



**Notice of a public meeting of
Economy & Place Policy Development Committee**

- To:** Councillors Cuthbertson (Chair), Kramm (Vice-Chair),
N Barnes, S Barnes, Cullwick, Richardson and Steward
- Date:** Tuesday, 18 September 2018
- Time:** 5.30 pm
- Venue:** The Thornton Room - Ground Floor, West Offices (G039)

AGENDA

1. Declarations of Interest

At this point, Members are asked to declare:

- any personal interests not included on the Register of Interests
- any prejudicial interests or
- any disclosable pecuniary interests

which they may have in respect of business on this agenda.

2. Minutes

(Pages 1 - 8)

To approve and sign the minutes of the meeting held on 17 July 2018.

3. Public Participation

It is at this point in the meeting that members of the public who have registered their wish to speak can do so. The deadline for registering is by **5.00pm** on **Monday 17 September 2018**.

Members of the public may speak on an item on the agenda or an issue within the Committee's remit. To register, please contact the Democracy Officer responsible for the meeting (the contact details are available at the foot of the agenda).

Filming or Recording Meetings

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The Council's protocol on Webcasting, Filming & Recording of Meetings ensures that these practices are carried out in a manner both respectful to the conduct of the meeting and all those present. It can be viewed at http://www.york.gov.uk/download/downloads/id/11406/protocol_f_or_webcasting_filming_and_recording_of_council_meetings_20160809.pdf

4. Review of Disabled Access into the City Centre (Pages 9 - 54)

This report follows on from the 19 June 2018 Economy and Place Policy Development Committee where it was agreed that the Committee would look into possible mitigation measures for disabled blue badge access against the vehicle security measures around the city centre.

5. Secondary Shopping Areas Fund - Update (Pages 55 - 58)

This report updates the Committee on the progress of work to support the economic health of our District retail centres in Haxby and Acomb.

6. Street Lighting Policy (Pages 59 - 86)

This report informs the Economy and Place Policy Development Committee of proposed changes to the Street Lighting Policy following an officer review.

7. Work Plan 2018/19

(Pages 87 - 88)

Members are asked to consider the Committee's work plan for the municipal year.

8. Urgent Business

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

Democracy Officer: Angela Bielby

Contact Details:

Tel – (01904) 552599

Email – a.bielby@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 and
- For receiving reports in other formats

Contact details are set out above.

This information can be provided in your own language.

我們也用您們的語言提供這個信息 (Cantonese)

এই তথ্য আপনার নিজের ভাষায় দেয়া যেতে পারে। (Bengali)

Ta informacja może być dostarczona w twoim własnym języku. (Polish)

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

یہ معلومات آپ کی اپنی زبان (بولی) میں بھی مہیا کی جاسکتی ہیں۔ (Urdu)

 **(01904) 551550**

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City of York Council

Committee Minutes

Meeting	Economy & Place Policy Development Committee
Date	17 July 2018
Present	Councillors Cuthbertson (Chair), Kramm (Vice-Chair), N Barnes, S Barnes, Richardson and Steward
Apologies	Councillor Cullwick
In Attendance	Councillor Waller, Executive Member for Environment and Councillor Dew, Executive Member for Transport and Planning

11. Declarations of Interest

Members were asked to declare, at this point in the meeting, any personal interests not included on the Register of Interests or any prejudicial or discloseable pecuniary interest that they might have in respect of the business on the agenda.

Cllr S Barnes declared a personal non prejudicial interest in agenda item 4 (Attendance of Executive Member for Environment) in that he worked in renewable offshore wind.

Cllr Cuthbertson declared a personal non prejudicial interest in agenda item 5 (Attendance of Executive Member for Transport & Planning) in that he lived in Earswick.

12. Minutes

Resolved: That the minutes of the last meeting held on 19 June 2018 be approved as a correct record and then signed by the Chair subject to two changes in minute number 7, resolution ii) that Cllr Richardson be removed from the informal Task Group and that only one member of the Green Party was to take part.

13. Public Participation

It was reported that there had been no registrations to speak under the Council's Public Participation Scheme.

14. Attendance of Executive Member for Environment

The Executive Member for Environment gave an overview of his priorities and challenges for the 2018/19 municipal year and thanks were expressed to officers, councillors and residents for their support in promoting Clean Air Day.

As a result of questions raised by Members the Executive Member responded and it was noted that:

- Clean Air Day was developing each year and hopefully there would be earlier engagement with residents and councillors next year.
- Policies or initiatives within renewable energy, flood defence, air quality including fleet procurement, plastics and recycling could be scrutinised by this Committee.
- Flood defences were regularly inspected by the Environment Agency (EA) and the EA worked in consultation with communities to consider a range of flood defence solutions.
- Flood defences at Naburn could be discussed with staff at the hub on Wellington Row.
- The Bulky Waste Collection scheme was being reviewed and work with the Community Furniture Store was taking place to consider practical ways to reuse and salvage items.
- The traffic and sustainable transport approach for York Central was being considered and the Executive Member for Environment would continue to campaign to reduce traffic numbers and improve accessibility for cyclists and pedestrians.
- Anti-idling sat in the Executive Member for Housing and Safer Neighbourhoods portfolio but due to the air quality impact the Executive Member for Environment had suggested a policy should be created to allow fines to be issued. In the short term, messages would continue to be relayed to companies to ensure large diesel vehicles switched their engines off when stationary.
- First York provided an anti-idling and cyclist awareness training programme to bus drivers.
- Council policy was to move towards electric vehicles but more awareness was needed on the heavy goods vehicles to ensure the right investment was made.

- An approach was required to prevent opportunistic fly tipping in the city centre so businesses could recycle more.
- York residents should receive communications regarding the recycling process by the autumn.

Following a discussion around clean energy, Members thanked the Executive Member for his update.

Resolved: That the update from the Executive Member on his portfolio area be received and noted.

Reason: To update the Committee on the challenges and priorities within the Executive Members portfolio area.

15. Attendance of Executive Member for Transport & Planning

The Executive Member for Transport and Planning gave an overview of his priorities and challenges for the 2018/19 municipal year.

As a result of questions raised by Members the Executive Member responded and it was noted that:

- Officers would continue to monitor rural bus services.
- The parking prices in the city centre car parks would not be reduced so there would be no 'free for all' on parking which would undercut the business plans of bus companies.
- Coaches were currently not permitted to use bus lanes and some coaches were not permitted to cross Lendal Bridge. Consultation would be required with operators should the bus lane policy be altered.
- Officers were consulting with residents on proposals to improve the Haxby Road/Wigginton. Road/Clarence Street area.
- He was not aware of any new orbital bus routes.

Following discussion and comments made by Members, the following policies or initiatives were flagged as possible areas this Committee could scrutinise:

- Street Lighting Policy
- Dockless Cycle Hire Scheme

- Parking Strategy
- Crossing Points
- Cycling points outside the city centre
- Bus Lanes
- Traffic Regulation Orders

The Corporate Director of Economy & Place suggested that should Members decide to assist the Executive Member in his decision regarding a dockless cycle hire scheme, they could invite officers from Sheffield City Council to provide them with an overview of their cycle hire scheme experience.

Members thanked the Executive Member for his update.

Resolved: That the update from the Executive Member on his portfolio area be received and noted.

Reason: To update the Committee on the challenges and priorities within the Executive Members portfolio area.

16. Economic Strategy Review

Members considered a report which set out a proposed timeline and outlined processes to review the economic strategy, consider the challenges which York faced as a city, and to enable the development of a refreshed Economic Strategy as an early priority in the 2019/20 work programme.

The Head of Economic Growth gave an update and confirmed that:

- The York Economic Strategy was developed in 2015 and published in July 2016, just 26 days after the EU referendum.
- The York Skills Plan was published in 2017.
- Due to the Governments Industrial Strategy to encourage local enterprise partnerships (LEPs) to develop their own regional approach, the York, North Yorkshire & East Riding Enterprise Partnership Strategic Economic Plan and the Leeds City Region Strategic Economic Plan were under review.

He went on to advise that the current Economic Strategy was for the period 2016-2020, with its partner document, the York Skills Plan, covering 2017-2020. Therefore, a new strategy would be needed for 2020 onwards, with drafting taking place in 2019, with an opportunity to bring economic development and skills together into a single framework.

The officer continued to outline the targets set for York and the progress against the York Economic Strategy priorities, focussing on the 8 essential 'to-dos' of which four were progressing well and assessed green, with the remaining four progressing more slowly and assessed amber.

He then discussed the following four headline targets:

- Growing Wages to above the national average by 2025.
- Meeting in full the requirements for business space and housing.
- Growing priority high-value sectors at least 20% faster than baseline forecasts.
- Maintaining comparative advantages in employment, skills and connectivity.

Members noted the priorities and challenges moving forward and that the Economic Strategy conference would link into York Business Week and would take place on 19 November 2018.

Following comments and further questions around inward investment, business space, housing targets, employment, wages and skills, the Head of Economic Growth, the Corporate Director of Economy and Place and the Assistant Director of Planning and Public Protection stated that:

- Discussions with key players including the University of York regarding inward investment and commercial opportunities within York Central had begun and ongoing engagement with businesses across the city through Make it York was taking place to drive the economy. New opportunities and innovations that would be unique to York were being considered.
- There was a good range of space in the Local Plan for industrial development.

- The council did not have a huge amount of influence over employer's wages and this would be a challenge going forward.
- The economic development officers from the LEP's could be invited to express their views on the regions economic function in order for Members to explore more broadly and ensure a fully formed debate.
- Planning enforcement was only imposed as an appropriate and proportional response to something, such as an adverse impact on residents or an environmental issue.

Members thanked the officer for his report and it was noted that this Committee could provide guidance to help bring this strategy together. It could help set a clear vision where certain key indicators could be monitored. Members requested a double rating on the 'to-dos' and it was suggested that promoting re-skilling opportunities for employees could be an approach to develop the skills agenda.

- Resolved: (i) That the report be noted and commented on prior to it being considered by the Executive Member for Economic Development and Community Engagement at a Decision Session on 23 July 2018.
- (ii) That the Chair considered all points raised and email Committee Members a suggested direction that would best support officers in the development of the strategy.

Reason: To inform Members of the proposed timeline and process for the development of a refreshed Economic Strategy.

17. Work Plan 2018/19

Members considered the Committee's work plan for the 2018/19 municipal year.

Following discussion it was agreed that a presentation on the Street Lighting Policy would be received at the next meeting and that the Chair would consider all points raised and email Committee Members about potential items for business.

Resolved: That the work plan be approved subject to the above amendments/additions.

Reason: To keep the Committee's work plan updated.

Cllr Cuthbertson, Chair

[The meeting started at 5.30 pm and finished at 7.47 pm].

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**Economy & Place Policy Scrutiny
Committee****18 September 2018****Report of the Corporate Director of Economy and Place****Review of disabled access into the city centre****Summary**

1. This report follows on from the 19 June, 2018 Economy and Place policy Development Committee where it was agreed that the committee would look into possible mitigation measures for disabled blue badge access against the vehicle security measures around the city centre.
2. Committee's comments and considerations will be taken forward to Executive Members on 27 September 2018 to aid their initial decisions around mitigation when measures go in.
3. At the 27 September 2018 Executive meeting officers are recommending an experimental traffic regulation order be put in place to trial standard bollards in a core part of the city centre to be monitored for traffic management purposes.

Background

4. On the 8th of February, 2018 the Executive approved a report, which asked officers to work with North Yorkshire Police, York BID, Make it York, York Minster, York Racecourse and others to upgrade existing highway infrastructure and identify locations where vehicle restrictions will take precedence over access requirements.
5. The focus is in areas where there is high footfall, deemed to be at both at York Racecourse and the city centre where these HVM (Hostile Vehicle Mitigation) measures are to be implemented against a VAW (Vehicle as a Weapon) attack.
6. Site visits and assessments to review the city centre and its vulnerabilities have been undertaken that have led to an initial feasibility study being completed.
7. The section of the city centre being considered in the first Priority Zone includes Parliament Street, St Sampson's Square, High

Ousegate and Spurriergate, Coney Street, Davygate, Finkle Street, Church Street and Jubbergate. Other streets leading into these areas will continue to be considered, see Annex A of Appendix 1.

8. In order to implement the proposals, changes to the existing traffic regulation order are required. The proposal is to remove access exemptions for all drivers to St Sampson's Square, thereby restricting access between the current foot street hours 10:30am to 5pm.
9. Following police advice, temporary measures in the city centre have been installed, which are similar to those used for the Saint Nicholas Fair in 2017. These will remain until the permanent measures are installed. It should be noted that these temporary measures do not limit vehicle access to the city centre but provide a visual deterrent and slow traffic at the access points on Blake Street and Church Street and reduce the risk of access over the footway into the main paved Parliament Street junction with Coppergate and Piccadilly.
10. Executive have previously made the decision hostile vehicle mitigation measures will be installed to protect the city centre from a vehicle as a weapon attack as a priority over accessibility.

Consultation

11. The Economy and Place Policy Development Committee has begun an initial consultation with representatives of disabled groups to further implement the Executive decision detailed above.
12. It has also been agreed that officers will consult with an array of stakeholders including disabled representative groups. In addition officers have proposed that an experimental period be implemented to assess traffic impacts in the high priority area (see Annex A), which will allow an opportunity for the general public to put forward any comments for consideration by Executive Members.

Analysis

13. It is anticipated that a minority of people will be disadvantaged by hostile vehicle mitigation measures, which is a consequence of making our city safer by reducing the risk of attack.
14. Disabled drivers and carers are priority groups to consult with to find ways to mitigate the impact of HVM measures as disabled Blue Badge holders are likely to be the most affected group.

15. Further consultation with these representative groups with increase reassurance that as much is being done as possible to reduce the impacts the HVM measures will have.

Council Plan

16. This report is linked to the following priorities in the Council plan:
 - A prosperous city for all
 - A Council that listens to residents

Implications

17. The following are the only identified implications.
 - **Financial** – Any mitigation works will very likely have a financial impact, which will be subject to committee member's findings, Executive adoption and other consultation works outside of the scrutiny committee.
 - **Human Resources (HR)** – Due to the lack of officer time and resource, the committee has agreed to take this forward by themselves but officers will help and support where possible.
 - **Equalities** – While this report will not have any impacts on equalities, the findings from the committee will very likely have significant impacts on equalities issues for minority groups, i.e. bleu badge access.
 - **Legal** – Possible changes to the Traffic Regulation Order (TRO).
 - **Crime and Disorder** - These measures aim to deter and prevent vehicular access during the agreed hours in the interests of public safety.
 - **Information Technology (IT)** – None
 - **Property** - None
 - **Risk Management** – Given the nature of this work and the threat it is working to mitigate against, it has been agreed by Executive Members that protection over access has been approved. Therefore these HVM measures will significantly reduce the threat from a VAW attack but the mitigation against these will be risk assessed once findings have been gathered and assessed.

Recommendations

18. Members are asked to:

- Note the content of this report, its Appendix and Annexes and provide feedback as appropriate;
- Consider the matter in light of initial input from disabled user groups;
- Agree whether further consultation is necessary and make recommendations / representations accordingly.

Reason: So the Committee plays an active role in policy development in the city.

Contact

Details:

Author

Graham Titchener
Parking Services Manager
Tel No. (01904) 551495

Chief Officer Responsible for the Report

James Gilchrist
Assistant Director Transport, Highways and Environment

**Report
Approved**



Date 08/08/2018

Wards Affected: Guildhall and Micklegate

All

Annexes

Appendix 1 – Executive Report 27 September 2018



Executive

27th September 2018

Report of the Corporate Director for Economy and Place

Portfolio of the Executive Member for Transport and Planning

City Centre Access Update and Priority 1 Proposals

Summary

1. This report updates on the decision taken on the 8th February, 2018 where the Executive agreed to implement Hostile Vehicle Mitigation measures in the city centre to protect it from the vehicle as a weapon threat. This report provides an update on work undertaken so far and seeks approval to progress priority 1 locations of the programme, not already agreed, to the next stage (see annex A for a map illustrating the location bordered in red).
2. The threat to areas of high footfall remains ever-present with recent vehicle as a weapon attacks in Toronto, Glasgow, Manchester, and the number of attacks in London where in the month of August saw a person planning a vehicle as a weapon attack on Oxford Street convicted and the attack on the 14th August in Westminster.
3. Annex E is a letter from the York and Selby Police Area Commander highlighting the threat we see nationally as well as a number of, what is described as, hostile reconnaissance reports the police have received. According to the Centre for the Protection of National Infrastructure (CPNI) hostile reconnaissance is the term given to the information gathering phase by those individuals or groups with malicious intent and a vital component of the attack planning process.

Recommendations

4. That Members:
 - a) Note the update provided in this report.

- b) Agree the next steps and consider the options presented, where option A is recommended.
- c) Delegate to the Corporate Director of Economy and Place in consultation with the Executive Member for Transport and Planning the making of an experimental traffic regulation order.
- d) To continue to work with Saint Sampson Centre as well as other groups affected to mitigate the impact of the changes.
- e) To look at restrictions to prevent vehicles remaining in the Priority One zone and bring these proposals to the Executive Member for Transport and Planning for decision.
- f) Members to instruct officers to develop proposals for further phases of city centre security measures to ensure the safety of the city.

Reason: This will allow the initial work started since the 8th February Executive decision, to be taken forward to the next stage on a risk managed approach. This will respond to the Police request to protect areas of high footfall against the threat of a vehicle as a weapon attack.

Background

- 5. On the 8th of February, 2018 the Executive approved a report and asked officers to work with North Yorkshire Police, York Business Improvement District (BID), Make it York, York Minster and York Racecourse to upgrade existing highway infrastructure and identify additional locations where vehicle restrictions will take precedence over access requirements.
- 6. The focus was to be on areas of high footfall both at York Racecourse and the city centre and to implement hostile vehicle mitigation measures to protect against a vehicle as a weapon attack.

7. Since then officers have:-

- Formed a working group and aligned this programme to the York Counter Terrorism Working Group, which forms the advisory group for this programme. This includes representatives from York BID, the Minster and the Racecourse as well as the Police and Counter Terrorism Unit.
- Worked with the Racecourse, North Yorkshire Police and Counter Terrorism Unit to develop temporary arrangements for this season at the Racecourse. York Racecourse has led on the temporary measures in consultation with North Yorkshire Police and the Council, which fall under the existing Temporary Traffic Regulation Order used for race days.
- Following police advice, temporary measures in the city centre have been installed, which are similar to those used for the Saint Nicholas Fair in 2017. These will remain until the permanent measures are installed. It should be noted that these temporary measures do not limit vehicle access to the city centre but provide a visual deterrent and slow traffic at the access points on Blake Street and Church Street and reduce the risk of access over the footway into the main paved Parliament Street junction with Coppergate and Piccadilly.
- Researched and procured security consultants specialising in hostile vehicle mitigation with experience of working in an historical context.
- Site visits and assessments to review the city centre and its vulnerabilities have been undertaken that have led to an initial feasibility study being completed which is subject to further refinement and work.
- Devised a proposal to prioritise areas of the city centre to implement an experimental traffic regulation order in line with Executive Members wishes for a scheme that has the minimum disruptive impact on access. See annex B regarding the prioritisation. This experiment will use

standard removable bollards to test the traffic impacts of closing the priority area shown in Annex A during footstreet hours, with a view to these being installed before the St Nicholas Christmas Fair this year.

- The above experiment will aid in the analysis to determine mitigation solutions to reduce the impacts on access during the footstreet hours and inform the design and implementation work of permanent measures.
- Due to the part time nature of the measures additional traffic regulation controls will be required to prevent vehicles remaining with the Priority Zone, officers will develop proposals and present these to the Executive Member for Transport and Planning for decision.

Analysis

8. The current UK threat level is severe so a prioritised approach is being proposed where the first priority has been identified as the requirement to restrict physical access to York's busiest shopping street and event areas. This includes Parliament Street, St Sampson's Square, High Ousegate and Spurriergate, Coney Street, Davygate, Finkle Street, Church Street and Jubbergate. Other streets leading into these areas will continue to be considered. However at this time remaining streets are considered a lower priority, see annex B.
9. Executive have previously made the decision hostile vehicle mitigation measures will be installed to protect the city centre from a vehicle as a weapon attack as a priority over accessibility. Therefore, as well as this priority 1 area, other areas of the city centre will continue to be reviewed for the potential installation of further measures and will be brought forward to Executive in the future.
10. There will be opportunities to replace some of the current temporary protection such as those at the end of the paving on Parliament Street with permanent measures more quickly to protect the most vulnerable area without any changes to the traffic regulation order

or impact on the public. Officers will proceed with these interventions under existing officer delegations in consultation with the Executive Member for Transport and Planning.

11. In order to implement the measures proposed in this report, changes to the existing traffic regulation order are required. The proposal is to remove access exemptions for all drivers to St Sampson's Square. Thereby restricting access between the current foot street hours 10:30am to 5pm with work to review the installation of a no loading ban around the square that will be signed and no loading ban markings implemented on the kerb, operational only within the foot street hours.
12. In order to trial this proposal it is recommended that an Experimental traffic regulation order is implemented for this area to allow for temporary physical measures to be installed, giving an opportunity for comments from the public to be received and fed back in a later report to Executive in how best to take the permanent restriction forward and any additional mitigation deemed necessary and reasonable. Annex F of this report is a community impact assessment that has been reviewed by officers. However in order to properly assess the impacts of these measures on city centre access this experimental period and consultations are crucial to better understand these impacts. In turn this will highlight what reasonable mitigation measures can be taken forward prior to the rollout of permanent hostile vehicle mitigation measures in the priority 1 area.
13. It should be noted that exclusions similar to those proposed currently happen on a regular basis when events take place in the city where for example St Sampson's Square and Parliament Street, which are closed for about 100 days per year due to events. This includes 69 main events and a further 30 or so ad-hoc/smaller events such as the carousel and bungee jump activities that take place. These events in turn move the outside cafe tables into the highway around St Sampson's Square preventing safe vehicular access to the area. It is also noted that the St Sampson's Centre will be impacted on, or rather its customers. In Annex A the blue circles illustrate where new non-security bollards will be installed. Specifically for the area near this Centre a hammerhead arrangement will be configured to allow traffic coming down Church Street to turn and come back up again. However given the size of

the dial and ride vehicles, officers will work with the centre and continue to consider other solutions.

14. This report proposes an intervention that has the smallest impact on access into the city centre whilst maximising the physical area protected. Additionally the experimental nature of the proposals provides an opportunity to test the impacts of vehicular restriction measures. Specifically this will allow officers to test the impacts on current vehicular access during the foot street hours and identify what mitigation measures may be necessary to ensure the successful implementation of hostile vehicle mitigation measures.
15. Due to the likely impacts on disabled blue badge holders, Members may wish to note that the councils Economy and Place Policy Scrutiny Committee is reviewing disabled parking in the city centre and are due to meet on the 18th September at the time of writing this report. It is envisaged they will have disabled community representation to discuss access and mitigation. In turn the committee's findings will help to inform the research of what mitigation may be reasonably available and engage those people most affected and ensure Elected Member involvement.
16. Inevitably there will be a minority of people that will be disadvantaged by these hostile vehicle mitigation measures, which is a consequence of making our city safer by reducing the risk of attack, but officers will work to ensure the impact is mitigated and access to the city centre is provided as best as possible and informed by this experimental period and further consultations.

Communication Plan and consultation

17. The February Executive Decision instructed officers to engage and work with key disabled access stakeholders to review disabled parking within and around the city centre. The reason was to mitigate the potential loss of disabled parking ensuring a safe city centre which is as accessible as possible. But the report was also clear that vehicle restrictions will on balance take precedence over access requirements.
18. The Executive decision was that these measures will be rolled out; so the focus of consultation is only regarding the mitigation of the

impacts of these measures, not the implementation of these measures or the principle for doing this.

19. Disabled drivers have been a priority group to consult with to find ways to mitigate the impact through representative groups which will help to advise on suitable mitigation measures. Work has been conducted to review what options may be available or that could be developed to ensure the city centre is accessible as possible, whilst implementing restrictions.
20. The advice from the Centre for the Protection of National Infrastructure is that whilst the national threat is severe, York can consider a risk based approach to allow essential vehicles into the city centre during operational hours.
21. For the purposes of the experimental traffic regulation order, current foot street exemptions will be replicated and the final exemptions list will be determined upon completion of the experimental traffic regulation order to inform the permanent measures and recommendations.
22. It is proposed that an initial pre-implementation consultation, take place on practical implementation and potential mitigation against the impacts of these measures. For clarity the proposed consultation pre-implementation will not be on the decision to implement but as noted above to seek views on practical implementing and potential opportunities for mitigating impacts.
23. The dialogue, as instructed by Members in February, will continue throughout the experimental traffic regulation order period and report back to Members before a decision about the future is taken.

Options

24. The work proposed is that temporary standard removable bollards will be installed within the area as shown in Annex A before the St Nicholas Christmas Fair. Specifically this will be on the corner of St Sampson's Square and Church Street forming a hammer head arrangement which will allow vehicles to turn around and back up Church Street, however there may be some fine tuning of this arrangement, which officers will deal with, including how to safely

allow Dial a Ride vehicles to enter and exit the area, as mentioned in paragraph 14.

25. In addition these bollards will be installed at the exit of Coney Street (St Helen's Square end) all of which will be operated by council staff.
26. This will allow the impact on physically closing this part of the city centre to be monitored and ensure any comments are received to better inform the implementation of permanent measures and any mitigation around these.
27. Costs for the measures and resource to operate these will come from the Built Environment Fund that has been allocated to cover this counter terrorism work where the temporary measures and operation of them will be in the order of £20,000.
28. Due to the decision that protection is a higher priority over access, the options for consideration are based around consultation focusing on mitigating against the impacts of these measures, temporary as well as permanent.
29. **Option A** is first to consult on mitigation to reduce the impact these measures will have before the experimental traffic regulation order and any physical measures are installed. The period of consultation prior to installation will be up to the 31st October, 2018 in order to help inform the implementation of the experimental traffic regulation order mitigation works prior to the St Nicholas Fair. However earlier consultation with key groups will occur in line with the 8th February Executive decision report. This additional level of consultation to key representative groups, such as York Business Improvement District, Make it York and blue light services, will help to mitigate initial practical implementation issues prior to installation and ensure the Council is seen to be listening and understanding of the impacts these measures will have.
30. Subject to a delegated officer decision of the Corporate Director for Economy and Place, in consultation with the Executive Member for Transport, the experimental traffic regulation order would then be implemented unless unforeseen physical constraints emerge.
31. **Option B** is to proceed without the initial consultation (as mentioned in Option A) and to give a 2 week public notice period

prior to the experimental traffic regulation order being implemented. At the same time as commencing this traffic regulation order, a separate consultation with stakeholders and representative groups will take place regarding the mitigation required to minimise the impact of the permanent measures.

32. Under either option a further formal decision would then need to be taken by Executive on whether to make the order permanent leading to the installation of permanent security rated measures and restrictions across the priority 1 area.
33. In addition a similar experimental period will likely be requested for the other areas of the city centre such as the area around York Minster.
34. **Option A** - the risk is that the consultation about mitigation would inevitably become a consultation about the principle of restricting access which Executive have already determined will be implemented. Therefore accusations of a false consultation may come about however this initial consultation prior to the experimental traffic regulation order coming into effect, should be welcomed by representative groups which this work will impact on and seen to be at least given them some timely warning rather than this just being dropped on them. This risk will need to be mitigated by making the terms of the consultation very clear.
35. **Option B** – This is a marginally quicker proposal and ensures early implementation of physical measures to protect the public. The experimental nature of the traffic regulation order allows an evidence based approach to the mitigation of permanent measures and not raise expectations that, considering the national threat level, any ongoing general vehicular access will be an option. This will inform a measured installation with reasonable mitigation measures to help provide access to the city centre as best as possible for those whom these permanent measures will impact on but with reference to paragraph 17.
36. Officers recommendation is that Option A is the best option, which is supported by the York Counter Terrorism Task Group (see Annex C). However this is a matter of judgment on risk, the balance of

rights and public protection and both the physical and reputational impacts given the severity that a successful vehicle as a weapon attack would have in a high footfall area.

Council Plan

37. This report is supportive of the following priorities in the Council plan in addition to the One Planet York principles the Council champions:
- A focus on frontline services
 - A Council that listens to residents

Implications

38. The following are the identified implications.

- **Financial** – It is anticipated that the final measures will have significant costs associated with them both from their installation and supporting systems and resources to operate and maintain them. This may exceed the Built Environment Fund allocation but this is yet to be determined. Therefore the proposed experimental traffic regulation order and temporary vehicular access measures with a cost estimated in the order of £20,000, which will allow the impact city centre traffic to be assessed before significant funds are expended on permanent measures. This includes the implementation of standard drop in and lift out bollards, 0.5FTE at a grade 5 level and administrative costs to implement the experimental TRO.

Depending on the detailed work the number of bollards may vary but by way of an indication, each standard bollard is £600, which includes installation. In turn the number of bollards will have a resource impact to lift out and put these back in. This will likely be up to 0.5FTE in the city centre Street Scene team. It has been formally approved that the Built Environment Fund will be used to help fund the works and the temporary measures will be funded from this budget.

Further detail of the costs of the permanent measures will be provided prior to the decision on whether to make the experimental traffic regulation order changes permanent in a later report.

- **Human Resources** – some monitoring and control of the measures may be required and the experimental traffic regulation order proposals will allow for the permanent resource requirements to be assessed.
- **Equalities** – Before permanent measures are agreed by Executive, an initial Community Impact Assessment has been completed highlighting the access issues to the priority 1 area and St Sampson's Centre. This is inline with the Council's legal requirements under Section 149 of the Equality Act 2010.

In respect of the immediate decision on balance due to the experimental time limited nature of the proposal, the limited intervention and the overarching responsibility of the Council to protect life is considered a proportionate approach. This is further supported by the fact that the physical interventions are already used for approximately 100 days per annum already.

As a result of the temporary nature of the proposed traffic regulation order officers will be able to develop the existing Community Impact Assessment with further evidence before measures are made permanent, for Members to consider.

- **Legal** – The Council has a fundamental responsibility for the health and well being of its residents and the public at large. The Police have identified the significant rise in risk associated with terrorist attacks on the city and security specialist has recommended a first priority intervention which should partially mitigate the risk in the City subject to further work to develop and implement hostile vehicle mitigation measures in other parts of the city, which will be brought to Members in due course.
- **Crime and Disorder** - These measures aim to deter and prevent vehicular access during the agreed hours in the interests of public safety from the vehicle as a weapon threat.
- **Information Technology (IT)** – Investment in IT to remotely operate some of these measures will be required.
- **Property** - There are no property implications for this report or its recommendations but there may be a planning review and permission requirement.

- **Risk Management** –This programme is tasked with delivering suitable measures to protect areas of high footfall, namely the city centre and York Racecourse, against the threat of a vehicle as a weapon and the risk to public safety based on Police, consultant and security services advice.

Contact Details

Author:

Graham Titchener
Parking Services Manager

Chief Officer Responsible for the report:

Neil Ferris
Corporate Director for Economy and Place

Report
Approved



Date 13.08.18



Wards Affected: Guildhall

All tick

For further information please contact the author of the report

Background Papers:

8th February, 2018, Executive report and minutes that agreed to the implementation of the hostile vehicle mitigation measures in the city centre.



City Transport
Access Measures - Exfrom the 18th Februa



Executive minutes

Annexes

Annex A – City Centre map showing the Priority 1 area

Annex B – Short report covering the threat, list of prioritised city centre areas and supporting information

Annex C – York Counter Terrorism Task Group endorsement

Annex D – Communications Plan

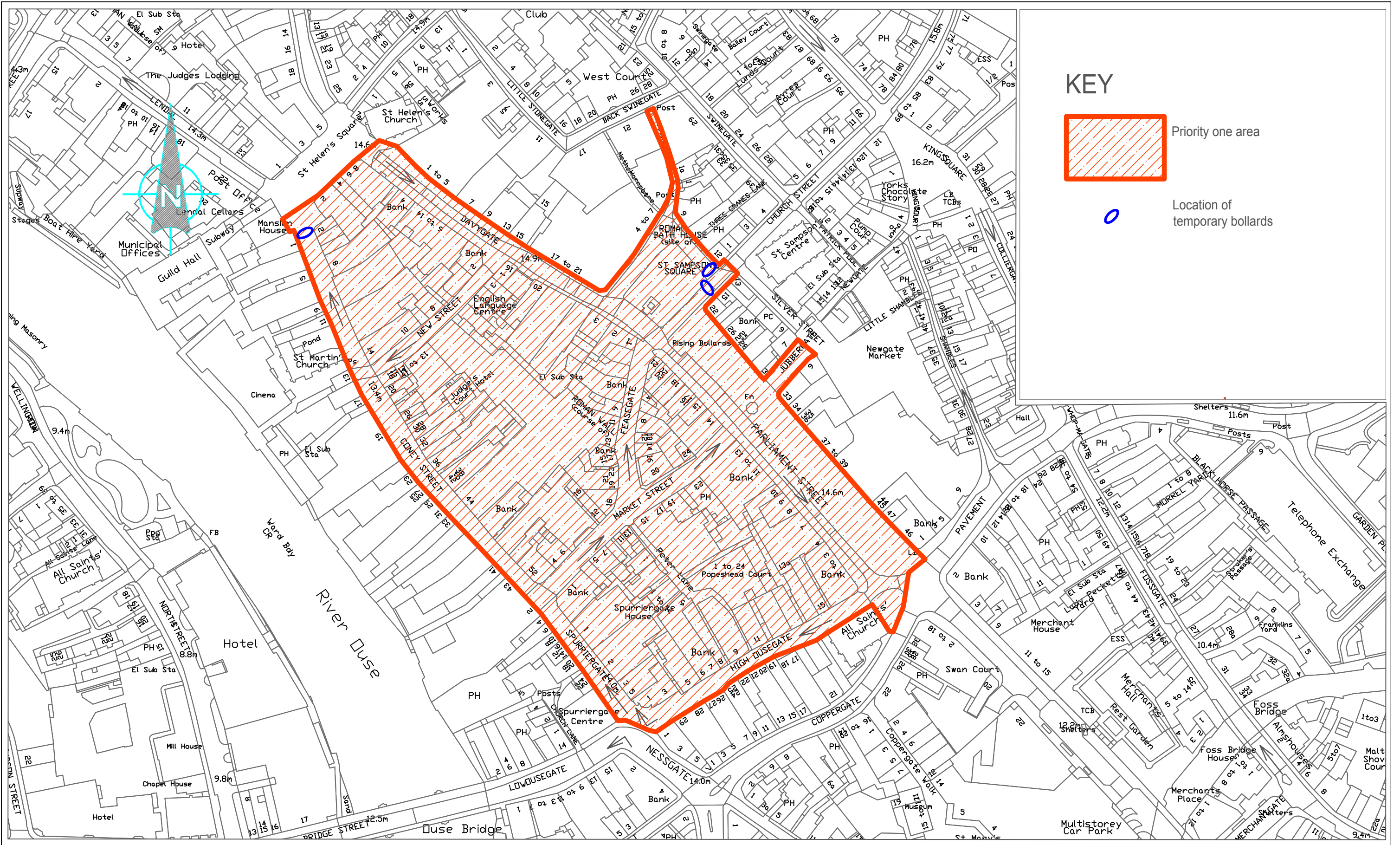
Annex E – Letter from the York and Selby Police Area Commander

Annex F - Community Impact Assessment - city centre priority 1 area

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Annex A



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 <p>Transport Projects Eco Depot, Hazel Court, James Street, York, YO10 3DS www.york.gov.uk</p>	INITIAL	REV	AMENDMENT	DATE	<h2>City Centre Access Priority one</h2>	SCALE	NTS
	DRAWN BY	CMH					
	CHECKED BY						
DATE	Aug 18	A2					

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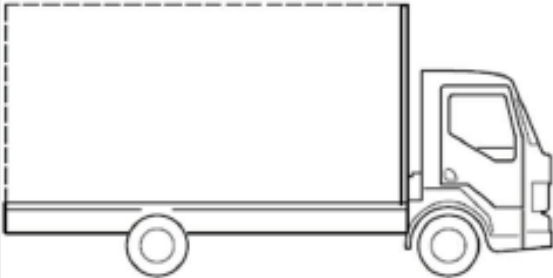
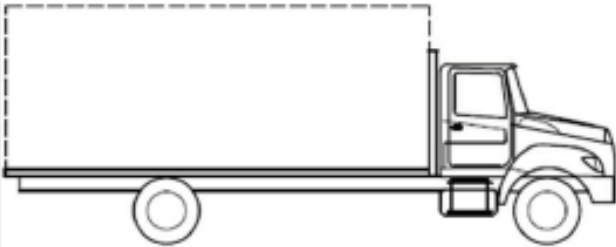
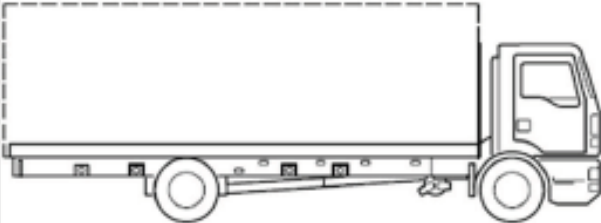
Annex B

Hostile Vehicle Mitigation

The threat

Recent terrorist incidents both in Europe and the UK have shown a different method of attack. This method uses the Vehicle As a Weapon (VAW) by gaining speed and entering crowded areas to hit as many people as possible. This style of attack is very simplistic and takes minimal planning to carry out. As the barriers to entry for organising an attack are lower, there are an increasing number of attacks and a much higher likelihood that they will occur in the future. Due to the minimal planning requirement of the method, those with hostile intent may not come to the attention of the security services as they might when attempting to procure materials for the manufacture of an IED (improvised explosive device).

The vehicles which have been used in this form of attack have varied (please see diagram below for illustrative purposes) from a 40t articulated lorry (Berlin attack 2016) to a sports utility vehicle (SUV) (Westminster attack 2017). The largest threat to the UK from this form of attack has been identified by CPNI as the N1G 2.5t 4 x 4 and the N3C 18t Lorry (as used in the Bastille day Nice attack in July 2016). The N1G vehicles can turn corners faster, accelerate more quickly and handle difficult terrain or mount footways with ease when compared to trucks. They are also considerably easier to acquire by theft due to their popularity and as all full EU license holders can drive them they can be easily rented. The 18-tonne N3C lorry has been identified as a threat due to their popularity as delivery lorries in cities and towns meaning there is more opportunity for one to be hijacked and swiftly used in an attack. Their size means that when hitting densely crowded areas they are less likely to become immobilised due to blockage in the undercarriage or wheels.

Type of test vehicle	Vehicle classification and description	Test vehicle mass (kg)	Illustration
Car	M1	1 500	
4x4 crew cab pick-up	N1G	2 500	
Flat bed	N1 <i>(single cab)</i>	3 500	
Day cab vehicle	N2A 7 500 kg 2-axle rigid <i>(flat bed, open curtain side or rigid box)</i>	7 200	
	N2B 12 000 kg 2-axle rigid <i>(flat bed, open curtain side or rigid box)</i>	7 200	
	N3C 18 000 kg 2-axle rigid <i>(flat bed, open curtain side or rigid box)</i>	7 200	

The method of attack for a VAW is to manoeuvre into place behind a protective line (possibly at low speed) then to accelerate to a high speed and to collide with as many people as possible for maximum effect. If the vehicle is stopped, the perpetrators could continue on foot as a marauding attack with either firearms or bladed weapons.

Attack Planning

When using a vehicle as a means of attack, a terrorist will take into consideration the potential payoff in terms of propaganda (including the profile of the target), its economic value, disruption caused or the opportunity to cause mass casualties. Recent attacks in London and

Manchester were crude but achieved high profile propaganda for the proponents.

The ability to reach the target without being detected or stopped on route will be taken into consideration as will the ease of access. Enhanced police presence and road closures will reduce the likelihood of an attack.

Pre-attack planning can range from the complex and detailed, undertaken over a period of time, to something based on the terrorist's familiarity with the target. During the planning phase, there will be a period of information gathering confirming approach routes and point(s) of attack to achieve the desired effect.

The installation of barriers, planters and walls will act as a visual deterrent to a vehicle attack (Cameras, street lighting, an intermittent police presence do not). It should be remembered that the terrorist is not deterred by the prospect of being caught or killed in the act; their intention is to maximize fatalities to gain a reaction.

More capable and experienced groups, with access to the support of sympathisers, will be able to pool the gathered information. They are also more able to carry out more complex attacks, including those using ringer vehicles, false documents and such like. Less capable groups and lone actors launching less complex attacks are more likely to carry out information gathering and planning themselves.

Priority of Locations

The table below shows the priority for the locations. The highest priority to secure is Parliament Street due to events and access of attack:

Loc No	Location		
11	Parliament Street	Priority 1	
12	High Ousegate and Spurriergate	Priority 1	
13	Coney Street	Priority 1	
14	Davygate	Priority 1	
20	Finkle Street	Priority 1	
21	Church Street	Priority 1	
22	Jubbergate	Priority 1	
1	High Petergate	Priority 2	
2	Minster Yard East	Priority 2	
3	The Queen's Path	Priority 2	
4	Chapter House Street	Priority 2	
5	College Street	Priority 2	
6	Deangate	Priority 2	
7	Goodramgate	Priority 2	
8	St Andrewgate	Priority 2	
9	Colliergate	Priority 2	
10	Shambles	Priority 2	
15	Stonegate	Priority 2	
16	Lendal	Priority 2	
17	Blake Street	Priority 2	
18	Bootham Bar (High Petergate)	Priority 2	
19	West Window (Precentor's Court)	Priority 2	

* Priority 1 locations to be installed first in order to protect Parliament Street during events.

*Priority 2 locations installation order to be confirmed.

Whilst the proposed scheme comprises 22 locations and covers a large area of York City Centre it is recognised that some places are more likely to be at risk from a threat perspective than others. With this in mind the locations have been categorised as either Priority 1 or Priority 2, with 1 being the highest rating.

The basis on which the locations have been prioritised has comprised their position within the city centre, usage, vulnerability, and pedestrian and traffic flow. Given the size of the overall scheme it is not feasible to install all the measures as one continuous programme of works due to restrictions such as budgetary constraints, timing of street closures, community disruption and the holding of local events. Therefore, it is necessary to prioritise those locations which are deemed to be the most

vulnerable and could be undertaken within an achievable programme of works which offers the most scope for the protection of crowded places in an iconic city.

The heart of the city is centred on Parliament Street, Spurriergate and Coney Street. These are the main shopping streets in the city and as such attract a large number of visitors. At any given time, there is a high footfall and coupled with dwell time this presents an ideal location for those with hostile intent. Furthermore, many events such as festivals and markets take place on Parliament Street and in the surrounding area and it serves as the focal point for other civic occasions. These occur throughout the year and attract large numbers of visitors, especially at times such as Christmas and during the summer months. Having identified the three streets as those at most risk of attack within the scheme, it resulted in them as being categorised as Priority 1 locations. In order to provide the necessary protection to the area it is necessary to prevent vehicular access by installing HVM measures. Placing these measures at the ends of Parliament Street, Spurriergate and Coney Street does not provide complete protection due to the other streets which also provide access to the area. These routes include Davygate, Finkle Street, Church Street and Jubbergate. It is necessary therefore to install HVM measures to prevent vehicular access to these streets and in turn Parliament Street, Spurriergate and Coney Street. Because these streets are linked directly to Parliament Street, Spurriergate and Coney Street they too must be categorised as Priority 1. They are also streets which experience the same levels of pedestrian footfall and dwell time as Parliament Street, Spurriergate and Coney Street.

St Sampson's Square which sits within the city centre area will also be afforded protection by the installation of HVM measures at the specified locations identified as being Priority 1. This square has significant events situated within its confines throughout the year and would be likely location for those with hostile intent.

Priority 2 locations have been determined on the basis that HVM measures need to be installed at these points however the threat is not as great as those listed as Priority 1. These locations are situated around the periphery of the main city centre and provide pedestrian and vehicular access to those areas identified as being Priority 1. Measures would be installed following the completion of the Priority 1 locations. Priority 2 areas do not have the same volume of pedestrians as those listed as Priority 1, and whilst they are still considered to be vulnerable to

an attack, they are not as attractive a target to those with hostile intent as the Priority 1 locations.



STATEMENT OF SUPPORT FOR PHASE ONE CONSULTATION ON CITY COUNTER TERRORISM SECURITY MEASURES

In December 2017 Safer York Partnership established a Counter Terrorism Task Group to develop and oversee a programme of measures designed to improve awareness of counter terrorism and increase physical security in the city against a potential terrorist attack. The group operates within the guidelines of the PROTECT and PREPARE elements of the Government's Counter Terrorism Strategy CONTEST.

The group is comprised of the following members:

Head of Security York Minster
Head of Security York Racecourse
Make It York
York BID
Area Commander North Yorkshire Police
CYC Community Safety
CYC Transport & Highways
CYC Communications Team
North Yorkshire Police 'Project Servator'
North East Counter Terrorism Unit

The group meets monthly and has a detailed action plan outlining the agreed multi-agency response to Counter Terrorism for the City. Contained within that plan is the following priority:

PRIORITY 7: Oversee the delivery of a programme of counter terrorism security measures aimed at hostile vehicle mitigation for the city


On 23rd July 2018, the task group discussed the proposals for hostile vehicle mitigation put forward by the Consultants MFD. Within York the highest risk area is the City Centre. This is the area with the highest footfall, venue for the city's programme of street festivals and markets and contains the highest risk locations in terms of 'crowded places'.

City of York Council have proposed that the programme of counter terrorism security measures be phased in order to streamline the consultation process and ensure that the highest risk area is protected first. It is recognised that the area on the attached map should be considered first given this is the busiest shopping and event area within the city centre that attracts the highest footfall.

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The Counter Terrorism Task Group endorses this approach and the Chair has been asked to sign on behalf of the group. Monthly progress reports on implementation will be considered by the group as part of the delivery of the action plan.

On behalf of the Counter Terrorism Task Group as Chair:

Signed 

MARK SUTCLIFFE, HEAD OF SECURITY YORK MINSTER

Date: *31 July 2018*

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Communications plan for City Centre Access

To build support the introduction of counter-terrorism measures and engage affected stakeholders in mitigating impact

Objectives

Residents, businesses and affected groups understand York's duty to protect, and **think** that the measures are necessary, see that York city centre is an increasingly safe place to visit.

Residents, businesses and affected groups **feel informed of** the risks and included in mitigating the impact of the measures.

Affected groups **engage** in processes to understand the impact of the measures and mitigate against them. City retailers and leaders explore the opportunities to support the city centre economy.

Strategy

- Build advocacy through partner organisations and representative bodies
- Targeted engagement with key affected groups to understand behaviour and develop mitigation ahead of any TRO proposals
- Provide drumbeat to reassure York residents that the council is discharging its duty to protect and taking action to make the city safer, but that there is no specific threat to York (using Servator messaging) and following Safer York partnership comms plan.

- 3 Sep: Portfolio holders/CMT
- 18 Sep: Exec go live
- 27 Sep - Exec (Sep)– Scrutiny decision-making
- Ongoing: city centre events and installing temp measures
- Oct: Key Stakeholder engagement
- 1/11/18 – temp measures installed. TRO engagement begins.
- April 2019: report goes to full exec re findings of TRO
- May onwards: design of perm measures
- 12 weeks design
- 16 weeks procurement
- ? installation

Communications/campaign plan for

OBJECTIVES

Residents, businesses and affected groups **think** that the measures are necessary, and that York city centre is a safe place to visit. Residents, businesses and affected groups council **feel** informed of the risks and included in mitigating the impact of the measures.

Affected groups **engage** in processes to understand the impact of the measures and mitigate against them. City retailers and leaders explore the opportunities to support the city centre economy.

AUDIENCE

- Businesses, retailers, market stall holders, hotels
- Emergency services, council services, utilities
- City centre residents
- Blue/green badge holders
- Haulage/deliveries
- City leadership – ward, exec, MP
- Civic trust/heritage groups
- Royal mail and bullion
- Cyclists, taxis and other users identified through baseline research
- NRM (train)
- Minster and other churches

STRATEGY

1. Build advocacy through partners
2. Targeted engagement with directly affected groups
3. Reassuring drumbeat

IMPLEMENTATION

Build advocacy

- Agree messaging and messenger from the police.
- Early involvement of cross-party political leadership from across the city
- CYC/police brief media ahead of significant engagement work – they hear about plans and measures directly from us, first.
- Work through representative groups and their trusted channels of communication
- Early involvement of Civic Trust and heritage groups in design work
- Senior councillor briefings on consultant recommendations

Reassuring drumbeat

- Develop collateral explaining the scheme – police, consultants and affected stakeholders as advocates
- Media briefings (see above)
- Include reference to the experience of security consultants on all comms
- Fold messaging in to all Servator/security messaging through Safer York Partnership

Targeted engagement

- Meet with representative groups to introduce the scheme, discuss mitigation and channels to further engage their membership
- Door-knock and letter to every resident living or parking in affected area
- Visit every city centre retailer
- Build database of city centre retailer contacts (after identifying what we already have)
- Build database of delivery companies identified through retailer work
- Build database of blue badge holders through amnesty campaigns and baseline work
- Online and physical survey for stakeholders to complete
- Invite all known stakeholders to workshop exercises with retailers, market stallholders, blue badge holders, delivery companies
- Full TRO engagements

EVALUATION

Advocacy: partners sharing information, registering their supportive comments, securing comments from their members

Targeted: # of each stakeholder filling in survey/responding to visits/attending workshops

Drumbeat: tbc

Annex E

Our ref: LR/SR

Your ref:

Date: 17 August 2018

Name and address: Mary Weastell
Chief Executive
City of York Council
West Officers
Station Rise
York
YO1 6GA



Dear Mary,

North Yorkshire Police support for Hostile Vehicle Mitigation (HVM) measures

Thank you for the recent invitation to meet Executive Members which took place on Monday 6th August 2018. Following my attendance, I would like to place on record my support, on behalf of North Yorkshire Police, in relation to the proposed HVM measures planned for the City of York.

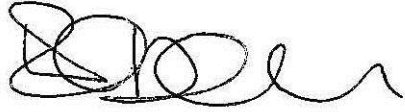
As I am sure you are aware, the national threat level remains at severe. This means that a terrorist attack is highly likely and any attack is likely to come without notice. Further, there has been a clear shift in attack methodology, from complex pre-planned coordinated attacks such as those seen at the World Trade Center to the more recent attacks on mainland Europe and those in the United Kingdom where attack planning is very basic, including the use of hire vehicles and knives as weapons.

Public spaces are currently the most favoured locations because they have ready access to a large number of potential victims. York has very tight streets where there are large crowds of people regularly going about their daily business. Any attack carried out by a vehicle is therefore likely to result in multiple fatalities and many significant injuries.

Currently there are no suitable vehicle mitigation measures in York. My colleague, Superintendent Mark Khan, a specialist Security Coordinator, is of the opinion that this is an unacceptable risk for the city to carry. I would echo this view, especially when we, as public authorities, have responsibilities in relation to the European Convention of Human Rights (ECHR). This is particularly relevant when Article 2, The Right to Life, is considered as this article places a positive duty on the state (i.e. public bodies) to protect life.

Hostile vehicle mitigation can work in two ways. It can be a visible deterrent and also a physical barrier. I am therefore in full support of the proposed measures and look forward to continuing to support City of York Council as this work moves forward.

Yours sincerely

A handwritten signature in black ink, appearing to read 'L. Robson', with a stylized, cursive script.

**Superintendent Lindsey Robson
Area Commander York & Selby**

SECTION 1: CIA SUMMARY
Community Impact Assessment: Summary
1. Name of service, policy, function or criteria being assessed:

City Centre Access Priority One Area (Experimental Changes)

2. What are the main objectives or aims of the service/policy/function/criteria?

Protection of the foot streets and event locations from hostile vehicle attack in the Priority 1 area.

3. Name and Job Title of person completing assessment:

Graham Titchener, Parking Services Manager

4. Have any impacts been Identified?

Yes

Community of Identity affected:

Age; Carers of Older or Disabled People; Disability; Religion/Spirituality/Belief.

Summary of impact:

Impact is primarily due to a reduction in vehicular access for holders of disabled blue badges to the city centre including the St Sampson's Centre.

5. Date CIA completed: 03/09/2018

6. Signed off by: Tony Clarke

7. I am satisfied that this service/policy/function has been successfully impact assessed.

Name: Tony Clarke

Position: Head of Transport

Date: 7/9/18

8. Decision-making body:
Date:
Decision Details:

Send the completed signed off document to ciasubmission@york.gov.uk It will be published on the intranet, as well as on the council website.

Actions arising from the Assessments will be logged on Verto and progress updates will be required

Community Impact Assessment (CIA)

Community Impact Assessment Title:

City Centre Access Priority One Area

What evidence is available to suggest that the proposed service, policy, function or criteria could have a negative (N), positive (P) or no (None) effect on quality of life outcomes?

Can negative impacts be justified?

Community of Identity: Age

Evidence	Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
<p>The St Sampson's centre is a community social centre for the over 60's. A number of their users access the facility by community transport (door to door service) or have a blue badge (disabled) and are currently able to park nearby - though vehicular access is contrary to the existing traffic regulation order.</p> <p>The priority 1 area of the city centre (see annex A) provides</p>	<p>Access to services and employment; Longevity; Health; Standard of living; Individual, family and social life.</p>	N	N

a significant number of services including retail, food and drink as well as access to business services such as banking, some hotels and other non-retail businesses.				
Details of Impact	Can negative impacts be justified?	Reason/Action	Lead Officer	Completion Date
<p>Reduction in accessibility of the St Sampson's centre during the footstreet hours, will negatively impact those over 60 who rely on this facility for social interaction, help and guidance.</p> <p>The restricted access into the priority 1 area of the city centre (see annex A) will increase the distance between available parking spaces and destinations for blue badge holders to park during the footstreet hours, which depending on the severity of the individual's disability may prove to make access into the city centre during the footstreet hours more restrictive.</p>	Y	<p>The need to secure the city centre against hostile vehicle attack is considered vital to protect residents and visitors in York city centre during the busiest part of the day.</p> <p>The city's Dial & Ride service will continue to have access to the St. Sampson's centre to drop off and pick up passengers including disabled residents.</p> <p>Alternative parking for Blue Badge holders, which is used currently when St. Sampson's Square is closed for events on up to 90 days a year, is available close to the area.</p>	Graham Titchener	Aug 2018

Community of Identity: Carers of Older or Disabled People

Evidence	Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
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<p>Loss of disabled parking in the city centre impacts both the disabled blue badge holder and their carers. The St Sampson's centre is a community social centre for the over 60s, reduction in accessibility may prevent use by some of their visitors.</p> <p>The priority 1 area of the city centre (see annex A) provides a significant number of services including retail, food and drink as well as access to business services such as banking, some hotels and other non-retail businesses.</p>	<p>Access to services & employment; Productive & valued activities; Individual, family and social life</p>	<p>N</p>	<p>N</p>	
<p>Details of Impact</p>	<p><i>Can negative impacts be justified?</i></p>	<p>Reason/Action</p>	<p>Lead Officer</p>	<p>Completion Date</p>
<p>A reduction in access for disabled passengers/drivers with loss of parking will reduce the accessibility of the city centre and access to services located there.</p>	<p>Y</p>	<p>The need to secure the priority 1 area of the city centre (see annex A) against hostile vehicle attack is considered vital to protect residents and visitors in York city centre during the busiest part of the day.</p> <p>Alternative parking for Blue Badge holders, which is used currently when St. Sampson's Square is closed for events on up to 90 days a year, is available close to the area.</p>	<p>Graham Titchener</p>	<p>Aug 2018</p>

<p>Access (door to door) to the St Sampson's Centre facility will be more restricted for those unable to travel there unaided which may impact on their carers who may rely on this centre offering a safe place for their dependant.</p>	<p>Y</p>	<p>The need to secure the priority 1 area of the city centre (see annex A) against hostile vehicle attack is considered vital to protect residents and visitors in York city centre during the busiest part of the day.</p> <p>The city's Dial & Ride service will continue to have access to the St. Sampson's centre to drop off and pick up passengers including disabled residents.</p>		
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Community of Identity: Disability

Evidence	Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
<p>Loss of disabled parking in the city centre impacts both the disabled and their carers. The St Sampson's centre is a community social centre for the over 60s, reduction in ease of access may prevent use by some disabled visitors.</p> <p>The restricted access into the city centre will increase the distance between available parking spaces and destinations for blue badge holders to park during the</p>	<p>Access to services & employment; Longevity; Health; Standard of living; Productive & valued activities</p>	<p>N</p>	<p>N</p>

<p>footstreet hours, which depending on the severity of the individual's disability may prove to make access into the city centre during the footstreet hours more restrictive.</p>				
<p>An increase in physical barriers around the priority 1 area of the city centre (see annex A) will likely have an impact on the blind and partially sighted.</p>		<p>Access to services & employment; Health; Standard of living; Individual, family and social life.</p>	N	N
<p>Details of Impact</p>	<p><i>Can negative impacts be justified?</i></p>	<p>Reason/Action</p>	<p>Lead Officer</p>	<p>Completion Date</p>
<p>Reduced availability of parking within those areas currently accessible to disabled badge holders.</p>	<p>Y</p>	<p>The need to secure the priority 1 area of the city centre (see annex A) against hostile vehicle attack is considered vital to protect residents and visitors in York city centre during the busiest part of the day.</p> <p>Alternative parking for Blue Badge holders, which is used currently when St. Sampson's Square is closed for events on up to 90 days a year, is available close to the area.</p>	<p>Graham Titchener</p>	<p>Aug 2018</p>
<p>Reduction in accessibility of the St Sampson's centre will negatively impact the residents over 60 who are disabled and rely on this facility for social interaction, help and guidance.</p>	<p>Y</p>	<p>The need to secure the priority 1 area of the city centre (see annex A) against hostile vehicle attack is considered vital to protect residents and visitors in York city centre during the busiest part of the</p>		

		<p>day.</p> <p>The city's Dial & Ride service will continue to have access to the St. Sampson's centre to drop off and pick up passengers including disabled residents.</p>		
<p>A reduction in access for disabled passengers/drivers with loss of parking will reduce the accessibility of the priority 1 area in the city centre (see annex A) and access to services located there.</p>	Y	<p>The need to secure the priority 1 area of the city centre (see annex A) against hostile vehicle attack is considered vital to protect residents and visitors in York city centre during the busiest part of the day.</p> <p>Alternative parking for Blue Badge holders, which is used currently when St. Sampson's Square is closed for events on up to 90 days a year, is available close to the area.</p>		
<p>Impact on blind and partially sighted due to a large number of new obstacles, particularly the moving bollards within the predominantly pedestrian areas.</p> <p>A row of bollards may make way-finding simpler for some.</p>	Y	<p>The need to secure the priority 1 area of the city centre (see annex A) against hostile vehicle attack is considered vital to protect residents and visitors in York city centre during the busiest part of the day.</p>		

Community of Identity: Gender

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
N/A		N/A	None	None
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date

Community of Identity: Gender Reassignment

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
N/A		N/A	None	None
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date

Community of Identity: Marriage & Civil Partnership

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
N/A		N/A	None	None
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date

Community of Identity: Pregnancy / Maternity

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
N/A		N/A	None	None
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date

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Community of Identity: Race

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
N/A		N/A	None	None
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date

Community of Identity: Religion / Spirituality / Belief

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
Physical closure of streets not currently closed will reduce vehicular access to some city centre churches.		N/A	None	None
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date

Reduced access to places of worship within the priority 1 area of the city centre (see annex A) through loss of vehicular access and parking for disabled blue badge holders.	Y	<p>The need to secure the priority 1 area of the city centre (see annex A) against hostile vehicle attack is considered vital to protect residents and visitors in York city centre during the busiest part of the day.</p> <p>Alternative parking for Blue Badge holders, which is used currently when St. Sampson's Square is closed for events on up to 90 days a year, is available close to the area.</p>	Graham Titchener	Aug 2018
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Community of Identity: Sexual Orientation

Evidence	Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)	
N/A	N/A	None	None	
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date

Annex A –



Annex A - City
centre access Priority

DRAFT



**Economy & Place Policy Development
Committee****18 September 2018****Report of the Head of Economic Growth****SECONDARY SHOPPING AREAS FUND - UPDATE****Summary**

1. Work to support the economic health of our District retail centres in Haxby and Acomb has now begun. This report updates the Economy and Place Policy Development Committee on progress.
2. Projects in Acomb have been commissioned, with some work already completed.
3. In Haxby, a fledgling traders association has been established and held its first meeting last month. Further detail is awaited on its intended activities.
4. Research on the future needs of both areas with regard to public realm and infrastructure has yet to be commissioned.

Background

5. Economy & Place Policy Development Committee have asked for an update report on the work to Enhance Economic Growth for Secondary Shopping Areas which was approved by the Executive Member for Economic Development and Community Engagement on 3rd July 2018.
6. That decision outlined work to seek the establishment of a Haxby traders' association, fund a range of projects in Acomb, provide a capital fund for additional projects for both areas, and commission external consultants to report on the impact of trends in retail on District centres and recommend actions to improve their resilience. A total budget of £100,000 was available.
7. In Acomb, there were 5 projects approved:

- Improving the street scene on Acomb Front Street through improved planters - Acomb Alive (£3,000)
 - Increasing footfall on Acomb Front Street - ADAM festival (£2,500 in 2018/19, £2,500 in 2019/20)
 - Improving the street scene on Acomb Front Street through environmental improvements to the bin store area – Friends of Acomb Green (£5,000)
 - Improved wayfinding on Acomb Front Street – Acomb Alive (£2,000)
 - Enhanced Xmas lights on Front Street – Acomb Alive (£5,000)
8. In Haxby, it was agreed to begin by seeking to establish an independent traders' association. This body, together with other organisations such as the Town Council, would then be able to bid for further funds. £5,000 was allocated to support the establishment of the traders association.
9. £50,000 was allocated for activities to support the longer term economic health of district centres. In the first instance, this will be used to procure specialist consultants to report on the potential impacts of long-term trends in retail on Haxby and Acomb centre. This will in turn be used to inform work to establish whether more substantial public realm investment in both areas might be of value, and what form that investment might take. Any remaining funds will be offered to the two centres for further short term measures.
10. The remaining £23,000 capital funding was unallocated. This money remains available for further bids for short term measures in Haxby or Acomb.

Progress on agreed activities

11. The projects in Acomb have been proceeding over the summer. Acomb Alive have arranged for the watering of their planters on Front Street, and Friends of Acomb Green ran their ADAM festival, which included elements to encourage the use of Front Street shops.
12. The Christmas Lights work is just beginning, and initial discussion on the improvement of the recycling area at Morrisons have taken place.
13. The Acomb wayfinding project will take place over the autumn.

14. In Haxby, the original plan had been to employ consultants to make contact with local shopkeepers and seek to convene a meeting to establish a traders association. We were contacted soon after the decision session by a local business owner who was keen to establish such an organisation.
15. This person had already contacted 80 businesses in Haxby and Wiggington, and had taken advice from Easingwold traders' association on how to get started. An initial meeting was held in July 2018 which was attended by 21 local businesses who agreed to establish Haxby & Wiggington Traders Association and elected a committee to take the work forward. Cllr Johnny Hayes presented on his experience of setting up Bishy Road Traders and Indie York, offering further advice and encouragement if needed.
16. The committee has now met and is formulating proposals for activity. Traders are being asked for a fee of £45 for their first year membership, and part of the allocated £5,000 will be used to match membership contributions up to a limit of £2,500.
17. It is hoped that this fledgling traders association will become a strong voice for local businesses. We are keeping its development under review at this stage, but are encouraged by the start that has been made.
18. The consultancy work on the impact of retail trends on Haxby and Acomb will be commissioned in the next month. A similar study, focusing on the city centre and out-of-town retail is required for a separate project, and it is hoped that by commissioning both studies together we will reduce duplication and free up more budget to support practical work.

Conclusions

19. Work has begun on the project, although there is little yet to report on. The work in Haxby is progressing well, and we hope it will be the start of a useful organisation which can help to ensure the economic vibrancy of the area.

Contact Details

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Officer Responsible for the report:

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Report Approved **Date** 10/09/2018

Wards Affected: *Westfield, Acomb, Haxby & Wiggington*



For further information please contact the author of the report

Background Papers:

Enhancing Economic Growth for Secondary Shopping Areas: paper to Decision Session Executive Member for Economic Development and Community Engagement, 3rd July 2018.

<http://democracy.york.gov.uk/documents/s124616/Report.pdf>



**Economy and Place Policy Development
Committee****18 September 2018****Report of the Assistant Director Transport, Highways and Environment****Street Lighting Policy Cover Report****Summary**

1. This report informs the Economy and Place Policy Development Committee of proposed changes to the Street Lighting Policy following an officer review.
2. This issue was referred to Scrutiny by the Executive Member for Transport and Planning at a Decision Session in July 2018 with this Committee invited to comment on the updated policy prior to it going back to the Executive Member for approval.
3. Also in July 2018 this Committee agreed to add the Street Lighting Policy to its work plan to be considered at this meeting.

Background

4. The officer review of the Street Lighting Policy identified a number of areas where the policy can be strengthened. A copy of the new document is attached at Annex A.
5. The previous policy did not differentiate between the historic core conservation area and other conservation areas. The redrafted policy clarifies that the Council will be flexible with light levels and equipment within the historic core. Outside the historic core the aim is for standardised light levels and column heights with new columns on the back of the footway. Within conservation areas embellishment kits will be installed if that improves the match with adjacent lights.
6. The practice of placing columns to the back of the footway has highlighted issues where this creates a conflict with street trees. The policy has been changed to reflect that when lamp columns are replaced they will be put at the back of the footway, but this will not be done if

there is a public or private tree that will place the lamp head in the crown of the tree. In these instances the column will be sited at the front of the footway.

7. The review also identified that the Street Lighting Policy and the Councils Streetscape Strategy and Guidance are not complimentary. The Streetscape Strategy and Guidance document is a useful guide for officers in respecting and maintaining the character and quality of the City. However, it can only be guidance given that it is unbudgeted and in some regards cuts cross our legal obligations in respect of procurement. For this reason confirmation is sought that it should be treated as advisory guidance only for officers. A review and refresh is proposed of the document.

Analysis

8. The key changes in the updated policy are:
 - To strengthen the policy about sensitive areas in the city and differentiate between the historic core and conservation areas;
 - To improve the policy with regards to managing risk between trees and lamp columns.
9. The review highlighted that the Street Lighting Policy and the Streetscape Strategy and Guidance do not give consistent advice and therefore the Streetscape Strategy and Guidance needs to be confirmed as guidance.

Council Plan

10. This report is linked to the A Council That Listens to Residents priority in the Council Plan in that the review was originally initiated by local residents to ensure a proportionate and consistent approach to the management of street lighting across the city

Implications

11. There are no Financial, HR, Equalities, Legal, Crime and Disorder, IT, Property or other implications arising from the recommendations in this report.

Risk Management

12. There are no risks associated with the recommendations in this report.

Recommendations

13. The Committee is asked to consider and comment on the proposed update of the Street Lighting Policy before it goes back to the Executive Member for approval.

Reason: So this Committee plays an active role in policy development proposals for the city.

Contact Details

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James Gilchrist

Assistant Director Transport, Highways and

Environment

Report Approved Date 7/09/2018

Specialist Implications Officer

Bill Manby

Head of Highways and Fleet

Tel No. 01904 553233

Wards Affected:

All

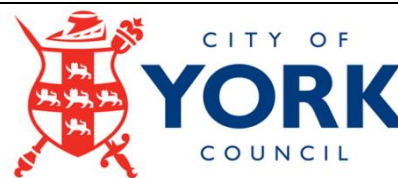
For further information please contact the author of the report

Annexes

Annex A – City of York Council Street Lighting Policy

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Street Lighting Policy
Form Ref No: SLP/2
V2: May 2018



City of York Council Street Lighting Policy

Second Edition

Introduction

This policy outlines the basic guidance, principles and standards applying to the provision of street lighting. The definition of street lighting shall encompass all items of Lighting Equipment provided on the public highway, including all street lighting and illuminated signs within the City of York Council's boundaries. The term "street lighting" and "illuminated signs" covers all lights illuminating public areas and highways, along with architectural lighting, shelter, subways, tunnels, council parking areas and lit signage excluding traffic signals, push button crossings, and programmable variable message signs. Detailed guidance is given in the appendices included.

Overview and Main Objectives

The provision of lighting within the authority enables residents, visitors and traffic to interact and perform task within the night time environment supporting the following

- Assisting the safety of highway users.
- The reduction of crime.
- The reduction of the fear of crime.
- The promotion and support of sustainable transport (walking, cycling, and public transport).
- The facilitation and support of social inclusion by providing improved freedom to use the streets after dark.
- The support of a vibrant night time economy.
- The provision of improved access to public leisure and educational buildings, supporting life long health and learning.
- Assisting emergency services with improved identification of locations (shortened response times, improved CCTV identification).

Legal Powers and Duties

There are currently no statutory obligation or requirement for a local authority to provide street lighting, instead the following statutes enable and empower them to be able to provide public lighting.

- The Highways Act 1980 empowers a local Highway Authority to provide lighting where they are or will be the Highway Authority (existing roads or new developments). District and Parish Councils have devolved powers as local lighting Authorities conferred under The Public Health Act 1985 and The Parish Councils Act 1957 (however consent must be given from the Highway Authority).
- With these powers the Highway Authority has a duty of care to the users. Any loss or injury to an individual due to the inappropriate use of these powers may result in action being taken to recover the losses. Action can be taken on several grounds including – Negligent exercise of power, Action for misfeasance of public office, Breach of common law duty of care (if it can be established).

NOTE: This duty of care does not imply a duty on the Highway Authority to keep the public lighting lit. Instead it implies a duty to ensure systems and processes are in place to maintain and keep the lighting in a safe condition i.e. the detection of dangers electrical or structural.

- The Health and Safety at Work Act 1974, the Management of Health and Safety at Work Regulations 1992, and Construction (Design and Management) Regulations 2007 set out the arrangements and requirement for works to be carried out in a safe manner along with establishing the arrangements for managing construction works.
- The New Roads and Street Works Act 1991 enable the duties of a Street Authorities to coordinate and regulate works in the highway. All underground cables therefore should be recorded in accordance with this act along with the requirements of the Electrical Safety, Quality and Continuity Regulations 2002.
- Other Frameworks of Legislation that do not specifically relate to highways or public lighting functions (not exhaustive) but deal with issues of the services involved and their provision are – Equality Act 2010, Criminal Justice and Public Order Act 1994,

Human Rights Act 1998, Freedom of Information Act 2000, and the Local Government Act 2000.

Design Standards and Considerations

In addition to and including the legal powers and duties to enable the City of York to have a high quality and consistent approach to lighting, the following standards and approaches are considered when providing new or altering existing installations (detailed description and guidance is included in the appendices).

The City of York Council currently offers a full comprehensive service covering design, installation, maintenance and inspection of all exterior lighting schemes.

- Consideration towards the primary user of the highway and any special requirements for vulnerable users i.e. pedestrians, cyclists, heavy traffic.
- The location and environmental classification / zone of the highway.
- The usage of the highway / area i.e. car park, square, architectural.
- The location of local amenities e.g. schools, public buildings, shops.
- Daytime and night time visual appearance of equipment.
- Obtrusive Light and pollution.
- Energy efficiency.
- Equipment reliability (some lighting types need very little maintenance e.g. LED's)
- Equipment Locations in relation to obstructions and maintenance.
- Whole life costs.
- Strategies relating to whole streetscape i.e. Conservation approach "historic core" Appendix 3.
- Innovations and advanced technologies.
- Equipment specifications (to match CYC's approved standards).
- End of life equipment disposal i.e. recyclability.

- Sustainable and efficient procurement i.e. whole cycle carbon emissions and costs.
- Public risk from accident i.e. passively safe columns, pedestrian crossings and conflict areas.

These considerations are to be taken account of whilst designing to current applicable standards and guidance. Currently all new highway installations are designed to BS5489 2013 Code of Practice for the Design of Road Lighting and BS EN 13201 2003 Road Lighting with reference to the Institute of Lighting Professionals Technical Reports where necessary (detailed application given in Appendices along with criteria for whether lighting is required). Any lighting scheme should limit light to the public highway and it is not considered the Authorities duty to light private access', egresses, or unadopted areas.

Sensitive Areas

For the purposes of this policy, sensitive areas can be considered as the Central Historic Core, Conservation areas along with scheduled monuments, listed structures and other notable locations and their surrounds.

https://www.york.gov.uk/info/20215/conservation_and_listed_buildings/1349/conservation_areas

In designing such schemes the access and maintenance of equipment must also be given consideration, in order not to require onerous provisions causing unreasonable disruption in such sensitive areas i.e. scaffolding to perform routine tasks.

If there is any conflict between the conservation team and street lighting colleagues the decision will be made by the Corporate Director of Economy and Place in consultation with the Executive Member for Transport and Planning.

Consideration for Lighting within the Historic Core

City of York Council recognise that part of the character of York is achieved by not lighting to the national standard within the Historic Core.

This location needs to achieve the balance between lighting to enhance and improve the local environment for amenity value, in terms of trade and tourism, such as using white light for colour rendition or floodlights for shadowing and other effects. In such cases, a higher

standard of light would be permitted, providing always that light control should be no less effective than the normal standard applicable. Equally, there will be unlit areas and areas of parks and woodland, all of which will have to be considered in respect of any new lighting proposals where the 'sky-glow' normally associated with urban lighting would be detrimental to the attraction of such areas and should be avoided. In these areas provided that the primary function of the lighting is achieved then special consideration should be made in relation to enhancing and improving the area through the correct selection of equipment and its location.

In these situations consultation with conservation officers and groups must be undertaken in the development of proposals.

Any selection of replacement lighting structures carried out within the Historic Core (conservation area) would also require consideration from the conservation team prior to any construction.

When developing proposals for the historic core consideration must be given to the following items:

- The activity and purpose of the area being developed – Shops, Public Buildings, Squares, conflict areas (crossings, shared use spaces).
- Listed Structures and Scheduled Monuments in the vicinity including sites of historical reference.
- The height and bearing on of nearby and adjacent buildings.
- Specific features and furniture e.g. trees, benches, fountains, crossing points.
- Existing lighting systems including ambient levels created by properties.
- The levels and surfacing of the ground. Consideration needs to be made for the less able and visually impaired, including the highlighting of hazards.

Consideration must also be given to local knowledge with regards to vandalism, black spots, and anti social behaviour. When lighting architectural features systems must limit any light pollution and spillage.

Lighting equipment should complement and enhance an area whilst not visually being too over bearing and detracting from local features. Existing equipment with historic merit or forming part of a listed structure should be retained and restored by a competent accredited specialist. Where there are opportunities to improve the reliability of the unit it is not necessary to retain the original internal components. Use can be made of modern technologies.

Consideration for Lighting within other Sensitive Areas

Areas which are outside the historic core but are still are deemed as sensitive areas (conservation areas outside the Historic Core) the aim is to achieve the BS Standard for lighting levels BS5489-1 :2013. In order to achieve this the column height of new columns is standardised as 6metres. To mitigate this impact the need for effective light control to prevent light pollution is even more important, which will determine the types of lighting equipment used.

Columns in sensitive areas outside the Historic Core will not automatically require period or replica fittings. Instead greater consideration should be given to ensure there is a uniformity of styles and effect in each proposed scheme. A Street with various streetlight structures and variations of lighting styles will detract more from the aesthetics of a street and area.

Where a single light column is to be replaced in a street, that is within a conservation area, it will be selected to be the closest match to the majority of column in that street, for long streets 10 columns either side of new location will be considered.

In general, new equipment along with the refurbishment of specialist items i.e. ones that form part of a listed structure should be of an LED source. Architectural systems should be programmable and consider colour variance as an option. Any use of other light sources must first be agreed with the Street Lighting Department.

Location of Equipment in Sensitive Areas

In the City of York the vast majority of streets in sensitive areas are narrow with restricted use to both vehicles and pedestrians. In these situations the preferred option of mounting lights is on buildings. Prior to any works agreements must be gained in the order of Way leaves, Listed Building Consents and other legal obligations. The actual sitting and style of brackets and light should take into account the style, location and elevation of the property.

Where building mounting of lights is not possible the lights should be located to be as least visually obtrusive as possible. The columns

should be placed at the rear of footways and avoid detracting from any adjacent property or land mark.

Materials of Equipment in Sensitive Areas

Due to the difficulty and access restrictions in sensitive areas great consideration is needed for those materials in use. All columns ornate or not are required to be manufactured from a single material and have an expected design life of 50 years. Where dissimilar materials are used special systems are required to avoid oxidation. Ornate columns should be modular in that the embellishments should be an attached to a standard column. (Columns made as a single cast unit are no longer used by the City of York due to their prohibitive handling requirements, high maintenance and high replacement costs).

General Lighting Requirements

All lighting schemes within the City of York boundaries shall be provided, designed, installed and maintained in accordance with this policy, its appendices and supporting documents. A failure to adhere to this may result in non-compliance a refusal to adopt the systems and/or creating risk and further costs to the proposer of the scheme. The following general guidance along with specifics highlighted in the appendices sets the basis of all York installations.

Obtrusive Light

In accordance with guidance given by the Institute of Street Lighting Professionals (<https://www.theilp.org.uk/documents/obtrusive-light/>)

Obtrusive light is described as light which falls outside a required area. Because of its level/quantity, direction and colour it can cause annoyance, distraction and discomfort reducing the ability to see correctly (not to mention wastes energy). More commonly known as light pollution it is divided into three specific areas –

Sky Glow- This is the artificial brightening of the night sky caused by water and dust particles in the atmosphere reflecting artificial light. This is most commonly seen as the orange glow over urban areas caused by badly controlled or designed lights shining directly upwards.

Glare- Is an intense and blinding light which causes discomfort. It is often seen against a dark background and often affects the vision of road users creating a hazard. This is mainly caused by poorly designed and maintained lighting.

Light trespass- Is light generally shining where it is neither needed nor wanted, often spilling from properties where the light is located. Poorly controlled exterior lighting shines into neighbouring properties and

reduces privacy, can affect sleep patterns and detracts from the appearance of an area.

When restricting obtrusive light great consideration should be given to the control of the light source with less than 1% of direct light above the horizontal for street light and the use of filters or shutters to control and restrict architectural lighting firmly to the feature being lit.

In addition to these requirements areas of special consideration are –

- Airports and Aerodromes
- Railways
- Harbours
- Transport Interchanges
- Navigable Waterways
- Adjacent Unlit Traffic Routes
- Car Parks (both public and privately owned).

In these instances consultation should be given to the relevant authorities to take account of any further special measures needed.

Shielding of Lights

The vast majority of new and modern lights have fully controlled optics in order to restrict light onto the highways or items that are required to be lit. However it is accepted that on occasion intrusion can still occur. Where this has been at the direct result of the council's maintenance or improvement works where possible the light will be shielded by masking off the rear of the lantern (LED lanterns will not be shielded as they have a sharp restriction of light output). However if the cause is because the issue is outside this i.e. change of occupancy, or room use then the authority has no obligation to shield. In instances where shielding the light will detrimentally affect its output or intended operation then shielding will not be able to be provided on safety grounds e.g. the light is on the opposite side of a road or a considerable distance away from the property. In all occurrences of existing and historical street lights the first responsibility is upon the home or property owner to ensure adequate use of curtains or blinds is made. The council bears no responsibility from a failure on the part of householders to take adequate steps.

Individual shielding requests are decided on by the Street Lighting Department and based on the balance of needs of each location.

Flooding

City of York has areas of public highway and paths where flooding is common in winter months. In these locations where possible the units should take account of the possibility of being wholly or partially underwater for several days at a time. As such it is suggested isolation points and supply connections should be located outside the flood plains i.e. connection boxes and isolators at the top of columns or high up on walls, and Pillars out of the plains themselves. No special requirements are actually needed for the lighting levels themselves beyond standard and special area installations. Advice and requirements are given by contacting both the Street Lighting Department and the Flood Risk Manager at the council.

Lighting of Pedestrian Crossings

Pedestrian Crossings are to be lit to conform to the current British Standards (and advisement from EN13201-2:2003) and comply with the advice of The Institute of Lighting Professionals, Technical Report 12 "Lighting of Pedestrian Crossings". Where required; additional lighting units are to be firmly controlled onto the crossing area itself creating a positive contrast of the lighting. Any beacons should be shielded from local properties as to avoid nuisance caused by "flashing" effects. The lights sources should be LED's and part of the approved list shown in the appendices. It is assumed that all new crossing will require additional lighting through specific "controlled" units.

Traffic Calming Areas

The lighting of traffic calming areas and feature should take account of the requirement within the Highway (Road Hump) Regulations 1996 section 5. Lighting levels should consider and include any physical calming measures in the highway and comply with current British Standards and best current advice from the ILP.

Subways and Underpasses

Subways and underpasses provide a safe route for pedestrians and cyclists to navigate across busy and dangerous junctions as such they are required to be kept in a safe and passable condition at all times.

Due to the nature of them underpasses need to be lit within the requirements of the British Standards, and should be bright and well lit to encourage their usage day or night.

Consideration should be given to varying the levels of lighting between day and night. This is because a higher level of light is generally required in daylight hours to avoid them appearing dark and special note should be given at entrances and exits to avoid a sudden transition between varying levels of lighting i.e. dark and light. This should make them more attractive to the users and reduce anxiety and the fear of crime in such areas.

Light Sources

Within The City of York over a number of years a vast number of light sources have been in use for various schemes, and are still maintained to this day in existing equipment. The following types are the most common in the city and their attributes are included too-

- Low Pressure Sodium – a monochromatic orange coloured light source that gives a good efficacy (light output in lumens per watt) but has very poor colour rendering (measured in Ra as 0) making even orange coloured items appear different. It also has poor glare characteristics and is very hard to control with the majority of light going straight up or backwards. It has a low life expectancy for the lamp (bulb).
- High Pressure Sodium – a peach coloured light of medium efficacy and a reasonable colour rendering (Ra of 25). It has been popular from the 1980's until recently as it gave good all round performance with a choice of good optical control. The life expectancy of this is good with five years between lamp changes now being experienced.
- Fluorescent – a white coloured source with high colour rendering (above Ra 60) but good efficacy and a low lamp life (as experienced by CYC). It is more commonly used for signage and bollards and has been used to replace soon to be outlawed mercury fittings in the city.
- Metal Halide (including Cosmo) – a white light source of high colour rendering and efficacy with a good lamp life. Similarly to high pressure sodium it has been popular in areas where good lighting and colour recognition is needed i.e. CCTV and central areas.
- LED's- Led's currently offer the best rendering with extreme life and good efficacy. Being a more directional point type of lighting

source they offer good control too. This is the choice for the majority of new and improvement schemes in the city.

Selection of Light Sources and Luminaires

For the purpose of street lighting the selection of a source and luminaire will be dependant on application, existing equipment and percentage of lights being replaced, and other special requirements. On all new schemes the light source of choice is LED's with approved models (new installations list), LED specification and adoption requirements (including commuted sums) to be found in the appendices. Should LED's be deemed not capable within the scheme then specific agreements must be reached with the street lighting team and or planning officers in the authority.

Replacement of existing lights should take into account the number and percentage ratio of new lights. Along with the existing type and sources leading the requirements, the usage of the area must also be evaluated to determine if there is any significant change. For example if a road was formerly a high traffic route and is now a closed pedestrian area with the majority of lights needing replacement then it would be better to fully re-design the street. This would give a better level of lighting more applicable for the areas usage. Where as a road of 20 lights with only a few needing replacement would only require the nearest light fitting (in source and style) to the original fitting. Guidance on approved replacement (maintenance) fittings and new fittings can be found in the appendices. Overall decision on models and types will be indicated by the street lighting team.

Columns and Passive Safety

Typically the lighting columns in the authority use range between 6m and 12m in height and depending on location of installation can be of a hinged nature to allow access to the lantern. All columns in the city are to comply with the current standards set in BS EN40-2 2004 Lighting Columns General requirements and Dimensions. This standard maps the country with respects to wind loadings and terrains that street lights would need to be able to safely resist both in maximum expectation and fatigue. York currently specifies tubular steel columns of a medium rating under the regulations and requires them to be pre coated in gloss black with an anticipated column life of 30 years, and coating life of 25 years. Should signs or other equipment need to be mounted to the column then they are limited typically to an area of 0.3m² and maximum weight of 5 kg. Any items outside these parameters require the columns to be specifically designed to accept greater loadings. The normal method of installation with lighting columns is to bury the root in the ground supported with concrete. However where the ground is soft

and unsound or the depths needed can't be met i.e. on bridges then specifically designed methods of installation will be needed. In all cases the method and materials used will be recorded onto the council's asset system.

Where traffic speeds are less than 50 miles per hour or there are a large number of obstructions near or immediately behind lighting columns i.e. buildings, trees, walls etc. Then there is little or no safety advantage to be gained by using a passively safe column. In fact there may be a considerable increase in risk to pedestrians and other road users.

Instead passively safe lighting columns should be used on higher speed roads where risk of death or serious injury from striking a street light is greatly increased. In these situations guidance should be sought from the County Surveyors Society PPR342 "The Use of Passively Safe Sign Posts and Lighting Columns". It is anticipated that "No Energy" columns would be the preferred type of column used manufactured from aluminium. Whilst initial costs may be higher for materials than conventional columns it is anticipated that over the whole life of the installation the cost will be less. This is due to the lower degradation of the materials used (aluminium has an expected 50 year life) and lower replacement needs (columns are socketed into the ground rather than concrete, and have quick disconnect systems reducing the need for electricity board attendance).

Equipment Locations Within the Highway

Lighting equipment and signs as a rule where possible should not obstruct footways. In order to ensure the best possible effect of the lighting and least visual obstruction columns should be located to the rear of footways and to the recommended minimums set out in the current standards (BS5489-1 2013). If little room is available then consideration should be given to mounting items on neighbouring structures. Consideration should also be given to underground service locations, vehicular access, windows, doors, trees, and highway users (disabled, large vehicles, etc.) The final decisions on locations of equipment shall be determined by the street lighting department on a combination of all needs.

Switching and Variable Levels of Lighting

Within the City of York the majority of lights are controlled on and off via a photo-electric cell (PECU). All new and existing PECU's switch at a ratio (LUX) of 35:18 (dusk and dawn). Other equipment is controlled by a time clock, or a remote monitoring system.

Actual levels of light are dictated by the current standards and requirements set out in the appendices, but all new equipment should be compatible with CYC's existing systems and be able to vary their output to ensure that the relevant levels of light required are given at the relevant times.

This ensures that the best use of light and energy is given in all new lighting systems for the city reducing waste.

Maintenance of Lighting Equipment

Statutory Requirements

Currently there is no legal obligation to provide lighting or ensure that it is lit. However the authority is obliged to ensure that any lighting equipment is maintained in a safe condition. As previously mentioned this is governed by legislation such as The Electricity at Work Regulations 1989 and more specifically BS 7671 Requirements For Electrical Installations. These give guidance to safe electrical systems and their protection.

With structural maintenance again there is no statutory requirement other than ensuring an installation is safe. Instead guidance is given by Technical Report 22 of the ILP.

Records and Inventories of Equipment

The Authority currently maintains an electronic record of all lighting equipment (including signs and bollards). This recorded inventory includes any details required to formulate maintenance strategies and energy submissions ranging from individual lamp types, wattages and geographical details. This is all recorded in line with the recommendations of the ILP's Technical Report 22 "Managing a Vital Asset."

Detection of Faults

All faults are received via public reporting either through the council's contact centre or via online methods. Where specific problem areas or locations are being experienced or highlighted then the council will undertake an inspection for repair. Typically the council does not actively night scout. (a night scout is typically a visual inspection via an operative in a vehicle in the hours of darkness to identify if something is lit or not).

When faults are highlighted the authority works to the following SLA targets:-

Category	Description	Response
1	Emergency call-out. Faults causing immediate danger to the public e.g. knock downs or exposed electrical components	Make safe within 2 hours and repair within 4 working days (not necessarily lit, but electrically and structurally safe) ¹
2	High risk faults but with no immediate risk to the public e.g. damaged bollards	Make safe as soon as possible but within 24 hours (maximum). Repair within 4 working days. ¹
3	Outages	Shall be repaired as soon as possible but within a maximum period of 4 working days ¹
4	'Private cable' cable faults	Shall be repaired as soon as possible but within a maximum period of 10 working days. ¹

Faults found to be outside the council's control i.e. mains cable faults are reported to the Distribution Network Operator (DNO) within 24 hours of receipt and are subject to their timescales found here: http://www.northernpowergrid.com/page/unmetered_standards.cfm

(Their usual standards are 20 working days for faults and 35 working days for new connections from receipt of the order or notification).

"The Street Lighting Team aims to work within these targets they cannot guarantee on every occasion this will be possible. Where a fault results in the need for a new piece of equipment (involving the DNO), a specialist part, or a re-design of a whole section then the team will ensure that the equipment is safe and endeavour to rectify at the earliest opportunity".

Electrical Inspections

In accordance with the requirements of BS7671 all electrical equipment is tested every 6 years. The resulting evidence is stored until a new test or alteration is undertaken.

Risk Assessments of Street Lighting Supports(structural Testing)

All Street Lighting columns have been inspected in line with the requirements of the ILP's Technical Report 22 Managing a Vital Asset: Lighting Supports. As such each individual column is scored based on

condition and given a re-test date based on risk of failure. Methods of testing used currently are visual for concrete columns and ultrasonic/din search testing for steel columns (for cracking and section loss) undertaken by a qualified and registered lighting column tester.

“Whilst risks are managed we cannot be wholly certain of the condition of a lighting column at all times as such any concerns observed should be brought to the attention of the street lighting department”.

Trees, Bushes, and Greenery

In relation to the access maintenance and safety of street lighting equipment careful consideration should be given to the location and type of existing greenery and any proposed planting of new items. In new schemes where possible equipment should be located away from the canopy and root systems of mature trees, this will avoid any obstruction of the light and possible damage from branches. Similarly new trees should not be planted in service margins or the direct vicinity of lighting equipment. The planting of shrubs and other greenery should also be such as to ensure safe access to doors and mechanisms on columns and cabinets alike.

When replacing columns the principle is that we will locate them to the back of the footway. However, if this places the lamp head within the crown of a public or private tree we will keep that column to the front of the footway.

Where an item of greenery on private property encroaches onto the public highway as such to obscure or damage street lighting equipment then it will be considered a “Highway Obstruction” and be required to be cut back or removed. Failure to comply may result in the council undertaking the works and recharging the costs to the property owner.

Existing trees and bushes obscuring or damaging equipment may where possible be cut back by suitably qualified persons.

Should any lighting equipment be observed as damaged or obscured by greenery then it should be reported to the street lighting department.

Adoption of Lighting Schemes

In areas required to be lit the City’s street lighting policy shall form part of the section 38/ 278 agreement and shall be adhered to. Deviation from this policy may result in non compliance and therefore the scheme may not be adopted by the authority. All installations and schemes (section 38/278, and other “adoptable” systems) are required to be inspected by CYC Street Lighting. Any costs incurred will be re-cooperated by the Authority.

Standards of Lighting

For all developments the standard of lighting shall be in accordance with the levels set out in the appendices. Typically they shall be as prescribed by the levels of BS5489-1:2013 (see appendices for further guidance.)

Undertaking or Commencement of Works

New works or alterations on existing highways shall not commence without prior notification to the street lighting team. The developer shall notify the authority of the works proposed and the equipment effected. Whilst the works are in progress the developer shall hold full responsibility for the maintenance of all street lighting equipment within the site boundaries for the full duration. The developer shall also ensure that existing/ safe levels of lighting remain during the course of the project, or until new equipment is operational. Records should be kept and provided to the authority of these works.

For works and designs undertaken by the street lighting department it shall be considered that they are fully compliant and therefore adoptable without further inspection. All Maintenance and Faults' liabilities shall be met by CYC on installations undertaken by the street lighting team; however any accidental or 3rd party damages costs will still have to be met by the developer/ promoter of the scheme.

All works and developments undertaken outside the street lighting section (section 38 and 278 works) prior to inspection or handover must undergo any required routine cyclical maintenance i.e. lamp changes after three years, electrical testing to BS7671 after six years (a service CYC offer). The results then will be provided to the street lighting section along with as constructed drawings showing equipment locations, equipment specification (including control gear makes/types), cable plans, specific DNO/ IDNO agreements and if required lighting level readings. Also an inventory of equipment used in relation to their location must be provided. Upon receipt of these the installation will be inspected by CYC Street lighting (costs to be met by developer/promoter) and any resultant faults or alterations rectified prior to approval. All faults and repairs are the responsibility of the developer until adoption of the lighting system has been approved. Should no plans or inventory of equipment be provided prior to inspection then surveys can be undertaken by the authority at the cost of the developer.

Consultation with the authority and other parties

All Highway and development proposals involving external lighting are required to be submitted to the authority for approval. This is required

for both areas to be adopted or unadoptable private areas. The reasoning being adoptable areas need to conform to the council's specification and unadoptable areas are required to control lighting as not to be a statutory nuisance through light trespass or spillage. In schemes adjacent or within conservation areas further consultation should be given within the general guidance of "special areas" found earlier in this document.

Commuted Sums Payable

Lighting schemes shall comply with this document and its appendices.

As Such CYC requires all new developments and "adoptable" installations provide commuted sums in order to re-cooperate "reasonable" maintenance costs.

The formulae and actual sums structures are to be set out within the overall Highways Commuted Sums for Developments Policy, which is set to be published in the near future. Until then guidance should be sought from the Lighting Department and adoptions officers.

Alternatively to payment of a commuted sum on agreement with the authority the developer may wish to offset the carbon usage at a 50% reduction to the commuted sum by providing a "carbon offset" scheme to the council. *To qualify the scheme must be designed, managed and installed by CYC to current "low energy" requirements, with the funds forming part of the Authorities carbon management programme.*

Network Connections

It is anticipated that the vast majority of new equipment will be fed directly from the DNO/IDNO's mains cables. Where a private cable network is to be used the design first must be approved and on completion full as constructed drawings provided with calculations and on site testing readings. The majority of mains connection should be provided by the DNO/IDNO, however where the works are considered contestable then a third party Independent Connections Provider (ICP) may be used. The ICP must be accredited and audited by the DNO/IDNO as per the current regulations. Failure to do this will result in the development not being adopted.

Private cable networks should only be used as a last resort and prior agreement to their use and design must be given prior to installation by the street lighting section.

Unmetered Supplies of Energy and Carbon Emissions

Subject to procurement regulation the authority currently purchases its energy via The Yorkshire Purchasing Organisation (YPO). YPO works on behalf of a number of public bodies and combines their electrical requirements in order to get better prices. Currently the energy provided is described as good quality CHP with a lower carbon impact.

Unmetered energy supplies are calculated based on an accurate inventory (kept by the authority) that is submitted and agreed with the DNO.

In addition to this the number of hours that the lights are deemed to be lit is measured by either a nationally recognised number or measured by an array of photo voltaic cells. The array is populated with cells that are typical of use by the authority and the measured on and off times are sent via a data stream to the electricity companies. This measurement is then used to calculate the amount of energy used.

The City of York Council is committed to reducing carbon emissions across the authority as a whole and as such has targeted street lighting to cut emissions by 25% by 2015.

This is being and has been done by a number of strategies and schemes as follows:-

- Trimming of cells- Photocell traditionally had turn on and off levels of (lux) 70:35. This was taken typically to allow equipment to start and “warm up” prior to sunset. Modern electronic equipment takes far less time to “warm up” and in some cases full efficiency is instant. Because of this the authority changed the vast majority of its PECU’s to a 35:18 (lux) regime cutting the hours lit and energy used.
- Use of innovative technologies and electronics – Within the last five years the pace of development and innovation in lighting technologies has accelerated allowing the authority to consider novel approaches to lighting the public highway. Electronic control gear and LED’s have lead the way enabling the authority to better light the highway with less energy in a more applicable way.
- Variance of lighting levels – Until recently when lighting a highway the levels of light set under British standards took account of peak usage or needs of that particular area, with the

measured level being at the time of routine maintenance i.e. lowest amount of light output from a lamp. As such this means for the majority of the time it is lit, a lighting scheme is at a far higher level than needed. Changes in design standards and technology mean that the authority are now able to light a highway to the applicable standards required at the applicable time in a cost effective manner. This allows the authority to reduce wastage in an effective manner.

- De-Illumination of signs and bollards – The Traffic Signs Regulations and General Directions 2002 (TSRGD) and subsequent amendments sets out the requirements for signs and bollards to be lit in the public highway. Following a number of studies into safety and visibility the requirements have been relaxed and as such a large amount of equipment no longer requires lighting. In these cases the council aims to remove and de-illuminate redundant equipment. This not only reduces the energy usage, but reduces safety liabilities from electrical equipment.
- Renewable energy equipment – currently where a bollard (keep left/right, no-entry) is required to be lit the authority replaces it with a solar powered unit. This cuts the energy requirements to zero and reduces safety implications from mains electric. We are also currently evaluation solar sign lights as well as trialling solar bus stop and footpath lighting to evaluate its effectiveness.

Appendix 1

Environmental Zones within City of York Boundaries

For the purposes of the design of all new lighting installations and control of light pollution within the authority, York will fall into the Environmental Zones E2, E3, E4 as set out within The ILP's Guidance Notes on the Reduction of Obtrusive Light.

Typically the areas can be described as follows:-

E4- Areas of High District Brightness

These are areas of high night time activity normally described as town centres. In York this should be considered as areas similar to Coney Street, Parliament Street, and Micklegate where there are high levels of shopping, through footfall and evening entertainment.

E3 – Areas of Medium District Brightness

Small centres and suburban locations best fit this criteria, It is anticipated that the vast majority of the city will fall into this category with large conurbations such as Acomb, Clifton, and Woodthorpe being good examples.

E4 – Areas of Low District Brightness

Small Villages and rural areas fall into this category. By their very nature the lighting in these places will be minimal and tightly restricted.

Any areas outside the above parameters would be considered as below the requirements for lighting. Although given as a guide the above zones may not blanket cover wide areas. For example within the historic core there is a large mixture of well lit open areas surrounded by darker pathways and ginnels. As such careful consideration must be given to the control of light in these adjacent areas along with upward light spill. In these instances guidance should be sought from the Street Lighting Department.

The following parameters give the obtrusive light limitations for these zones.

Environmental Zone	Sky Glow ULR (max %)	Light Intrusion (into Windows E _v (lux)		Luminous Intensity I (candelas)		Building Luminance Pre-curfew
		Pre-curfew	Post-curfew	Pre-curfew	Post-curfew	Average, L (cd/m ²)
E2	2.5	5	1	7,500	500	5
E3	5.0	10	2	10,000	1,000	10
E4	15.0	25	5	25,000	2,500	25

(further information and guidance can be found in “Guidance Notes for the Reduction of Obtrusive Light GN01” from the ILP).

Typical Lighting Class Selection in York

Generally new schemes should follow the guidance given within BS5489-1 :2013. All Schemes should take advantage of the ability to vary levels and classifications to reflect the requirements at any particular time.

For consideration in residential areas the typical height for columns should be taken as 6m and the light source LED. As such classifications should be taken from tables A.5 or A.6 of the standard utilising “P” classifications. Typically the majority of suburban residential streets will be P4 dropping to P5 between midnight and 6 AM.

Traffic routes should be lit by the luminance method and governed by the levels set out in BS5489- 1 :2013 tables A.2 and A.3 with the vast majority of areas falling within table A.3. It is anticipated that at peak times most major traffic routes will exceed 65% capacity in the city and fall within the M3 classification. On traffic routes it is advisable to consider the use of variable lighting levels however in some very central areas this may not be possible e.g. sections of Bootham, Gillygate, Blossom Street. Advice should be sought from the lighting team for suggested levels required.

Conflict Areas likewise are to be dictated by table A.4 of BS5489 with particular emphasis on exceeding the 0.4 U₀ minimum.

Other Areas

Other specific areas to be lit within the public realm should follow the guidance given within BS5489, however particular emphasis should be made to improve on uniformity levels set. For example in public car parks the average luminance would be expected of 20 lux and a minimum uniformity should exceed 0.25. The authority would consider the requirements to be able to recognise objects both in and out of vehicles along with reducing crime and the fear of crime for the U_o levels to exceed 0.4.

Appendix 2

Standard Maintenance Range of Associated Street Lighting Equipment

Item	Model
Column & Paint system	Galvanised steel or aluminium to EN40 medium grade with Permoglaze PPA 571 Gloss Colour Black RAL 9005 (30 Year Life) and a minimum G2 root coat spec.
Illuminated Traffic Bollards	Solarbol
Illuminated Traffic Signs	Delta(LED) or LUA LED
	Retro fit LED lamp.
Zebra Crossing Beacon	3 white/black bands with, yellow globe with Led flash, post 3.1m height above ground level with planted foundation.
Centre Island Beacon	2 white/black bands, opal LED globe, post Hinged 4.7m length, 3.8m height above ground level with planted foundation.
Feeder Pillars	Pillar with Tri-head Screw
Photo Cell	SS3 35/18 one part PECU mounted in Nema socket
Cut Outs	DPI with BS 88 Fuse(s). Cut out to be rated up to 32A
Underground Cable	XLPE / SWA / PVC 3 Core Copper Cable

Standard Range of Design and New Scheme Lanterns

Further to the above-

All columns are to be secondary Isolated with the 32 A isolator rated at IP33 with a 4 A BS88 MD fuse. Lanterns are to be pre-wired 1.5mm t&e cable or flex to BS 6004 to the DPI. Between the DNO cut out and the DPI the cable is to be 2.5mm single and an earthing block supplied

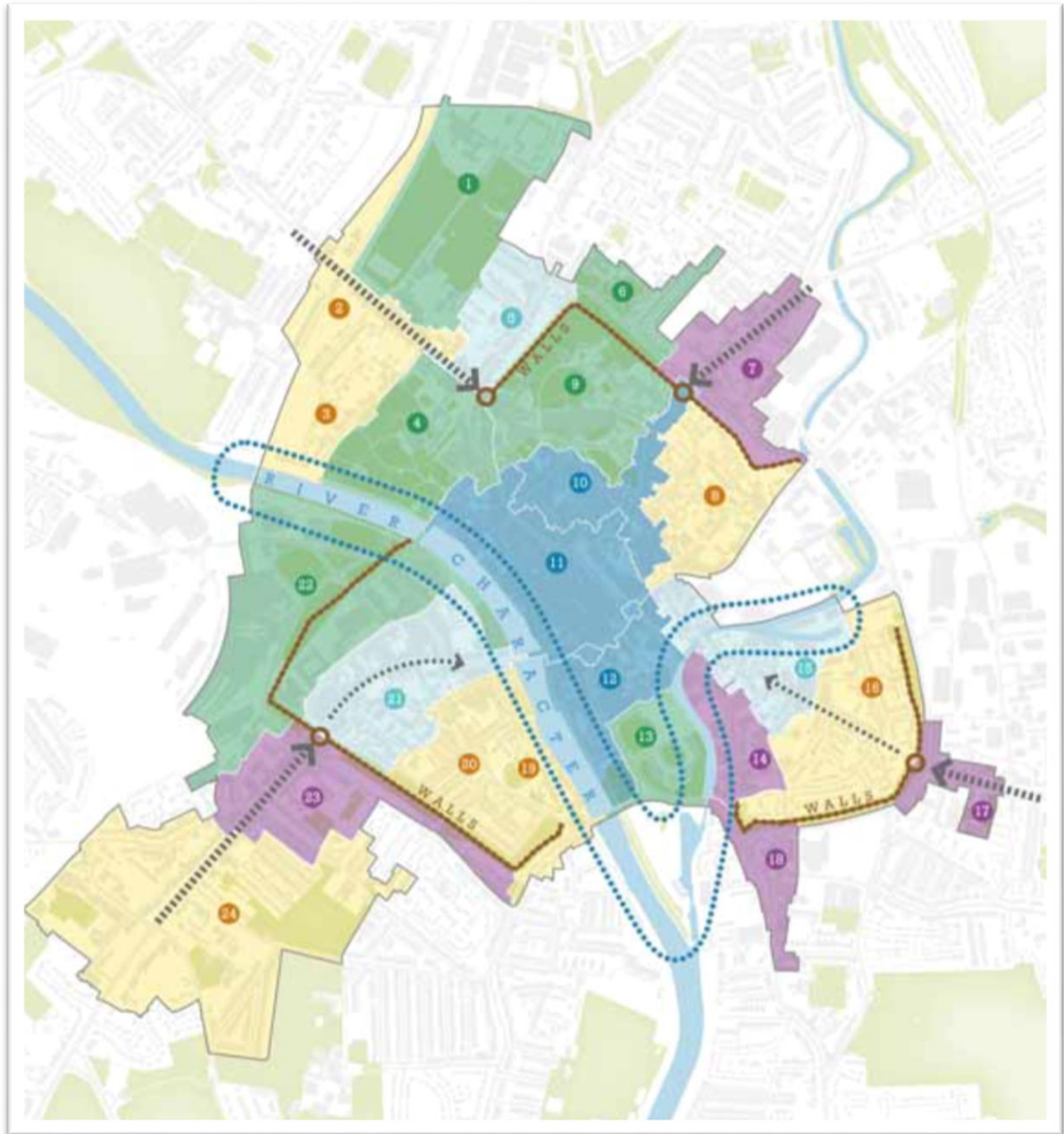
separate with a “safety electrical connection” tag. Earth bonding is to be 6mm green and yellow.

On section 38/ 278 developments/schemes where underground DNO cables are required to be installed in ducting to the required locations the ducting must be black as per DNO specification.

If any street lighting is to be cabled privately due to any constraints of locations, the cables must be SWA XLPE and in Orange ducting as per street lighting requirements. This scenario should only be undertaken when DNO services cannot be achieved and must be authorised by City of York council street lighting department.

The above lists are not exhaustive and alternatives that meet or exceed the current standard of equipment may be used upon agreement with the street lighting team. Discussions should be sought prior to design and installation with agreements on materials potentially negating part of the requirements for commuted sums.

Appendix 3 York Central Historic Core/ Conservation Area



Street Listing

Bootham Park Hospital	Minster Precinct
Bootham	The Medieval Streets
Marygate	Central Shopping Area
Museum Gardens & Exhibition Square	King's Staith & Coppergate Centre
Gillygate	Castle
Lord Mayor's Walk	Piccadilly
Aldwark	Fossgate & Walmgate
Monkgate	Outer Walmgate
Bishophill	Walmgate Bar
Micklegate	Fishergate
Railway Area	Queen's Staith & Skeldergate
The Mount	Blossom Street & Nunnery Lane

Economy & Place Policy Development Committee - Workplan 2018-19

19 June 2018	<ol style="list-style-type: none"> 1. Attendance of Exec Mbr for Economic Dev & Comm Engagement - Priorities & Challenges for 2018/19 2. Creative Strategy for York - with attendance of Head of Science City York 3. Residents Parking Scrutiny Topic Feasibility Report 4. Workplan 2018/19 5. <i>Urgent Business</i> – Draft Service Specification for Make it York Contract 2018-21
17 July 2018	<ol style="list-style-type: none"> 1. Attendance of Exec Mbr for Environment - Priorities & Challenges for 2018/19 2. Attendance of Exec Mbr for Transport & Planning, 3. Presentation on Economic Strategy Progress inc. Strategy Review Plan & Update on Local Industrial Strategy (Simon Brereton) – <i>deferred from June 2018 meeting</i> 4. Workplan 2018/19
18 Sept 2018	<ol style="list-style-type: none"> 1. Introduction to City Centre Access Works & Initial Consultation on City Centre Disabled Parking 2. Overview of Planned Work to Enhance Economic Growth in Secondary Shopping Areas 3. Update Report on Street Lighting Policy 4. Workplan 2018/19
Nov 2018	<p>Business Week – Conference on the Future of York’s Economy</p>
20 Nov 2018	<ol style="list-style-type: none"> 1. Residents Parking Review Scoping Report 2. Update on Enhancing Economic Growth in Secondary Shopping Areas 3. Update on Development of a Community Asset Strategy for York ((moved from Sept agenda) 4. Workplan 2018/19
22 Jan 2019	<ol style="list-style-type: none"> 1. Workplan 2018/19

5 March 2019

1. Workplan 2018/19

Future Areas of Policy Development

- Economic Strategy 2020–2025 - Building in Economic Metrics & Performance Assessment
- Community Infrastructure Levy
- Supplementary Planning Guidance – Priorities for York
- Policy on Crossing Points