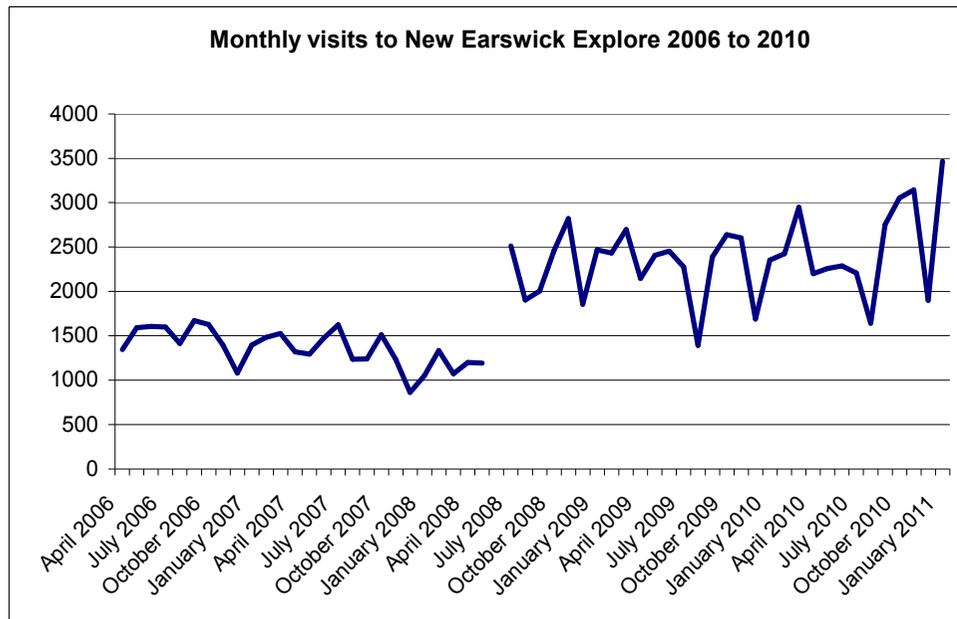
Annex 1 – Performance graphs

## Annex – some performance figures

1. Visits to libraries have increased following each Explore Transformation

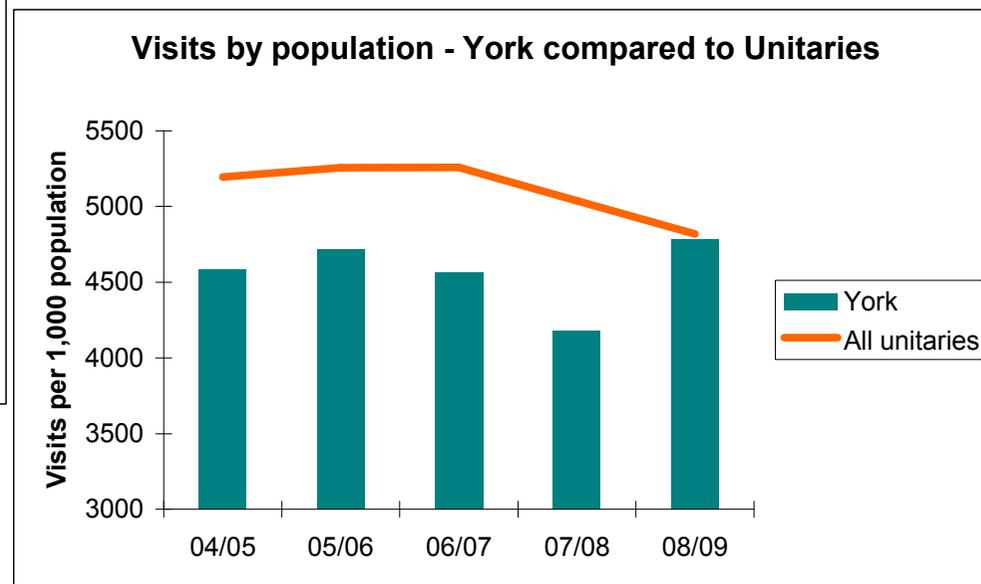
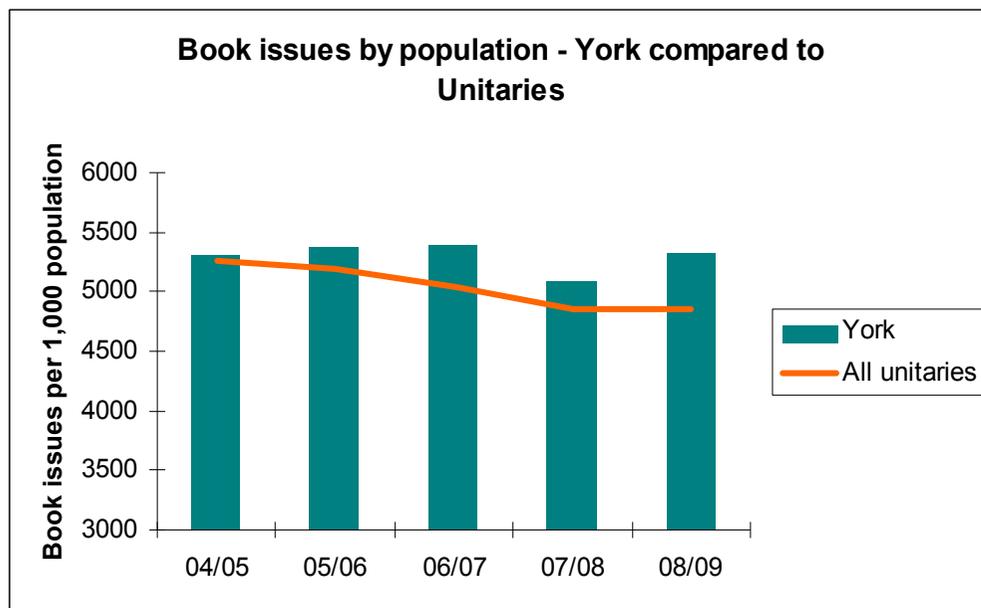


The footfall at York since the Explore transformation is 15% higher than previous (blue line).



The footfall at Acomb since the Explore transformation is more than double the previous footfall, and at New Earswick is nearly double. The transformations are represented as gaps in the graphs.

## 2. York Libraries are beating the national decline in usage



Over the past few years the trend in library usage across unitary authorities has been slightly downwards. Here at York Libraries we have been bucking the national trend. Please note that the dips in 0708 are due to Acomb being closed for refurbishment.

### 3. Children's usage of York Libraries

We have done a lot of work getting children into libraries for specific events such as under fives storytimes (weekly at all libraries – reaching 170 children per week), the Summer Reading Challenge (reaching 3,000+ children each summer), bookgifting schemes, family days at York Explore (Narnia Day reached 1,173 people). The result of this work is that more children are using libraries all year-round.

