

**Notice of a public meeting of
Executive**

To: Councillors Aspden (Chair), Ayre, Craghill, Cuthbertson, D'Agorne, Runciman, Smalley, Waller and Widdowson

Date: Thursday, 29 August 2019

Time: 5.30 pm

Venue: The George Hudson Board Room - 1st Floor West Offices (F045)

A G E N D A

Notice to Members – Post Decision Calling In:

Members are reminded that, should they wish to call in any item* on this agenda, notice must be given to Democracy Support Group by **4:00 pm on Monday, 2 September 2019.**

*With the exception of matters that have been the subject of a previous call in, require Full Council approval or are urgent, which are not subject to the call-in provisions. Any called in items will be considered by the Customer and Corporate Services Scrutiny Management Committee.

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. Exclusion of Press and Public*

To consider the exclusion of the press and public from the meeting during consideration of the following:

The Annex to Agenda Item 11 (Future of Centaurs) on the grounds that it contains information relating to the financial or business affairs of any particular person (including the authority holding that information). This information is classed as exempt under paragraph 3 of Schedule 12A to Section 100A of the Local Government Act 1972 (as revised by The Local Government (Access to Information) (Variation) Order 2006).

**Note: the annex in question has now been made publicly available online, so Members no longer need to consider excluding the press and public.*

3. Minutes (Pages 1 - 16)

To approve and sign the minutes of the last Executive meeting, held on 18 July 2019.

4. Public Participation

At this point in the meeting members of the public who have registered to speak can do so. The deadline for registering is **5.00pm on Wednesday, 28 August 2019**. Members of the public can speak on agenda items or matters within the remit of the committee. To register to speak please contact the Democracy Officer for the meeting, on the details at the foot of the agenda.

Filming, Recording or Webcasting Meetings

Please note that, subject to available resources, this meeting will be filmed and webcast, or recorded, including any registered public speakers who have given their permission. This broadcast can be viewed at <http://www.york.gov.uk/webcasts> or, if recorded, will be uploaded onto the Council's website following the meeting.

Residents are welcome to photograph, film or record Councillors and Officers at all meetings open to the press and public. This includes the use of social media reporting, i.e. tweeting. Anyone wishing to film, record or take photos at any public meeting should contact the Democracy Officer (whose contact details are at the foot of this agenda) in advance of the meeting.

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

5. **Forward Plan** (Pages 17 - 20)
To receive details of those items that are listed on the Forward Plan for the next two Executive meetings.
6. **Responding to The Council's Climate Change Motion** (Pages 21 - 32)
The Corporate Director of Economy & Place to present a report which provides an update on the council's response to the declaration of a Climate Emergency, highlighting work currently under way and recommending a set of activities to move this work forward.
7. **My City Centre Project – Establishing a Strategic Vision for York City Centre** (Pages 33 - 82)
The Corporate Director of Economy & Place to present a report which sets out proposals to create a My City Centre project, using the budget set aside to devise a strategy in response to the social, economic and environmental challenges facing York city centre.
8. **City Centre Access Experimental Traffic Order Conclusion and Phase 1 Proposals** (Pages 83 - 170)
The Corporate Director of Economy & Place to present a report which asks Executive to take decisions that will progress the implementation of measures to mitigate the risks and impact of a hostile vehicle attack in the city centre and on the public highway at the racecourse.

Note: Annex F to this item has not been included in the agenda pack but is available to view online.
9. **Refresh of Ward Committees** (Pages 171 - 204)
The Corporate Director of Children, Education & Communities to present a report which sets out proposals that aim to build on the success of the council's approach to ward working by removing unnecessary bureaucracy and delay while ensuring proper accountability for the use of public money.

10. The Danesgate Community - Academy Conversion (Pages 205 - 226)

The Corporate Director of Children, Education & Communities to present a report which seeks to resolve a number of land lease issues to enable the Danesgate Community to convert to academy status, as approved by the Regional Schools Commissioner.

11. Future of Centaurs (Pages 227 - 232)

The Corporate Director of Children, Education & Communities to present a report which outlines options for the future of a pair of marble sculptures purchased by the council in the 1940s and recommends that they be accessioned into the council's museum collection.

12. 2019/20 Finance and Performance Monitor 1 (Pages 233 - 264)

The Deputy Chief Executive / Director of Customer & Corporate Services to present a report which provides details of the council's overall finance and performance position for the period 1 April 2019 to 30 June 2019, together with an overview of any emerging issues.

13. Capital Programme - Monitor 1 2019/20 (Pages 265 - 286)

The Corporate Finance & Commercial Project Manager to present a report which sets out the projected outturn position of the council's capital programme for the 2019/20 financial year, along with requests to re-profile budgets to or from current and future years.

14. Urgent Business

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

Democracy Officer:

Name: Fiona Young

Contact details:

- Telephone – (01904) 552030
- E-mail – fiona.young@york.gov.uk

For more information about any of the following please contact the Democratic Services 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 (Polish)
własnym języku.

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

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

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City of York Council

Committee Minutes

Meeting	Executive
Date	18 July 2019
Present	Councillors Aspden (Chair), Ayre, Craghill, Cuthbertson, D'Agorne, Runciman, Smalley, Waller and Widdowson
In Attendance	Councillor Perrett (in place of Councillor Myers)

PART A - MATTERS DEALT WITH UNDER DELEGATED POWERS**10. 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 disclosable pecuniary interests, that they might have in the business on the agenda.

Cllr Ayre declared a personal, and possibly prejudicial, interest in Agenda Item 9 (The Provision of School Place and Allocation of School Capital Budgets 2019-2023 to Address Secondary School Place Pressures), as his daughter attended one of the schools receiving funding. He left the room during consideration of that item and took no part in the debate or decision thereon.

11. Exclusion of Press and Public

Resolved: That the press and public be excluded from the meeting during consideration of Annex D to Agenda Item 12 (Council Supported Local Bus Services), on the grounds that it contains information relating to the financial or business affairs of particular persons (including the authority holding that information). This information is classed as exempt under Paragraph 3 of Schedule 12A to Section 100A of the Local Government Act 1972 (as revised by the Local Government (Access to Information) (Variation) Order 2006).

12. Minutes

Resolved: That the minutes of the Executive meeting held on 27 June 2019 be approved and then signed by the Chair as a correct record.

13. Public Participation

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

Wendy Loveday, Chair of York Private Hire Association, spoke on changes to the council's taxi licensing policy, a matter listed on the Forward Plan (Agenda Item 5). She expressed concern at the delay in bringing this to the Executive and queried the need to change the policy instead of prosecuting Uber drivers under existing legislation.

Gwen Swinburn spoke on Agenda Items 5 (Forward Plan) and 7 (Developing the Next Council Plan). On the former she welcomed the items on the allocation of ward funding and the Review of the Constitution; on the latter she expressed the hope for a strong focus on the approach to achieving the Plan outcomes, referring to paragraph 14g of the report.

Dave Merrett spoke on Agenda Item 6 (York Central Partnership Update), on behalf of York Central Action and York Environment Forum Transport Group. He highlighted the transport challenges brought by the development and pressed for alternative solutions focused on bus and cycle networks and rail access.

Andrea Dudding spoke on Agenda Item 8 (Children in Care Residential Commissioning Plan), on behalf of UNISON. She welcomed the report, but urged Executive to reject the appointment of external providers for residential services, arguing that provision in-house would bring fewer risks to the council and more opportunities for staff.

Lorna Savage spoke on Agenda Item 9 (The Provision of School Places and Allocation of School Capital Budgets 2019-23), as head teacher of Fulford School and on behalf of Archbishop Holgate School. She highlighted the pressures facing both schools due to increasing demand for places, and urged Members to support the proposals in the report.

Graham Cheyne spoke on Agenda Item 11 (Public Rights of Way – Review of Definitive Map Processes etc.), as the instigator of the original complaint from which the review had arisen. He welcomed the proposals in the report, but suggested that the new apprentice / trainee be appointed immediately rather than next April.

14. Forward Plan

Members received and noted details of the items that were on the Forward Plan for the next two Executive meetings at the time the agenda was published.

15. York Central Partnership Update

The Assistant Director for Regeneration & Asset Management presented a report which gave an update on the York Central Partnership (YCP), responded to the decision of the Secretary of State not to call in the planning decision taken on the York Central site and sought approval to submit a Reserved Matters application for the first phase of the enabling infrastructure.

This item had been added to the agenda under statutory urgency procedures, as it involved a key decision and had been on the Forward Plan for less than 28 days. The reason for the urgency was the need to respond to the Secretary of State's decision, and consider financial options to continue work on the project, within timescales, in the absence of a decision by the Ministry of Housing, Communities and Local Government (MHCLG) on the application for £77.1m from the Housing Infrastructure Fund (HIF).

Members considered three options to proceed beyond July, as summarised below and detailed in paragraphs 17-24 of the report:

Option 1 – mothball the project until HIF funding was announced (cost: £300k to November). Not recommended, as the delay could increase the risk of cost escalation to an unacceptable level.

Option 2 – undertake ECI through a PSC contract and finalise the RMA (cost: £750k to end of November). This was the recommended option.

Option 3 – continue the Full Design work at risk (cost: £2.3m to December). Not recommended, due to the significant cost increase.

It was also proposed that the £1.25m approved to release for early enabling works (Minute 92 of the Executive meeting on 17 January 2019 refers), remain unallocated until there was certainty on external funding. A further report would be brought to Executive in the autumn to consider plans beyond November 2019.

Details of the scheme's intrinsic social, environmental and economic benefits, including improvements to sustainable transport, would be secured through conditions on the outline planning permission and a comprehensive S106 agreement. Meanwhile officers would continue their dialogue with YCP to explore opportunities to amplify these benefits and report back to Executive, as set out in paragraph 36.

Members broadly welcomed the report and, having detailed some additions to the recommendations and noted the comments made under Public Participation, it was

- Resolved:
- (i) That Option 2 be approved, and £750k be allocated to fund Early Contract Involvement (ECI), further design work and finalisation of a Reserved Matters Application (RMA) for the first phase of infrastructure, including the primary access into the site, new bridge / spine road, drainage, construction of an additional pedestrian and cycle deck onto Severus Bridge and construction of a new rail connection between the NRM and the East Coast Main Line (ECML), to be funded partly from the allocated York Central CYC capital budget (£451k) and Homes England funding (£335k).
 - (ii) That the £1.25m budget provision previously agreed specifically for early site works be cancelled, with this funding now returned to the remaining unallocated funding for York Central.
 - (iii) That approval be given to seek financial contributions towards the budget for up front design work from York, North Yorkshire and East Riding (YNYER) Local Economic Partnership (LEP), Leeds

City Region (LCR) LEP and YCP ahead of the agreement for HIF funding.

(iv) That the decision to undertake the further design works outlined in Option 3, over and above those set out in Option 2, be delegated to the Deputy Chief Executive in consultation with the Executive Leader, subject to the agreement of additional funds from YNYER LEP, LCR LEP, YCP or the award of HIF funding.

(v) That the final sign-off of the RMA for the delivery of the Phase 1 infrastructure be delegated to the Director of Economy and Place in consultation with the Executive Leader and Deputy Leader.

Reason: To ensure the delivery of York Central and to provide funding to enable the progression of the detailed design and planning for a new access route to York Central within the timescale of available grant funding.

(vi) That a further report be brought back to Executive setting out options and proposals to include York Central in the bus Clean Air Zone.

(vii) That, at the earliest point, the council work to deliver a new Bus Lane to become an integral part of the ph1 Infrastructure, ahead of the timescale required by S.106 conditions; this could be built at the same time as the spine road is constructed, improving bus journey times from day 1.

(viii) That further consultation be carried out with local communities, residents and visitors to the site, via a 'MyYorkCentral' style of consultation.

(ix) That the current Occupier Strategy be reviewed to ensure that commercial spaces encourage clean growth and help contribute to carbon reduction in the city.

(x) That all the areas of opportunity to secure greater social economic and environmental benefits to the city indicated under paragraph 36 of the report

be endorsed, and that these areas be explored in greater detail in order to secure those improvements.

Reason: To ensure that the social, environmental and economic benefits of York Central are delivered and are strongly influenced by community engagement.

16. Developing the Next Council Plan

The Head of Corporate Policy & City Partnerships presented a report which outlined a proposed framework for the new Council Plan that would guide activities over the next 4 years and a suggested approach to consultation on developing the detail of the Plan.

The framework, attached as Annex A to the report, was structured around delivery of the following outcomes:

- a) Good health and wellbeing
- b) Well-paid jobs and an inclusive economy
- c) Getting around sustainably
- d) A better start for children and young people
- e) A greener and cleaner city
- f) Building homes and world-class infrastructure
- g) Safe communities and culture for all
- h) An open and effective council.

The completed Plan would provide a vision for the city, specific outcomes to enable the vision, what the council would do to achieve them, and how progress would be measured. Details of the monitoring procedures were provided in Annex B, which had been made available with the agenda online. Consultation would take place from August to mid-September and follow a similar process to that used for projects such as Castle Gateway, as outlined in paragraphs 17-22.

Members welcomed the framework, stressing the importance of the consultation, and having noted the comments made under Public Participation, it was

Resolved: That the Council Plan Outcomes framework be agreed as fit for consultation and that the roll-out of consultation be approved.

Reason: To allow city partners, residents and businesses to contribute to the council's strategic plan for the next 4 years.

17. Children in Care Residential Commissioning Plan

[See also under Part B]

The Corporate Director, Children, Education & Communities presented a report which recommended actions to develop the city's residential provision for children in care, in order to better meet their future needs and to comply with the council's statutory duty to have sufficient placements for children in care.

Although the number of children in care in York had remained relatively stable, the current residential offer was not sufficient for the increased complexity of need caused partly by young people entering into care later in childhood. The options available to address this gap in meeting the needs of certain cohorts of children were detailed in paragraphs 20-37 of the report and are summarised below:

Option 1 – maintain the current position. This would not resolve current gaps or improve future sufficiency.

Option 2 – sell Wenlock Terrace and have no internal residential provision; spot purchase Independent Fostering Agency and residential placements. This would not represent a planned approach to meeting needs and would leave the council vulnerable to market forces.

Option 3 – purchase three new buildings, adapt Wenlock Terrace to 6 bed Supported Accommodation, procure new external providers to deliver residential services and provide step-down foster care. This was the recommended option.

In response to questions from Members and matters raised under Public Participation, officers confirmed that:

- the proposed arrangements would offer more flexibility;
- a systematic, therapeutic approach to residential provision would improve placement stability and outcomes for individual children;
- the service had been outsourced for many years; indicative costs of bringing provision in-house (para. 22) were based on potential unit costs and staffing costs.

Resolved: (i) That Option 3, which is within the existing revenue budget, be approved.

(ii) That authority be delegated to the Corporate Director, Children, Education & Communities (CEC) to purchase the individual properties required for service delivery within the agreed capital budget.

(iii) That authority be delegated to the Corporate Director CEC to grant, and agree the terms of, a lease of any purchased properties to the council's appointed service providers.

Reason: In order to develop the city's residential provision for children in care and ensure that the council meets its statutory sufficiency duty.

18. The Provision of School Places and Allocation of School Capital Budgets 2019-2023 to Address Secondary Place Pressures

The Corporate Director, Children Education & Communities presented a report which provided an update on work undertaken to manage the schools capital programme during the period 2019-2023 and recommended an approach to mitigating the risks currently associated with the management of secondary school places in the south and east of the city.

The Local Authority (LA) had a statutory duty to ensure a sufficient supply of good / outstanding places in its local area. Projections had indicated a need for additional places across the city to meet future needs, particularly at secondary level (Years 7-13), as set out in paragraphs 6-12 of the report. Pressures were particularly acute in the south and east of the city; the catchment areas for Archbishop Holgate's Church of England Academy and Fulford School.

The following options were available, as detailed in paragraphs 13-22 :

Option 1 – do nothing. This would not deliver the statutory duty.

Option 2 – work to provide additional classrooms and social spaces at Archbishop Holgate's and Fulford secondary schools, at a cost of £10.4m. This was the recommended option, enabling both the statutory duty and parental preference to be met.

Option 3 – build a new secondary school through the free school presumption route. This would cost a minimum of £25m and take at least 3 years to build.

Option 4 – transport pupils from the east and south catchment areas to other schools with spare places. This would add to general fund pressures and fail to meet parental preference in these areas.

Having noted the comments made under Public Participation on this item, it was

Resolved: (i) That the options and risks associated with the growth in demand for secondary school places in the south and east of the city be noted.

(ii) That Option 2, to work with Pathfinder and South York Multi-Academy Trusts and allocate Basic Need funding of £10.4m for the provision of additional school places at Archbishop Holgate's Church of England Academy (£4.4m) and Fulford School (£6m), as detailed in paragraphs 14, 19 and 20 of the report, be approved.

Reasons: (i) To enable the council to meet its statutory responsibility to provide sufficient school places and continue to meet duties to deliver high levels of parental preference.

(ii) Option 2 is currently the most cost effective option and minimises in a sustainable way the majority of the likely risks associated with the delivery of additional secondary school places.

19. Annual Report on Financial Inclusion and Welfare Benefits Activities 2018/19

The Assistant Director, Customer & Digital Services presented a report which provided an update on the impact of welfare benefits changes in York, as well as benefits statistics and performance and other financial inclusion activity undertaken during 2018/19. It also proposed action to implement the recommendations from the Financial Inclusion Scrutiny Review approved by Executive on 18 March 2019 (Minute 134 of that meeting refers).

The latest statistics on Universal Credit (UC) were detailed in paragraphs 3-4 of the report. Following the takeover of the UC service by Citizens' Advice Bureaux in April 2019, the council had worked closely with Citizens Advice York (CAY) and other partners to ensure a smooth transition and had updated and circulated information on how customers could access support. The current position on the provision of support to residents through Council Tax Support (CTS), Discretionary Housing Payments (DHP) and the York Financial Assistance Scheme (YFAS) was set out in paragraphs 19-32 and in Annexes 1 (DHP) and 2 (YFAS).

The remainder of the report covered other activities funded by the council to support financial inclusion, via the Financial Inclusion Steering Group (FISG) and the area-based programme set up to support people in Westfield and parts of Clifton, Guildhall, Heworth and Hull Road wards. A draft action plan to implement the recommendations of the Scrutiny Review was attached at Annex 3.

The Executive Members for Housing & Safer Neighbourhoods and Economy & Strategic Planning commended the report, which encompassed both practical actions and a comprehensive review.

Resolved: (i) That the report be noted.

Reason: To ensure that councillors, residents and groups are aware of financial activity and the use of associated funding and are updated on welfare benefits changes and their impacts.

(ii) That the actions to deliver the agreed recommendations from the Financial Inclusion Scrutiny Review as set out in Annex 3, be approved,

Reason: To ensure that the agreed scrutiny actions are implemented.

20. Public Rights of Way - Review of Definitive Map Processes and Impact of Imminent Implementation of the Deregulation Act 2015

The Assistant Director of Transport, Highways & Environment presented a report which set out the results of a review of the council's Definitive Map processes undertaken following the decision of the Local Government Ombudsman (LGO) on a complaint, and sought approval to make changes required as a result of that review.

Following a complaint by a local resident in 2018, the LGO had found that the council was at fault regarding a delay in complying with the Secretary of State's direction to make a definitive map modification order on an application for a public right of way, as detailed in the LGO decision attached at Annex 1 to the report. Results of the review of the council's Definitive Map process, Statement of Priorities and staffing levels and budgets, undertaken in accordance with the agreed actions in that decision, were set out in Annexes 2, 3 and 4 respectively. It was noted that the Deregulation Act 2015 and the 2026 cut off for certain types of application would increase the demands on the Definitive Map service in the foreseeable future.

The options open to Members in response to the review were outlined in paragraphs 16-18 of the report; essentially, these were to support the findings and make the recommended changes in each key area, or to note the findings and make no changes. The latter was not recommended.

Having noted the comments made under Public Participation on this item it was

- Resolved:
- (i) That the findings of the Review of the Statement of Priorities be supported and that the revised Statement at Annex 6 be adopted, including the requirement to ensure that any direction from the Secretary of State at Defra (SOS) will be dealt with within either 3 months or 12 months, according to the type of direction received.
 - (ii) That an amendment to the current scheme of delegation be authorised so that definitive map modification order applications to make changes to the definitive map and statement will be determined

by an Assistant Director or more senior officer with responsibility for the Rights of Way team, in consultation with the Executive Member for Transport and affected ward councillors.

(iii) That a report considering the progress of reducing the backlog of definitive map modification order applications be presented to the Executive Member for Transport every 6 months, with a copy to be sent to the Local Government Ombudsman.

(iv) That an apprentice / trainee role for rights of way be developed, to focus initially on definitive map modification order applications, with the cost of this - £25,000, to be incorporated as unavoidable growth in the 2020/21 budget process for consideration by Full Council when setting the budget for 2020/21.

(v) That further resources be kept under review to ensure that the council delivers on its new commitment to deal with SOS directions within either 3 months or 12 months according to the type of direction received.

- Reasons:
- a) With the aim of eliminating the definitive map modification order backlog in the shortest possible time with the resources available.
 - b) To reduce the risk of further appeals for non-determination and further complaints to the Local Government Ombudsman.
 - c) To comply with the findings of the Local Government Ombudsman and prevent a finding of maladministration against the council.
 - d) To ensure that the statutory escalation process to the Secretary of State results in resolution.

21. Council Supported Local Bus Services

The Assistant Director of Transport, Highways & Environment presented a report which detailed the outcome of a competitive tender exercise undertaken to secure operators for the provision

of socially necessary local bus services in the York area and made recommendations on awarding the tenders.

The services partially funded by the council and operated under contract were summarised in Table 1 at paragraph 9 of the report and detailed in Annex A, along with their costs. Those services due to expire at the end of August 2019 had been re-tendered on a 'like for like' basis, in line with the decision of Executive on 17 January 2019 (Minute 93 of that meeting refers). Approval was sought to award all the tenders except for:

- evening service 10, as an offer had been received to operate this service commercially, at no cost to the council and
- service 15, on which further discussion with the operators was recommended due to the complex nature of the bids received.

The cost of re-provision would require a budget increase of £29,937 in the current year and £55,278 per year from 2020/1.

In response to Members' questions, officers confirmed that the performance measures referred to in paragraph 9 of the report could be reviewed at a future Decision Session of the Executive Member for Transport if necessary.

Resolved: (i) That the content of the report be noted.

(ii) That the award of contracts to the winning bidder in respect of routes 11, 14, 19, 20, 21, 24/25/26 and 26 (evening) be approved.

(iii) That the award of a contract for route 10 (evening) be declined, on the understanding that this will be operated commercially at no cost to the council.

(iv) That the award of a contract for route 15 (currently part of route 12) be delayed until further negotiations have taken place with the operators.

(v) That authority to make the final decision on route 15 (currently part of route 12) be delegated to the Assistant Director of Transport, Highways and the Environment, in consultation with the Executive Member for Transport.

(vi) That the additional costs of the tender exercise, to be funded from additional resources identified in the budget amendment agreed by Council on 17 July 2019, be noted.

Reason: To ensure that all residents retain access to a similar level of bus services as are currently available to them, at the best possible value to the council.

PART B - MATTERS REFERRED TO COUNCIL

22. Children in Care Residential Commissioning Plan

[See also under Part A]

The Corporate Director, Children, Education & Communities presented a report which recommended actions to develop the city's residential provision for children in care, in order to better meet their future needs and to comply with the council's statutory duty to have sufficient placements for children in care.

Although the number of children in care in York had remained relatively stable, the current residential offer was not sufficient for the increased complexity of need caused partly by young people entering into care later in childhood. The options available to address this gap in meeting the needs of certain cohorts of children were detailed in paragraphs 20-37 of the report and are summarised below:

Option 1 – maintain the current position. This would not resolve current gaps or improve future sufficiency.

Option 2 – sell Wenlock Terrace and have no internal residential provision; spot purchase Independent Fostering Agency and residential placements. This would not represent a planned approach to meeting needs and would leave the council vulnerable to market forces.

Option 3 – purchase three new buildings, adapt Wenlock Terrace to 6 bed Supported Accommodation, procure new external providers to deliver residential services and provide step-down foster care. This was the recommended option.

In response to questions from Members and matters raised under Public Participation, officers confirmed that:

- the proposed arrangements would offer more flexibility;

- a systematic, therapeutic approach to residential provision would improve placement stability and outcomes for individual children;
- the service had been outsourced for many years; indicative costs of bringing provision in-house (para. 22) were based on potential unit costs and staffing costs.

Recommended: That Council allocate a capital budget of £1.36m, funded from prudential borrowing, to purchase 3 new buildings for the delivery of residential provision in York, with the revenue costs of the borrowing to be met from existing revenue budgets within Children's Services.

Reason: In order to develop the city's residential provision for children in care and ensure that the council meets its statutory sufficiency duty.

Cllr K Aspden, Chair

[The meeting started at 5.33 pm and finished at 6.50 pm].

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Forward Plan: Executive Meeting: 29 August 2019

Table 1: Items scheduled on the Forward Plan for the Executive Meeting on 26 September 2019

Title and Description	Author	Portfolio Holder
<p>Long Acting Reversible Contraception (LARC) Provision in Primary Care as a Mandated Public Health Function</p> <p>Purpose of Report To outline current LARC provision and provide a commissioning options appraisal for its provision as part of the mandated public health duties that are within the remit of the Local Authority.</p> <p>Executive will be asked to: make a decision on the commissioning approach and budget.</p>	Nick Sinclair	Executive Member for Health & Adult Social Care
<p>Update on the Housing Delivery Programme</p> <p>Purpose of Report To provide an update on the progress of the programme to date and to shape its future direction, including a new public engagement strategy and Design Manual.</p> <p>Executive will be asked to: consider opportunities for the Housing Delivery Programme.</p>	Tom Brittain & Michael Jones	Executive Member for Housing & Safer Neighbourhoods
<p>Progress and Opportunities for Self and Community Build Housing</p> <p>Purpose of Report To give a progress update on work to enable people to provide their own housing solutions through self and community build housing, and a framework for the future delivery of additional opportunities as part of the Housing Delivery Programme.</p> <p>Executive will be asked to: consider opportunities for increasing self and community build housing in the city.</p>	Tom Brittain, Ben Burton & Michael Jones	Executive Member for Housing & Safer Neighbourhoods

Title and Description	Author	Portfolio Holder
<p>Review of the Constitution and Governance Procedures Purpose of Report: To propose a framework for the review of the Constitution and governance procedures, identify the issues to be addressed and set out the process to be undertaken and a draft timescale for completion.</p> <p>Executive will be asked to: approve the proposals.</p>	Suzan Harrington	Executive Leader (incorporating Policy, Strategy & Partnerships)
<p>Taxi Licensing Policy, including the legality of ‘out of town’ taxis Purpose of Report To provide details of the existing licensing policy and offer Members the opportunity to make changes. The report will also include an interpretation of the law in relation to the legality of ‘out of town’ operators, drivers and vehicles.</p> <p>Executive will be asked to: determine whether to make changes to the taxi licensing policy.</p>	Matthew Boxall	Executive Member for Housing & Safer Neighbourhoods
<p>York Outer Ring Road Improvements Purpose of Report To inform Executive of progress on bids to the DfT for funding and consideration of funding requirements, as well as general progress on the Junction Improvement Programme, and request support with regard to compulsory purchase powers to acquire land and rights.</p> <p>Executive will be asked to:</p> <ul style="list-style-type: none"> • Give approval to proceed with the preparation of Compulsory Purchase Orders to acquire land for delivery of the project; • Approve the provision of further funding requirements as outlined in the report. 	Gary Frost	Executive Member for Transport

Table 2: Items scheduled on the Forward Plan for the Executive Meeting on 24 October 2019

Title and Description	Author	Portfolio Holder
<p>Lowfield Green Care Home Procurement</p> <p>Purpose of Report</p> <p>To present the outcome of the procurement exercise undertaken to secure a developer and operator for a care home on the Lowfield Green site and seek approval to appoint the recommended bidder.</p> <p>Executive will be asked to:</p> <ul style="list-style-type: none"> • Appoint the preferred bidder to develop a care home on the Lowfield Green site; • Approve disposal of the site to the developer, by way of a long term lease; • Agree to enter into a care contract with the developer to purchase 25 beds in the home for a 10 year period, with the option to extend for a further 5 years. 	Vicky Japes	Executive Member for Health & Adult Social Care

Table 3: Items Slipped on the Forward Plan

Title & Description	Author	Portfolio Holder	Original Date	Revised Date	Reason for Slippage
<p>Transfer and Transformation of Haxby Hall Care Home</p> <p>Purpose of Report</p> <p>To seek consent for a series of land transactions and developments, in order to ensure the long term future of Haxby Hall care home and the provision of good quality care.</p> <p>Executive will be asked to: approve a number of land transactions, including the lease of Haxby Hall site and acquisition of land for the development of a new ambulance station.</p>	Vicky Japes	Executive Member for Health & Adult Social Care	29/8/19	tbc	To enable further negotiations on the proposals to be undertaken with the Yorkshire Ambulance Service.



Executive**29 August 2019**

Report of the Corporate Director of Economy and Place
Portfolio of the Executive Member for Environment and Climate Change

Responding to the Council's Climate Change Motion**Summary**

1. This paper provides an update to Executive on the Council's response to the declaration of a Climate Emergency, highlighting work underway and recommending approval of a set of activities to move this work forward.
2. The Council's resolution in March 2019 to declare a Climate Emergency and to set a target to become Net Carbon Neutral by 2030 was agreed almost unanimously. The motion was based on the evidence presented by the International Panel on Climate Change (IPCC) in October 2018 that we need to be well on the way to net zero emissions by 2030 in order to avoid the disastrous consequences of exceeding 1.5°C of warming. Worldwide recognition of this had prompted declarations of a Climate Emergency by cities and organisations around the globe. These have included Leeds City Region targeting 2038, the UK targeting 2050 and Germany targeting 2054.
3. The resolution requested that an Action Plan be developed and brought back to Executive within 6 months, which this paper seeks to address.
4. This paper summarises some of the actions and steps towards environmental sustainability that have already been taken in York over recent years; suggests some of the steps that will be needed to create and implement a Carbon Reduction Plan; recognises the level of ambition and breadth of scope that will be needed to make this successful; and emphasises that learning from others, sharing our own experiences and building city wide partnerships with stakeholders and residents will be key.

Recommendations

5. The Executive is asked to:

- 1) Note the significant activities and commitments already made in respect of this agenda.

Reason: To ensure Executive are aware of work against this commitment of the council.

- 2) Approve the listed activities in Option 1 at paragraph 35.

Reason: To allow the work in response to the Climate Emergency declaration to be progressed.

Background

6. On 21 March 2019, Council approved a motion which requested Executive to:

- a. Declare a 'Climate Emergency'.
- b. Commit to a target of making York carbon neutral by 2030, taking into account both production and consumption emissions (scope 1, 2 and 3 of the Greenhouse Gas Protocol).
- c. Request a report within six months setting out the immediate actions the Council will take to address this emergency and a plan to measure annual citywide progress towards meeting the 2030 target.
- d. Work with partners across the city and across the region to deliver this new goal through all relevant strategies and plans and drawing on local and global best practice.
- e. Actively lobby the Government to provide the additional powers and resources needed to meet the 2030 target.

7. The challenge of becoming a net-zero carbon city should not be underestimated. Contributory changes will be required across all aspects of the council's work and will have impacts on the ways that we live, work and travel within the city. Ultimately, it will be the collective efforts of the council, residents, communities and businesses which will determine our level of success.

8. To fully understand the challenge, the first stage will be to baseline and fully understand the existing position with regards greenhouse gas

(GHG) emissions related to our city. Beyond that, we would envisage workstreams which consider:

- a. Ongoing reporting of emissions including a review of the Council's Carbon Reduction investments to date.
- b. Behavioural change to reduce consumption
- c. Infrastructure change to facilitate low- or zero-carbon living
- d. Adaptation to climate change and the resilience of our city to extreme climate events
- e. Developing the understanding of what has already been done, what has worked well here and elsewhere and the lessons we can learn.

Building on existing work

9. York has some history of taking the lead on improving environmental sustainability in certain areas including the introduction of the foot-streets and our successful Park and Ride network.
10. The Council established its own Carbon Management Programme in 2007 with plans to progressively reduce the Council's own carbon emissions. The move to the refurbished West Offices made a significant contribution to this through the use of solar panels on the roof, energy efficient heating and grey water recycling.
11. Other measures have included:
 - a. £2m programme of LED street lighting;
 - b. Solar PV installed on 541 Council houses;
 - c. Air source heat pumps installed in 57 Council houses;
 - d. A programme of cavity wall and loft insulation across the Council's housing stock;
 - e. Work with private tenants and homeowners to draw down funding from Government and regional programmes for improved energy efficiency and delivered through Better Homes Yorkshire;
 - f. Plans to use of an innovative water-source heat pump for heating in the development of the Guildhall complex;
 - g. Council support for the Treemendous initiative to plant 50,000 trees in York;
 - h. Investment in improvements to cycling infrastructure including the recent opening of the Scarborough Bridge cycle route and promotion of cycling including Cycling City status;
 - i. The i-Travel programme which includes active promotion of walking, cycling and sustainable travel options to groups and individuals.

12. The Council's Flood Risk Management Team continue to work with the Environment Agency to manage the use of the £45m Government funding programme for flood defence and mitigation measures – alongside further longer term mitigation programmes to 'slow the flow' upstream and improve land management.
13. The Council has recently been named 'Council of the Year' at this year's Yorkshire and Humberside Energy Efficiency Awards, in recognition of the council's work to insulate the walls and lofts of 74 flats around Navigation Road. The construction of the flats, together with the homes location in a Conservation Area, made it a particularly difficult project.
14. The work was carried out through Better Homes Yorkshire, the council's partnership for domestic energy efficiency work, and contractors JNR, and was funded by the council together with grants from the West Yorkshire Combined Authority and the national ECO fund.
15. The previous administration had also included a capital budget of £1m over 4 years for energy efficiency work and over £250k for solar panels on Council buildings. Some of this has been earmarked for the Older Persons Accommodation Programme.
16. York is also well positioned in terms of adaptation to the potential impacts of climate change. As a city which has experienced significant flooding, York has secured investment in infrastructure to prevent damage to property during extreme weather events and to put in place the mechanisms to respond to ensure continuity of business in York. It is essential that in considering the response to climate change there is appreciation of the need for adaptation as well as mitigation. This recognises that climate change is inevitable despite our carbon reduction activities and we must adapt to become more resilient to extreme weather events.

Change and Opportunity

17. In July, Executive received an update paper on York Central, reporting on progress. This highlighted the focus on achieving the best possible social, environmental and economic benefits through planning conditions and a comprehensive S106. Additional opportunities to amplify the positive impacts of the development included (those relevant to climate change):

- a. Explore the early delivery of a Bus Lane as an integral part of ph1 Infrastructure ahead of timescale required by S106/ conditions. This could be built out at the same time as the spine road is constructed which will improve bus journey times from day 1.
 - b. Explore potential with YCP to up the ambition for sustainable build for the residential elements to contribute to the zero carbon city wide commitment
 - c. Explore potential with YCP for onsite sustainable energy generation for all developments, e.g. EV charging points supplied by solar power/battery solutions to smooth out peak demand/sell to market in spikes elsewhere, with widespread use of ground source or air source heat pumps.
 - d. Consider options for contractor innovation to reduce environmental impact e.g. through the potential establishment of a rail head to bring construction traffic by rail rather than road for the duration of the development
 - e. Extend the Bus Clean Air Zone to include York Central
 - f. Explore the increased provision of EV charging points in Car Parks and on street parking
 - g. As part of the review of the Local Transport Plan, explore opportunities to increase Park and Ride facilities
 - h. Explore how YCP development partners might explore ways of reducing car journeys by further limiting parking places.
18. In response to this paper, Executive requested, additionally that the current Occupier Strategy be reviewed to ensure that commercial spaces encourage clean growth and help contribute to carbon reduction in the city.
19. The new administration has agreed to create a new cross-party Climate Change Policy and Scrutiny Committee. The remit for the Climate Change Policy and Scrutiny Committee has now been established and the first meeting of the committee will be in September (and monthly after that).
20. In the Supplementary Budget approved by Council on 17 July, some significant areas of investment were identified to allow the development of the climate change strategy as well as taking available opportunities to reduce our carbon dependence in the short term. The relevant investment areas are as follows:

Proposal	Note	2019/20 Cost (£)	Full Year/Ongoing Cost (£)
Carbon Reduction and Sustainability Officer	To create a lead Carbon Reduction role to promote carbon zero by 2030 (54k). *	36,000	54,000
Carbon Reduction and Sustainability Capacity Building Budget	To create a budget to support the work of the Carbon Reduction and Sustainability Officer. For example, building partnerships, engaging expert advice and learning from other zero-carbon initiatives.	30,000	
Investment in the Northern Forest	To create additional capacity to allow for further tree planting and better tree maintenance across the city - as part of the Council's new commitment to the Northern Forest (50k). *	33,000	50,000
Waste investment	To invest in a review of new sustainable vehicles, increase collection rates, and improve customer service. This will include a review of waste collection, including plastics and food waste. (100k) *	65,000	100,000
Subsidised bus routes	To ensure the continuation of and improvements for subsidised bus services routes across the city.	30,000	55,000
Public Transport Study and Local Transport Plan	To begin a high-level study to analyse city-wide public transport options, identifying opportunities for improvements in rail, buses and rapid transit, which will lay the groundwork for the new Local Transport Plan.	25,000	
Additional capacity to speed up production of Supplementary Planning Documents to support the Local Plan.	To support zero carbon through the planning system, prioritising Supplementary Guidance on Zero Carbon Building and Renewable Power, alongside existing work on Green and Blue Infrastructure.	25,000	
Electric Charging Points	To increase revenue budget to better improve maintenance.	25,000	25,000

Housing Revenue Account - Capital (funded from HRA reserves)			
Investment in the Major Repairs Scheme and Housing Modernisation Programme	To speed up progress towards achieving the Decent Homes standard for all our Council homes	1,000,000	
Investment in the 'Building Insulation Programme'	To begin a programme of increasing the energy efficiency of our Council housing stock, including the potential inclusion of renewable (solar PV, air source heat pumps etc) and integrating this with the modernisation and decent homes standard work.	1,000,000	

21. It is recommended that further reports to Executive and Executive Member will be brought in reflecting these investments.
22. Part of the funding above facilitates recruitment of a Carbon Reduction and Sustainability Officer. This post will complement the already approved Major Projects Sustainability Officer (which will work to deliver upon the investments approved in the supplementary budget to promote energy efficiency in major developments) and contribute to the production and implementation of the Carbon Reduction Plan.
23. Despite the significant work underway, it must be recognised that the 2030 target will require further investment and change across all aspects of the Council's work and how we live, work and move around our city. This will offer significant opportunities for 'win-win' initiatives such as:
- a. improved energy efficiency reducing energy bills, providing warmer homes and tackling fuel poverty
 - b. improved sustainable transport delivering better air quality and more liveable neighbourhoods
 - c. the protection and enhancement of green space and tree planting helping to store carbon whilst improving quality of life for local residents.

Learning from others

24. Cities around the world are similarly seeking to address the challenge of a climate emergency and moving to a net Zero Carbon economy. It would

make most sense to learn from those places which are more advanced in their thinking or are addressing similar challenges. We propose to do this in a number of ways.

25. The Global Covenant of Mayors for Climate & Energy formally brings together the European Union's Covenant of Mayors and the Compact of Mayors – the world's two primary initiatives of cities and local governments – to advance city-level transition to a low emission and climate resilient economy, and to demonstrate the global impact of local action.
26. York had previously engaged the Covenant of Mayors, so the new scrutiny committee could be tasked with considering whether it would add value to more actively become a part of this group.
27. Similar, it would seem sensible to investigate the potential for York's participation in the developing network of UK Climate Emergency cities, and to engage with the newly established Local Government Association Climate Emergency Task and Finish Group which will make recommendations on how the Government can support councils in achieving climate emergency targets.
28. More locally, Leeds Climate Commission has been a leader in the development of a citywide climate action plan. Their work has produced a road map to carbon neutrality which provides a very useful steer on the potential options for other cities.
29. North Yorkshire County Council has established a scrutiny sub-committee which is similarly considering the development of an action plan.
30. Both Leeds City Region and York, North Yorkshire and East Riding LEPs have developed energy strategies which York has been engaged with, but there is further opportunities to align the development of our carbon reduction plan with the existing work.
31. Other organisations and groups have also developed proposals for activities which local authorities can take. These include a 'Mandate for Change' received from Extinction Rebellion and Greenpeace's 33 actions for local authorities. These will be considered in the development of the carbon reduction plan.

Working in Partnership

32. Building cross-city partnerships will be crucial to effectively developing and implementing the carbon reduction plan. We will use existing networks to initiate these conversations and will consider how best to promote additional partnership working in relation to the plan.
33. The One Planet York network established and supported by the Council some years ago has been an effective networking organisation, sharing information and ideas and promoting specific projects between partners. Conversations are underway with the One Planet York leadership group to consider how the group can become self-sustaining with the council as one of many partners equally supporting.

Consultation

34. The approach to consultation during the development of the carbon reduction plan will be considered as part of the initiation of this piece of work.

Options

35. Option 1 is to request a set of actions as follows:
 - a. to ask the Climate Change Policy and Scrutiny Committee to consider York refreshing its engagement with the Global Covenant of Mayors for Climate & Energy;
 - b. to ask officers to investigate the potential for York's participation in the developing network of UK Climate Emergency cities;
 - c. to ask officers to investigate how to engage with the newly established Local Government Association Climate Emergency Task and Finish Group which will make recommendations on how the Government can support councils in achieving climate emergency targets.
 - d. That a further report regarding the emerging Carbon Reduction plan be developed, the timing of which will be determined by the Leader and to request the following papers in relation to the investments made in the Emergency Budget:
 - i. To Executive:
 1. Investment in the Building Insulation Programme
 2. Investment in the Northern Forest
 3. Electric Charging Points

- ii. To the Executive Member for Economy and Strategic Planning:
 1. Additional capacity to speed up the production of Supplementary Planning Documents to support the Local Plan

36. Option 2 is that Executive suggests alternative or additional activities.

Analysis

37. Option 1 represents a set of activities which will allow us to progress work to develop the carbon reduction plan towards carbon neutrality.

38. Executive may wish to suggest alternative or additional activities, which is Option 2.

Council Plan

39. The new council plan under consultation will have outcomes which reflect a good quality of life. The climate change agenda will impact on all of these, but most specifically in support of the Cleaner and Greener City.

Implications

- **Financial** – no new financial commitments. Previous commitments within the body of the report.
- **Human Resources (HR)** – no implications
- **One Planet Council / Equalities** – Addressing the climate change challenge is directly related to being a One Planet Council. The recommended activities are in support of this.
- **Legal** – no implications
- **Crime and Disorder** – no implications
- **Information Technology (IT)** – no implications
- **Property** – no implications

Risk Management

40. There are no specific risks identified in respect of the recommendations.

Contact Details

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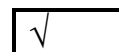
Report
Approved



Date 19/08/19

Wards Affected: List wards or tick box to indicate all

All



For further information please contact the author of the report

Background Papers:

Council Motion to declare a Climate Emergency
<https://democracy.york.gov.uk/mgAi.aspx?ID=50283>

York Central Partnership Update
<https://democracy.york.gov.uk/documents/s133184/York%20Central%20Exec%20-%20July%2019%20v10.pdf>

List of Abbreviations Used in this Report

EV – Electric Vehicle(s)
GHG – Greenhouse Gas
IPCC - International Panel on Climate Change
LED – Light emitting diode
PV – Photo-voltaic
YCP – York Central Partnership

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Executive**29 August 2019**

Report of the Director for Economy and Place

Portfolio of the Executive Member for Economy & Strategic Planning

My City Centre project – establishing a strategic vision for York city centre

Summary

1. The British high street is experiencing an unprecedented period of change. The continued growth of internet sales mean the bricks and mortar retail sector is facing significant challenges that have led to the consolidation and closure of stores, restructuring of businesses, and, in many high profile cases, the complete collapse of high street institutions.
2. York city centre is performing comparatively well and has a strong independent retail sector, but areas such as Coney Street with medium to large floorplate stores have increasing and persistent vacancies resulting from the closure of national retailers. Whilst footfall remains high due to tourism, and overall vacancy rates low due to conversions to food and beverage outlets, this thriving early evening and leisure economy also brings other challenges. In response to these major structural challenges facing the city, and wider issues relating to city centre access and security, £100k was set aside in the February 2019 budget to devise a strategy to respond to these concerns.
3. This report sets out the proposed expenditure of that budget to create the My City Centre project. This will provide a long term strategic vision for the future of the city centre that responds to these social, economic and environmental challenges. The project will seek to adopt the successful My Castle Gateway approach to engagement, placing the public and stakeholders at the heart of defining the challenges and establishing the vision. This collaborative strategy will provide a framework to guide future council investment decisions and provide a platform for securing external funding and private investment to secure a sustainable future for the city centre.

Recommendations

4. The Executive is asked to:

- 1) Approve the aims and outcomes for the My City Centre project.

Reason: *To provide a strategic vision for the City Centre that reflects stakeholder and public views and can guide development, regeneration and investment decisions.*

- 2) Approve the approach, scope, and governance for the My City Centre project.

Reason: *To ensure the aims and objectives for the My City Centre project are delivered.*

- 3) Approve the proposed spend of the £100k budget that has been previously allocated for the project.

Reason: *To allocate the resources required to deliver the My City Centre project.*

- 4) Approve the carrying out of the procurement of a contract for the identified public engagement support required to deliver the project, and delegate to the Assistant Director for Regeneration and Asset Management (in consultation with the Assistant Director of Legal and Governance or his/her delegated officers) the authority to take such steps as are necessary to award and enter into the resulting contract.

Reason: *To provide the necessary external support to deliver the public engagement that will sit at the heart of shaping the strategic vision.*

Background

5. Britain's high streets and city centres are facing unprecedented challenges. The rise in digital technology is resulting in fundamental changes in how and where we shop, bank, access services and spend. The ease, speed and choice offered by internet shopping, often at prices that undercut the brick and mortar shops of the high street, is having a huge impact on retail. In the last couple of years some major high street institutions have disappeared entirely from city centres, either ceasing to exist, consolidating to out-of-town locations, or to fewer stores serving

larger regional areas. There is a growing acceptance within the sector that there is too much retail space in our town centres for the future level of demand.

6. The pace and impact of technological change is difficult to comprehend and predict. Cashless payment, self-checkouts, automated vehicles – coupled with social and environmental changes driving demand for locally grown produce – will affect jobs, property and how and when people use the high street. Online banking and cashless payments has led some commentators to predict that high street banks could disappear within a decade, leaving behind difficult to convert buildings. Traditional service providers are trying to remain viable, with, for example, Post Offices co-locating within existing retail stores, hopefully securing their long term future but again leaving behind often complicated purpose-built buildings.
7. Although York's unique heritage environment and cultural attractions have protected it from the scale of decline and market failure that has affected other areas in the UK, it is not immune to this change. The pressures of internet shopping, economic changes and nationally set business rates are leading to persistent city centre vacancies. Many of these issues relate to medium to large floorplate retail which are not attractive to York's buoyant independent retailers who have smaller store footprint requirements. The prevalence of distant institutional investors who own the larger floorplate units and often have over-inflated value expectations, coupled with difficult to convert historic listed buildings, make local authority intervention challenging.
8. To an extent the challenges in York have been masked as retail vacancies have remained comparatively low as the city's successful evening and leisure economy drives many conversions to bars and restaurants. These have helped maintain the vibrancy of the high street but are not without social impacts, particularly the conflict between leisure visitors to the city and traditional family shoppers. These, and wider issues, have been captured through early conversations with stakeholders and the community (set out in Annex 1) and can be summarised at this stage as:
 - Conflicts between users of bars/ restaurants and the traditional family shopping centre
 - Balancing needs of visitors and residents (types of facilities, peak visitor numbers)

- Servicing of commercial units (deliveries waste and refuse)
 - Parking, accessibility and sustainable travel
 - Condition of public realm and pedestrian areas
 - Underuse of existing floorspace and migration of employment and residential uses away from the city centre
 - Empty or underused upper floors of buildings
 - Suitability of existing stock for future uses
 - Counter terrorism measures
 - Heritage and planning issues
 - Climate resilience, carbon and sustainability
9. Over the past year a number of events have served as a catalyst to create a consensus that a long term strategic vision to respond to these challenges is required, with industry figures being clear that the Council, as principle custodian of the city, should take the lead. As a response the Executive allocated £100k in February's budget to develop this strategic vision. The vision will then be used as a framework to guide future investment and development, focusing and co-ordinating public and private investment to ensure the resilience and vibrancy of the city centre. Following the successful and innovative approach to public and stakeholder engagement developed through regeneration proposals at Castle Gateway, the project will seek to follow this approach, and will be entitled My City Centre. The project is detailed at length in the Project Initiation Document (PID) attached as Annex 2, but the following section of this report provides an overview of delivery.

My City Centre – Aim and outcomes

10. The aim of the My City Centre project is:

“To engage the public and stakeholders to develop a long term social, environmental and economic strategic vision for a sustainable future for York city centre”

The vision won't offer definitive physical interventions for buildings and public spaces; it will establish objectives for development, a direction of travel, a framework to guide future activity, and establish the broad scope for specific physical interventions to be developed further as future specific projects.

11. The principal project outcome will be for the city to have a long-term shared strategic vision in place that has been fully developed through public and stakeholder engagement. This vision will help to ensure the economic, social and environmental performance of the city centre is maintained and improved through:
- Responding to the current challenges facing the high street and being prepared to respond to future and emerging trends
 - Making informed and targeted investment decisions to maintain a successful city centre
 - Being best placed to access public funding by having an approved, community owned strategy and vision
 - Encouraging inward and private investment and lending confidence to existing investors and occupiers
 - Ensuring the city centre meets the needs of both residents and visitors
 - Creating a supportive environment for local businesses to thrive
 - Maintaining and enhancing York's reputation and role as a driver of regional growth
 - Maintaining a robust historic city centre that thrives and compliments York Central and other regeneration projects
 - Balance the need for counter-terrorism measures with good accessibility to the city centre
 - Promote resident and public use of the city centre

My City Centre – approach, scope, procurement and governance

Approach

12. The project will be led by the Major Projects and Regeneration Team, and will explore using the principles of the successful My Castle Gateway approach to public and stakeholder engagement. My City Centre will be an open conversation with a range of stakeholders including residents, businesses, and visitors to shape a preferred strategic vision which will be taken to the council's Executive for approval. This will be achieved by applying the following principles:

Build a brief: Use a variety of engagement tools to gain an understanding of a diverse range of people's needs and ideas. Make these ideas and differing perspectives visible.

Explore Challenges: Cultivate an open public debate about complex issues. Share and explain challenges, decisions and compromises throughout.

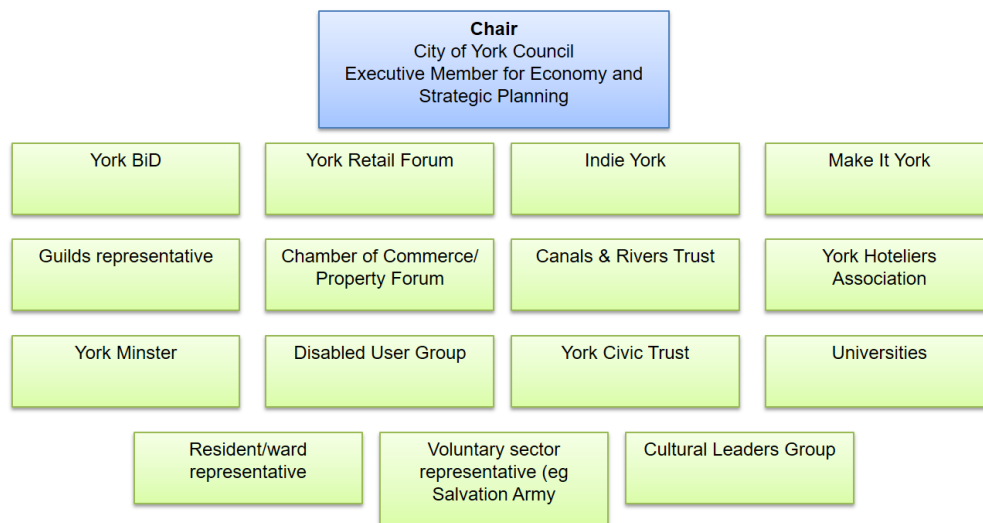
Make change together: Build ongoing networks to retain involvement, as well as long term community influence in decision-making, design and delivery.

Meaningful, thorough and in-depth engagement must form the cornerstone of the project approach in order to create a transformative, deliverable and fit-for-purpose long-term vision.

13. The project proposes a comprehensive and innovative approach to engagement through two main strands. The first will be to engage the public through an extensive consultation to understand and identify the issues and challenges, and establish how residents and visitors want to use the city centre in the future. This will involve themed engagement and targeted activity to engage particular and more impacted communities of interest including the disabled and elderly. To deliver this process external public engagement resources will be procured. As the project progresses, ward councillors will also be kept regularly up to date. The consultation will operate in a clear and transparent manner, with a legible consultation roadmap, regular feedback mechanisms, and clarity around how decisions are made and engagement outputs have been incorporated and dealt with.
14. The second strand is to establish a Stakeholder Group to meet on a monthly basis to help shape and sense-check the emerging vision throughout the process. The proposed stakeholder group is set out in Figure 1 will have one representative from the following, and membership can evolve with the project:

Figure 1 – proposed My City Centre Stakeholder Group

My City Centre – Stakeholder Group



Procurement

15. To support this work external resources will be procured to run the engagement based on the Council's brief of an open conversation approach. The first stage of the project will be to prepare the Communication and Engagement Plan to define the scope of the support required to deliver the project. A procurement exercise will then be undertaken to appoint external support to assist in the delivery. The detail of the approach will be shaped with the successful consultants but it is envisaged to include a multi-platform format, utilising digital and social media channels as well as face to face engagement.
16. Whilst the strategic vision will be devised by Council officers based on the outcomes of the public engagement and support of the stakeholder group, an external 'critical friend' resource with experience in strategic visioning for city centres may also be procured to guide and sense-check the proposals as they emerge.

Scope

17. Due to the open conversation nature of the project the scope will remain fluid throughout as the approach is predicated on the public and stakeholders identifying the challenges to which the vision will need to respond. At this stage the assumption is that the city centre will be

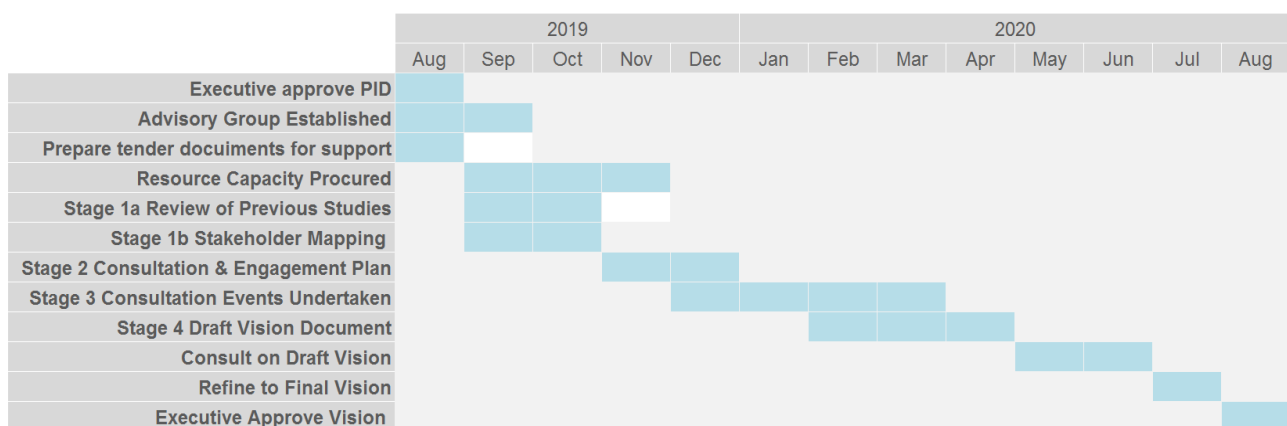
defined as the area covered by York's Business Improvement District, which is principally the area within the inner ring road (see annex 3). It should also be noted that the vision will not establish specific solutions or designs; rather it will form a framework within which these can develop. Any specific capital or delivery projects that emerge from My City Centre will need additional resources and/or funding.

18. In addition to this project there are a number of significant and inter-connected workstreams and strategies that relate to the city centre. These are mapped out in full in annex 4 and the project will need to be fully engaged with these to ensure there is no duplication of work or contradictory outcomes.

Governance, timescales and budget

19. Anticipated timescales for the project are set out in Figure 2 below. These allow for the consultation to be undertaken between December 2019 and March 2020, capturing the views of a broad range of stakeholders over the busy Christmas period and also covering a quieter subsequent period where residents will have the time to engage. The consultation on the draft vision is programmed for May-June 2020, ahead of school holidays. This will allow reporting of a final vision to Executive in August 2020 Executive.

Figure 2 – Proposed My City Centre delivery timescales



20. To deliver the project it is proposed that the £100k budget will be broadly evenly split between the internal resources to manage the project and develop the vision, and the external support set out in paragraphs 15 and 16 (see the PID in annex 2 for a detailed breakdown). The project will be led by the Head of Regeneration and project managed by a dedicated Regeneration Project Officer. Due to the relatively small scale of the

budget it is not proposed to form a project board, but it will be overseen by the Assistant Director for Regeneration and Asset Management with regular update reports to the Executive Member for Economy & Strategic Planning, principally through decision sessions.

Conclusion

21. The My City Centre project will provide the city with a long term vision to allow strategic responses to the challenges facing York city centre. The £100k identified in February's budget will be used to procure external public engagement resources to support officers in delivering a vision that responds to existing workstreams and strategies, and is developed by stakeholders and the public through an open conversation approach to engagement. This will ensure that there is broad support and city-wide ownership of the strategy, which will provide a framework to guide future public and private investment and ensure that we are best placed to secure external funding opportunities. Approval of this approach will allow the My City Centre project to ensure that the city is best placed to respond to the challenges and maximise the opportunities of the changing nature of our city centres.

Consultation

22. The project proposes a comprehensive and innovative approach to engagement which places the public and stakeholders at the heart of the process to develop the future vision for the city centre. The challenges that have been identified to date (set out in annex 1) have been defined through engagement with key city centre stakeholders including York Retail Forum, York BiD, Make It York and Indie York. Internally, specialist officers across the council and those whose service areas are affected by the proposals have contributed to the development of the PID contained in annex 2.

Council Plan

23. The 2015-2019 Council Plan has now to come to an end. The following section is based on the draft future Council Plan for the next four years. This project will assist in achieving the council plan objectives through the creation of a strategy that corresponds to and sets a vision that takes account of:

- Good Health and Wellbeing
- Well-paid jobs and an inclusive economy
- Getting around sustainably
- A Better Start for Children and Young People
- A Greener and Cleaner City
- Building homes and World-class infrastructure
- Safe Communities and culture for all
- An open and effective Council

Implications

24. The following implications have been identified:

- **Financial** – Budget Council identified a one-off budget of £100k to fund the My City Centre project. The proposals set out in this report can be funded within this overall budget.
- **Human Resources (HR)** – considered to be no impact
- **One Planet Council / Equalities** – The completed One Planet Council Assessment can be found as Annex 5.
- **Legal** – The procurement of the external resources to run the engagement based on the Council's brief of an open conversation approach will be carried out in accordance with the Council's Contract Procedure Rules.

The Council's Legal Services Projects team will provide advice to the My City Centre project team on legal matters throughout the project.

- **Crime and Disorder** - considered to be no impact
- **Information Technology (IT)** - considered to be no impact

- **Property** – The Council is the owner and landlord of property within York city centre of over 180 freehold and leasehold interests. The Council has always focused its commercial estate in York in order to promote and support economic vibrancy and ensure the preservation of historic buildings. Through its ownership of the estate the council therefore, provides accommodation which helps in developing and maintaining the city's economy, serving a broad role in meeting social economic and environmental objectives such as regeneration and ensuring the sustainability and vibrancy of the city centre.

Whilst vacancy levels are low across the Council's estate, the My City Centre project's aims to maintain and improve the prosperity of the city centre will aid the future prosperity of the estate.

The Council's Asset and Property Management team will provide advice to the project team, in conjunction with legal services, on property related matters throughout the project.

- **Other** – considered to be no impact

Risk Management

25. The main risk to the project is that the vision is not supported by key stakeholders or the public, and is seen as a response imposed on the people and business of the city. Consequently the proposed approach is for the vision to be developed through an open conversation methodology that has proven successful in building public support for the regeneration of the Castle Gateway. To ensure that sufficient time and resources are applied to engaging the public and stakeholders approximately half of the budget has been set aside for external resource to assist in the delivery of the public engagement. Should officers feel further specialist advice is required in sense checking the proposed vision, a critical friend role may be appointed on a short term oversight basis. Budget, timescale and risk will be managed by a dedicated council project manager, with regular update reports to the Executive Member for Economy & Strategic Planning.

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Report ✓ 9/8/19
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Wards Affected:

All ✓

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Annexes

Annex 1 – Summary of York City Centre challenges identified through early Stakeholder engagement

Annex 2 – My City Centre Project Initiation Document

Annex 3 – Area covered by the My City Centre project

Annex 4 – My City Centre Strategic Relationships diagram

Annex 5 – One Planet Council Better Decision Making Tool Impact Assessment

Annex 6 – Letter in support of the project from Make it York

Annex 7 – Letter in support of the project from York BID

List of Abbreviations Used in this Report

BID – Business Improvement District

k - Thousand

m - Million

PID – Project Implementation Document

Sqft – Square Feet

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ECONOMIC

Impact of Internet Servicing for units & HGV's
Few, but persistent vacancies
Over-inflated rents and value expectations
Too much retail?
Business rates
Institutional investors
Too many medium size floorplates
Under-occupation of upper floors
Planning red tape

Modern intertwined with old
Poor quality public realm
Transport technology change
Listed buildings
River is closed off
Climate Change
Lack of cycle parking
Spreading the pressure of markets
Accessibility
City at capacity in busy times?

ENVIRONMENTAL

Daytime & Evening

USE TYPES

Space for Meanwhile Uses
Lack and loss of office space
Strong indie sector needs space
Need for free public space
Need more meanwhile uses
Impact of Hotels & Air bnb
Shop to bar conversions
Lack of start up and incubator space

Footfall
Lack of indoor public space
Housing demand
Public seating & conveniences
Wayfinding
Rough Sleeping
Drinkers v shoppers
Affordable housing
Residents v tourists
Low pay in retail
Few family attractions
Terrorism threat

SOCIAL

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Stage 3:

Initiate

Project Initiation Document

Project Initiation Document			
Project Name	My City Centre		
Completed by	Andy Kerr Head of Regeneration Programmes Ben Murphy Regeneration Project Officer	Date	7th August 2019

Context and Rationale

Britain's high streets and town and city centres are going through an unprecedented period of challenge. The rise in digital technology is resulting in a fundamental change in how and where we shop, bank and spend. The ease, speed and choice offered by internet shopping, often at prices that undercut the brick and mortar shops of the high street, is having a huge impact on retail. In the last couple of years major high street institutions have disappeared from the high street, either ceasing to exist or consolidating to out of town locations or fewer stores serving larger regional areas. There is a growing acceptance that there is too much retail space in our town centres for the future level of demand.

As the way in which City Centre's are used evolves and changes, a series of wider issues are presenting themselves. These issues have been captured through early conversations with stakeholders and the community and can be summarised at this stage as:

- Conflicts between users of bars/ restaurants and the traditional family shopping centre
- Balancing needs of visitors and residents (types of facilities, peak visitor numbers)
- Servicing of commercial units (deliveries waste and refuse)
- Parking, accessibility and sustainable travel
- Condition of public realm and pedestrian areas
- Underuse of existing floorspace and migration of employment and residential uses away from the City Centre
- Empty or underused upper floors of buildings
- Suitability of existing stock for future uses
- Counter terrorism measures
- Heritage and planning issues
- Climate resilience, carbon and sustainability

Within York, the role of the City Centre will also be affected by strategic regeneration at York Central and to a lesser degree by Castle Gateway. The York Central site will deliver a significant quantum of office-led commercial floorspace over the next 15 years, alongside cultural growth at the Railway Museum. An occupier strategy for the site is currently being prepared to optimise the benefits of this growth to the City. The development will broaden and expand the Cities economic base, but will need to compliment how the traditional City Centre functions (both now and in the future), and the role that the expanded urban area has, needs to be coordinated.

A range of previous visioning exercises have been undertaken previously for York City Centre, ranging from the 1969 Esher Report to 2010's 'New City Beautiful'. A review of the findings, outcomes and lessons learnt from these will be undertaken as part of the project. Whilst important messages can be drawn from these studies, the context of the

City Centre has changed radically since even the most recent, and there is a pressing need for a current, responsive and deliverable vision to shape future action.

The pace and impact of technological change is difficult to comprehend and predict. Cashless payment, self-checkouts, automated vehicles – coupled with social and environmental changes driving demand for locally grown produce – will affect jobs, property and how and when people use the high street. Online banking and cashless payments has led some commentators to predict that high street banks will disappear within a decade, leaving behind difficult to convert buildings. Traditional service providers are trying to remain viable, with, for example, Post Offices co-locating within existing retail stores, hopefully securing their long term future but again leaving behind often complicated purpose-built buildings.

Although York's unique heritage environment and cultural attractions have protected it from the scale of decline and market failure that has affected other areas in the UK, it is not immune to this change. The pressures of internet shopping, economic change and business rates on bricks and mortar retail are leading to persistent city centre vacancies. Many of these issues relate to medium to large floor plate retail which are not attractive to a changing marketplace which has greater focus on boutique and independent retailers with smaller footprint requirements. The prevalence of distant institutional investors amongst freeholders of the larger floorplate units particularly, and with over-inflated value expectations combine with difficult to convert historic listed buildings; significant empty spaces above shops; and high property values to make local authority intervention challenging.

To an extent the challenges in York have been masked since retail vacancies have remained comparatively low as the city's successful evening and leisure economy drives many conversions to bars and restaurants, and 'meanwhile' tenancies are put in place. These have helped maintain the vibrancy of the high street, although the former presents its own problems with the conflict between those leisure visitors to the city and traditional family shoppers. York is also not dominated by traditional large-scale retail to the extent other Cities and already attracts 'experience-led' visits. Whilst vacancy rates in the City as a whole appear fairly static (averaging around 7%), there are pockets of sustained and concentrated vacancy, with, for example, Coney Street at 19%, and Coppergate 18%.

The scale of the national challenges has been recognised by central government who commissioned the Timpson review in 2018 and released *Our Plan for the High Street* as part of the October 2018 budget which set out the following response:

- cut business rates by a third for up to 90% of retail properties for two years, to provide upfront support for high streets
- create a £675 million Future High Streets Fund to help local areas make high streets and town centres fit for the future
- consult on planning reform to make it simpler to create more homes, jobs and choice in town centres, and will trial a register of empty shops

- A High Streets Task Force to support local leadership with expert advice on helping local high streets to adapt and thrive
- strengthen community assets, including the restoration of historic buildings, support for community groups to use empty properties, and provide business rates relief for public toilets and local newspapers.

These present welcome opportunities for York, and engagement with the programmes has catalysed activity in the City, with stakeholder groups and networks being formed and analysis of the challenges being undertaken. A York Expression of Interest (Eoi) submission to the Future High Street Fund was unfortunately unsuccessful, though a second bid to the Heritage High Streets Fund has been submitted and will be determined later this year. Work on the first Eoi was also not abortive, being developed with a range of stakeholders and articulating a bold ambition to restore the historic connection between Coney Street and the Ouse, which may still be delivered through alternative means. The proposal would create new riverside walkways and frontages to encourage private sector landowners to remodel their property to rejuvenate the street, create residential and office space above shops and create new waterside leisure uses..

The opportunities offered by the government intervention, and a growing local awareness of the emerging challenge facing the high street has led a wide range of stakeholders - including York Retail Forum, York BiD, Make It York, Indie York and media outlets – to call for strong local leadership, joined up thinking and collaborative solutions to ensure the city centre's long term survival. To ensure the council is leading and driving the response and is best placed to capitalise on central government funding opportunities the Executive have allocated a budget of £100k to the Major Projects and Regeneration Team to develop through public and stakeholder engagement a long term strategic vision for the future of the city centre under the 'My City Centre' banner. This will seek to draw on the consultation and engagement approach established under My Castle Gateway and continued in My York Central, as set out in more detail in the 'approach' section below.

Aim & Objectives

Aim

"To engage the public and stakeholders to develop a long term social, environmental and economic strategic vision for a sustainable future for York City Centre"

Objectives

The objectives required to deliver the aim are:

- *to establish an evidence based understanding of the existing City Centre in terms of physical, perceptual and activity based measures, in order to form a baseline;*
- *to engage the public and all stakeholder in an open conversation on how they currently interact with York city centre and how this will evolve, and how they want to use it in the future. To facilitate the conversation through a range of online, social media and face to face public engagement;*
- *lead an informed public debate on the current and future challenges facing the city centre;*
- *Use the debate to explore and define the challenges facing the city centre, and formulate a set of shared, prioritised responses to these;*
- *develop a long term strategic vision for the city centre that meets the needs and aspirations of a broad range of users and stakeholders;*
- *For the vision to be used to guide and inform future investment decisions, public realm improvements, events strategies and spatial masterplanning, building flexibility into the City Centre to respond to changing circumstances;*
- *assess the opportunities for the support of the High Street Task Force to support the My City Centre project, and;*
- *establish networks of individuals and organisations, and facilitate establishment of communities of interest, to allow for effective working and coordinated action moving forward.*

Project Scope

Due to the 'open conversation' nature of the project, its scope will retain some fluidity throughout, since the approach is predicated on the public and stakeholders identifying the challenges to which the vision will need to respond. The scope is currently defined as:

- Principally identified geographically by the BiD redline boundary (though with scope to vary this in response to the consultation feedback and analysis of the functionality of CC if necessary);
- a budget of £100k has been identified for delivery;
- the project will be led by the Major Projects and Regeneration Team, drawing on support from relevant officers from across the council;

- the project will provide a long term strategic vision for the city;
- this will provide the framework and scope for future masterplanning and investment and shape future local plan policies for the city centre;
- the initial baselining and evidence base work will define the scope as to the focus of the strategy
- the project will seek the involvement and participation of all communities of interest in relation to the City Centre (including representatives of resident, business, visitor, cultural, heritage and statutory bodies)
- The vision will not offer defined physical interventions for buildings and public spaces; it will establish objectives for development, a direction for travel, a framework to guide future activity, and establish the broad scope for specific physical interventions to be developed further as future specific projects. Any specific capital or delivery projects that emerge from My City Centre will need additional resource and/or funding.

Baselining work described above will help to further refine and develop the parameters for project scope.

Approach

The project will be led by the Major Projects & Regeneration Team, and will seek to follow the principles of the successful 'My Castle Gateway' programme, which established a new and bold approach to public and stakeholder engagement to develop a masterplan for the regeneration of the Castle Gateway area. My City Centre will be an open conversation with a range of stakeholders including residents, communities, businesses, visitors and stakeholders to shape a preferred strategic vision which will be taken to the council's Executive for approval. This will be achieved by applying the following principles:

Build a brief: Use a variety of engagement tools to gain an understanding of a diverse range of people's needs and ideas. Make these ideas and differing perspectives visible.

Explore Challenges: Cultivate an open, grown-up public debate about complex issues. Share and explain challenges, decisions and compromises throughout.

Make change together: Builds ongoing networks to retain involvement, as well as long term community influence in decision-making, design and delivery.

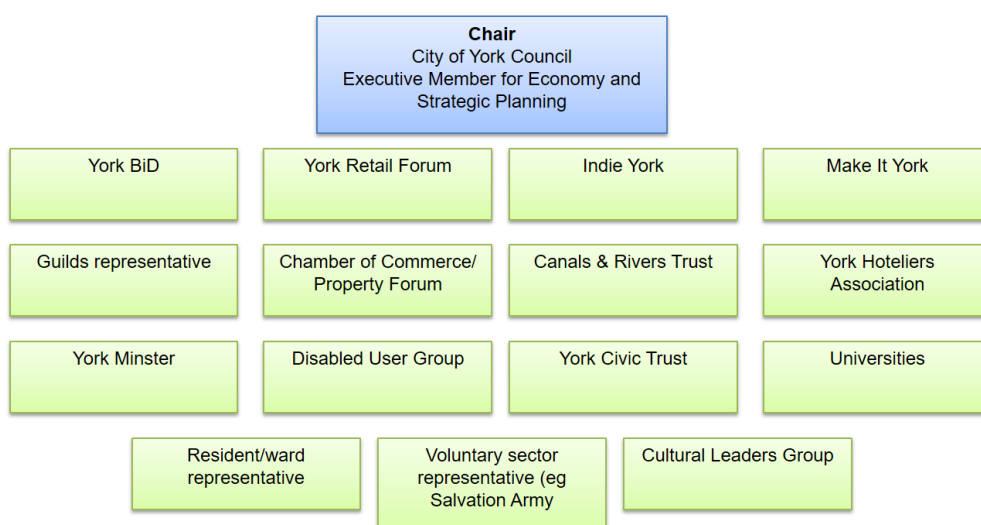
The vision won't offer definitive physical interventions for buildings and public spaces, rather it will establish a framework to guide future activity, and may establish the broad scope for specific physical interventions to be worked up further in the future as specific projects.

There will be two main strands to the approach. The first will be to engage the public, from residents and communities to the visitors to our city. This will be an extensive consultation exercise, overtaken under a number of months, and with a particular emphasis on broadening engagement and deepening understanding of the issues at play. A wide range of engagement opportunities will be established, to facilitate participation from a diverse range of voices across the City's communities. It is essential that the work captures the complex and evolving challenges, relationships and dependencies which shape the City Centre in a clear, transparent and digestible engagement programme.

To support this work external resource support will be procured to run the engagement based on the council's brief of an open conversation. The detail of the approach will be shaped with the successful consultants but it is envisaged to include a multi-platform format utilising digital and social media channels and face to face engagement.

The second key strand is to involve key stakeholders through the establishment of a Stakeholder Group. This will be chaired by the council and will meet on a monthly basis to help shape and sense check the vision throughout the process. The Stakeholder Group will be on an invite only basis with one representative from each of the identified organisations. The initial proposed Stakeholder Group is set out below, additional members may be identified by the Council as the project evolves:

My City Centre – Stakeholder Group



Outcomes Expected

The principal project outcome will be for the city to have a long-term shared strategic vision in place that has been fully developed through public and stakeholder engagement. This vision will help to ensure the economic, social and environmental performance of the City Centre is maintained and improved, by allowing us to:

- Respond to the current challenges facing the high street and be prepared to respond to future and emerging trends
- Make informed and targeted investment decisions to maintain a successful city centre
- Be best placed to access regional and central government funding by having an approved, community owned, strategy and vision
- Encourage inward private investment and lend confidence to existing investors and occupiers
- Ensure the city centre meets the needs of both residents and visitors
- Create a supportive environment for local businesses to thrive
- Maintain and enhance York's reputation and role as a driver of regional growth
- Maintain a robust historic city centre that thrives and compliments York Central and other regeneration projects
- Balance the need for counter-terrorism measures with good accessibility to the city centre
- Promote resident and public use of the city centre

Outputs

Output	Description
Stage 1a Output: Literature Review Paper	A Precedents Review will be undertaken to set out the key findings and lessons learnt from previous City Centre vision documents including New City Beautiful and the Esher Report.
Stage 1b Output: City Centre Stakeholder Mapping Report.	The Stakeholder Mapping Report will document the communities of interest and stakeholders who we will seek to engage through the project, and the preferred/ most effective form of engagement for each. This

	will include identification of hard to reach and disadvantaged/ sensitive groups and communities.
Stage 2 Output: Communication & Engagement Plan	Building on the stakeholder mapping, a Communication and Engagement Plan will be produced defining who, how, when and where the consultation will take place. This will also set out the key issues to be consulted on and define detailed strategies for engagement across the range of stakeholders, including hard to reach and disadvantaged/ sensitive groups. The events will take place over multiple platforms, utilising digital and social media channels and face to face engagement. The events will likely be structured with specific activity by week focussing on key individual themes, structuring the conversation and deepening understanding.
Stage 3 Outputs: Consultation & Engagement events 'Findings Log'	As defined in the C&E Plan, a professional, inclusive, engaging and in-depth community conversation will take place. This will be undertaken over a period of not less than 6 weeks, and include separate components tailored to best engage specific stakeholders identified at stage 1. The findings of the event will be recorded in a high quality and accessible manner as it progresses and on it's conclusion, in order to inform the development of the vision, and signpost participants and future users of the vision. Outputs of this stage are articulated as a 'Findings Log'
Stage 4 Output: Defined City Centre Vision.	Worked up from the outcomes of stage 3, a shared vision document for the City Centre will be produced, identifying strengths weaknesses opportunities and threats, and providing an in-depth narrative of the findings of work to date. The vision will then be used to define and prioritise specific actions, interventions and areas of change which the Council and partners will use to shape their investment approaches and activities. The Vision may be shared as it emerges or in a draft final state with stakeholders, and will be made widely available on it's finalisation through electronic and other means.

Critical Success Factors

Critical Success Factors	Broad Description
Vision representative of collective stakeholder views and ambitions	<p>How well the Vision:</p> <ul style="list-style-type: none"> • Articulates shared (and reconciles conflicting) views and opinions • Demonstrates that a wide and representative range of individuals and organisations have been involved • Builds and develops networks and communities of interest amongst stakeholders, and enables collaboration
Strength of vision	<p>How well the vision:</p> <ul style="list-style-type: none"> • Expresses the unique challenges and issues facing York • Proposes creative, deliverable and positive solutions to these over a range of timescales and geographies/ scales • Presents solutions that have a strong business case • Forecasts near to medium-term change and proposes responses and anticipatory measures in this respect •
Utility of Vision	<p>How well the vision:</p> <ul style="list-style-type: none"> • Demonstrates deliverability of its component parts and actions • Supports positive investment and funding decisions • Complements wider work such as the current City Branding piece. • Is used by partners and stakeholders to support wider activity. • Catalyses debate and discussion.
Outcomes of Vision	<p>To a large extent the specific outcomes desired will be determined through the consultation process, but broadly will relate to the economic, social and environmental strength and resilience of the City Centre area. The outcomes will be achieved by delivery of the subsequent projects identified. Specific CSF's may include improved:</p> <ul style="list-style-type: none"> • GVA and productivity performance • Numbers of homes and jobs in City Centre • Environmental attractiveness of City spaces • Flood resilience

	<ul style="list-style-type: none"> • Numbers of community/ resident facilities • Amount of open space • Sustainable accessibility • Greenhouse Gas emissions •
Delivery within defined tolerance	In terms of: <ul style="list-style-type: none"> • programme, and • budget

Assumptions

Assumption	Impact
Dedicated project staff will be made available for the lifetime of the project	Slower programme for delivery and/ or less thorough, professional or useful project outputs. Reputational damage.
Stakeholders and the public will readily engage with the programme of consultation	Less meaningful outcomes and reduced impact on City Centre improvements.
Conflicting stakeholder views or objectives can be satisfactorily reconciled to arrive at a shared vision	The efficacy of the vision is reduced and the City Centre outcomes ameliorated.
Approvals will be forthcoming, and procurement undertaken in line with programme assumptions.	Project not deliverable to programme.
Sufficient finances will be made available to cover all project costs. Project costs have been estimated accurately	The project scope or quality is reduced, impacting negatively on the vision produced and the City Centre outcomes produced
Meaningful and impactful mitigations, projects and actions can be devised to counter negative city centre trends	The efficacy of the vision is reduced and the City Centre outcomes ameliorated.

Dependencies

The project and its outcomes will have functional relationships with a range of ongoing Council projects and agendas, including:

- City branding work being undertaken by FTLOP
- Major regeneration schemes including Castle Gateway & York Central

- City Centre transport Initiatives, including those flowing from LTP3, the West Yorkshire Transport Fund and other programmes.
- Economic and Planning policy making
- Housing and Older Persons Accommodation Programmes
- Counter terrorism safeguarding programme
- Commercial asset management and investment
- City car parking strategies and reviews
- Heritage High Street Fund, if the outstanding bid is successful
- Adult Social care, Health and Education to varying degrees

The project may also relate to the new administration's climate and sustainability agenda and specific proposals flowing from this.

Additionally, the project will also have relationships to the work of external agencies including those of the BID and Make it York. An 'above the shop living' stakeholder group has been established who are keen to promote the use of empty spaces above retail for housing and offices. As specific development proposals emerge from commercial investors and third parties it will also be important to exploit synergies and influence approaches.

The governance structures outlined in previous sections establish an appropriate architecture for these relationships to be recognised and exploited.

Given the scale and pace of change in our City Centres, whilst there are not formal timing dependencies between these projects and the My City Centre scheme, there is an urgency to establishing the vision in advance of as much wider activity as possible, in order that its findings can be used to shape wider agendas..

Constraints

Given the dynamic and rapidly declining and changing status of the City Centre, the principle constraints to the project are time based, with an outline programme of 12 months to complete the work from inception to optimise the ability to implement recommendations in a time appropriate manner.

The project clearly must operate within its approved budget tolerances also.

Given the scale and complexity of the City Centre, and the limited scope of potential funding available to implement change, there will be a constraint on the number of interventions and projects which can be supported following establishment of the vision. A prioritisation of these interventions and projects will therefore be essential to allow the maximum impact and business case benefits to be derived from the project and its outcomes.

Those interventions and projects proposed through the vision must also be deliverable and achievable in order for the vision to be effective. This is likely to be

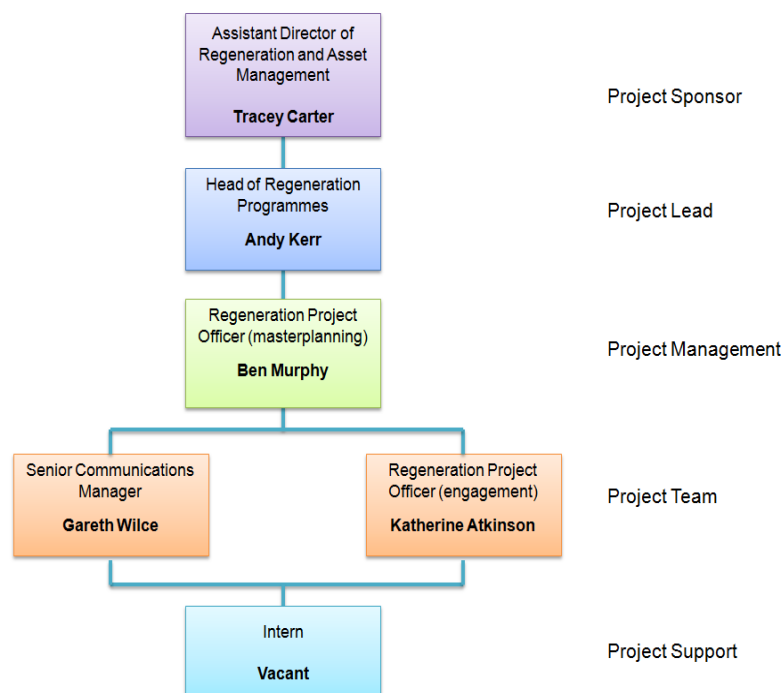
principally in a financial sense, but may also relate to the impact on heritage assets, engineering and wider feasibility or other criteria. The vision will be sense checked through the project management, governance and Stakeholder Group functions outlined elsewhere in this PID,

Deliverability and achievability must be considered over the short medium and long terms, having regard to issues such as ongoing maintenance, sustainability and adaptability for the vision to have a meaningful legacy.

Project Team and Structure

The proposed project team working directly on the project is set out below. It should be noted that none of the resources are dedicated solely to the project and their involvement will form part of the delivery of the wider Major Project and Regeneration Team programmes:

My City Centre – project team structure



The core project team will procure and manage consultancy support to undertake the consultation activity on the Council's behalf, to ensure impartiality, transparency and efficacy of approach.

The project team may also procure and manage an external 'critical friend' consultancy support, to advise on the general approach and the drafting of vision which will follow the consultation, should it be required.

The project team will report to, and be guided by, the corporate and project superstructure described below.

Governance

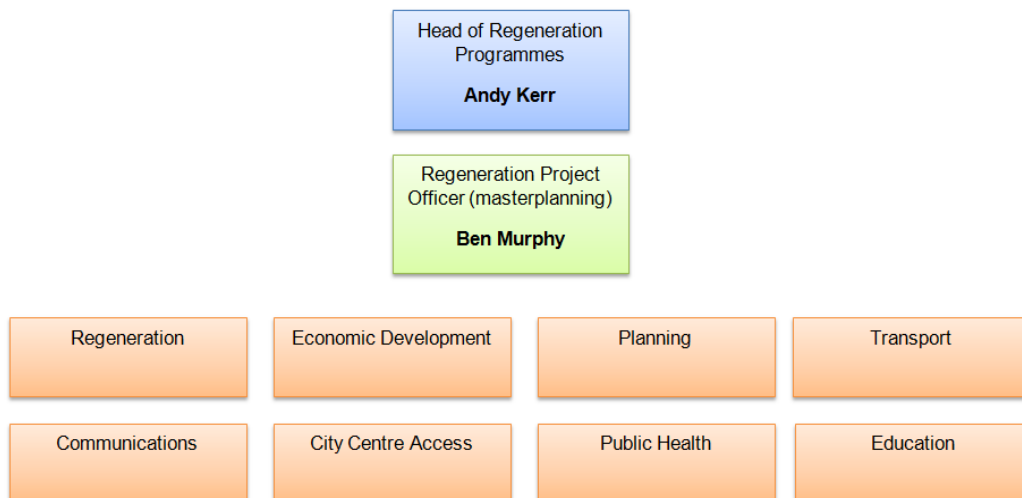
The project will be run on a day to day basis by the project team set out above. The team will brief and engage with the Stakeholder Group (previously defined) on a monthly basis, and will draw resource support from this group in the undertaking of consultation activity as appropriate and available. The team may also involve 'critical friend' consultancy resource as set out above.

Given the short duration and focussed nature of the project, it is not proposed to establish a bespoke project board. Instead, the project team will brief senior management on a regular basis envisaged to be not less than monthly. This will be through formal meeting sessions. Decisions made at these sessions will be recorded in a log, and made in accordance with delegated authorities. The project team may prepare reports to the Castle Gateway, City Centre Access and other boards as necessary, and subsequent to the establishment of the vision, formal boards may be constituted for individual projects or programmes of projects which flow from the vision.

The project will sit within the portfolio of the Executive Member for Economy and Strategic Planning. Briefing sessions with this member are proposed to be held regularly, responding to the scale and pace of activity (though not less than quarterly). Formal approval for the approach set out in this PID will be sought from the council's Executive, and approval of the final vision. The consultation itself will include a bespoke event for all Members of the Council to air their views and opinions. It is not proposed at this stage that the vision be adopted in a formal planning context.

The ability to draw ad-hoc advice and support from all of these groups and individuals will also be established. An internal advisory working group will also be established as set out below, to steer the project and optimise its ability to deliver corporate objectives.

My City Centre – working group structure



Business Case

Resources

The project has an approved budget of £100k. This will cover the costs of core staff, external consultants and incidental costs (such as room hire, printing and web hosting).

In terms of core staff, the resources are identified in the table below:

POST	TERM	DURATION	TOTAL COST
Head of Regeneration Programmes	0.2 FTE	12 months	£14,000
Regeneration Project Officer (mplan)	0.5 FTE	12 Months	£26,500
Regeneration Project Officer (engagement)	0.2 FTE	12 Months	£9,000

This internal team has the collective experience across the regeneration, engagement, communications and associated fields which is required to run the project effectively and deliver the desired outputs (including drafting the vision on completion of consultation events). Staff resources are dedicated to the project on a part time basis and will need to flex broader workloads to respond to peaks and troughs in demand over the lifetime of the project. The project will be steered and sponsored by senior management as part of broader programmes,. It is not anticipated that the project will require specific support from other parts of the Council (though the further budget allowances below would allow for activity such as printing and web/ ICT activity to be procured).

Of the residual £50k, c£40k is envisaged to be expended on consultancy support for the core consultation events (but also including the critical friend function described

above), and £8k on incidental costs. £2k will be retained for ongoing monitoring and benefit realisation activity.

Given the relatively short duration of the project and the currently undetermined nature of the programme of consultation activity, a profile of expenditure has not been produced, Staff resources will be 'consumed' in financial terms evenly over the lifetime of the project but wider activity will expand and contract on a monthly basis.

Benefits

Benefits relate principally to the health of the City Centre as a hub for commercial and social activity. Benefits are therefore varied and sometimes subjective. Whilst change can happen quickly in the City Centre, the impacts of the vision and benefits that flow from it may take a significant time to be realised, requiring long term monitoring that transcends immediate indicators to look at medium to long-term trends.

Benefit indicators will be developed in the first phases of the project to serve as measurable proxies for the wide-ranging issues which the project is seeking to influence. Additional benefits and indicators may be identified as the vision crystallises.

Risks

A series of risks internal to the project are identified below.

Risk (consequence)	Likelihood	Severity	Impact	Mitigation
Budget overrun (project cannot be delivered in its entirety)	1	3	6	Effective project management
Time overrun (findings are not available in a timely manner to inform wider workstreams in the context of a rapidly changing City Centre)	2	2	4	Effective project management
Engagement is not effective (findings are inconclusive/ incomplete/ unrepresentative, undermining the vision's strength and ability to drive change)	2	3	6	Specialist input and appropriate resourcing and programming
Conflicting and irreconcilable views from different stakeholders (ability of vision to drive change is undermined)	1	3	3	Effective engagement and senior officer/ political involvement if necessary
Consultation fatigue (low levels of engagement)	2	2	4	Programme engagement activity around other programmes and design it to be engaging and accessible.
Scale of negative socio-economic change is so severe that vision and associated activity/ projects have insignificant impact.	1	5	5	Monitor situation and mothball project if events overtake it.

Legal compliance – GDPR (council is found to be operating illegally and fined – financial cost and reputational damage)	1	3	3	Resource project appropriately
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The overriding risk is that the vision is not delivered in a manner which enables significant change in the City Centre. The City Centre is a dynamic, varied and fast moving area, which has seen significant change and decline over a short period of time, it is of paramount importance in this context that the vision is generated at speed and proposes meaningful actions and projects. Individual projects which flow from the vision will have their own intrinsic set of risks which are not possible to determine at this stage.

Contingency Plan

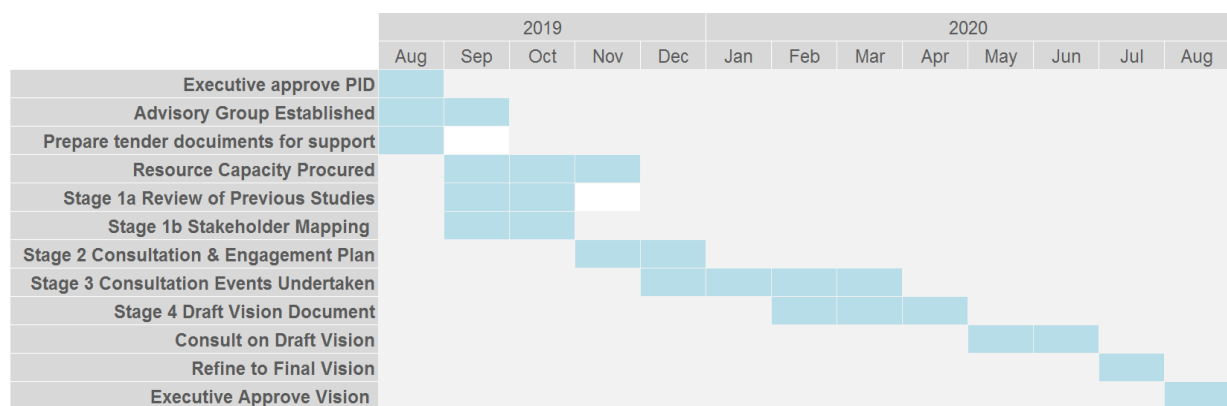
Provisions in relation to staffing, data and resource issues will be managed by the regeneration team, with impacts capable of being mitigated by virtue of the scale of the project within a broader programme of activity and resource.

In the unlikely eventuality of effective engagement to generate a meaningful vision not being possible, the project could be abandoned in favour of directing budgets towards individual schemes and projects, this would be unlikely to achieve overarching and strategic objectives however.

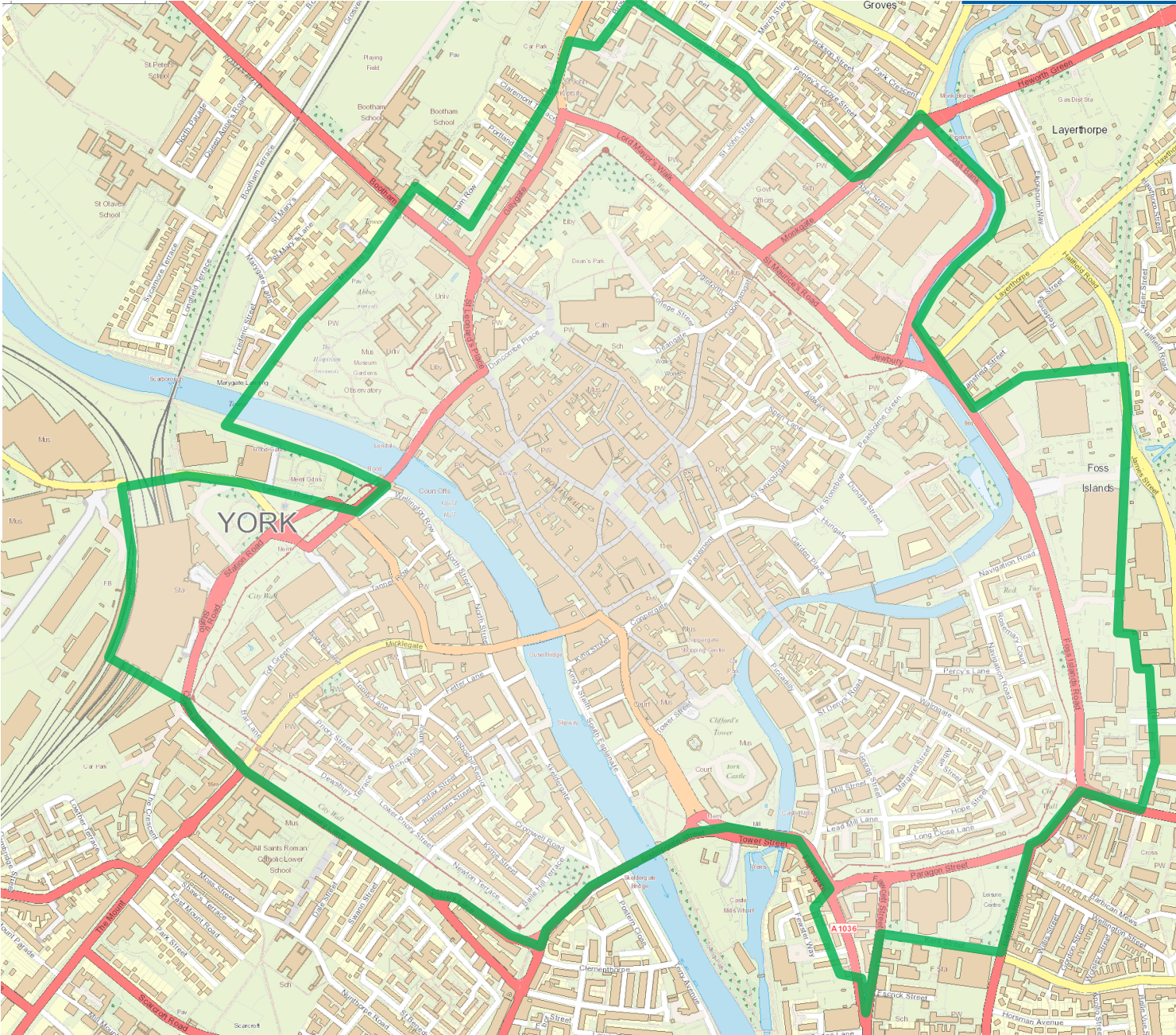
The vision should be sufficiently sophisticated to allow for it to deal with alternative futures, future-proofing the City Centre against change which is unexpected. In this sense, contingency planning will be an essential core component of the vision itself. It may also be necessary to refresh the vision in future years to reflect change.

Key Milestones

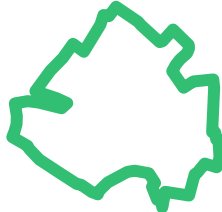
An indicative gantt chart of activity is set out below. This will flex as the project approach and detailed methodologies emerge, though the overall programme duration is broadly fixed.



Annex 3: Area Covered by My City Centre Project



LEGEND



Area covered by
My City Centre

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MY CITY CENTRE: STRATEGIC RELATIONSHIPS

CRITICAL

CITY CENTRE
ACCESSIBILITY
STRATEGIES

STRATEGIC
ECONOMIC
PLAN

(LOCAL PLAN)

CYC ESTATES STRATEGY

CITY BRANDING

LOCAL TRANSPORT PLANS

INTERMEDIATE

AGE FRIENDLY
YORK

CASTLE GATEWAY PROJECT

LOCAL INDUSTRIAL
STRATEGIES

YORK CENTRAL
PROJECT

MY CITY
CENTRE

FURTHER CYC LED PROJECTS
IDENTIFIED FOR EXEC APPROVAL

FUNDING OPPORTUNITIES
IDENTIFIED

EDUCATION
STRATEGIES

TRANSPORT RENEWALS

WATCHING BRIEF

HUMBER COAST & VALE STP

MAJOR CC
DEVELOPMENT
PROPOSALS

CYC HOUSING
DELIVERY
PROGRAMME

EDUCATION & TRAINING
PLAN

OLDER PERSONS
ACCOMMODATION
PROGRAMME

INFLUENCES ON MYCC

MYCC INFLUENCES

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The 'Better Decision Making' tool has been designed to help you consider the impact of your proposal on the health and wellbeing of communities, the environment, and local economy. It draws upon the priorities set out in our Council Plan and will help us to provide inclusive and discrimination-free services by considering the equalities and human rights implications of the decisions we make. The purpose of this tool is to avoid decisions being made in isolation, and to encourage evidence-based decision making that carefully balances social, economic and environmental factors, helping us to become a more responsive and resilient organisation.

The Better Decision Making tool should be used when proposing new projects, services, policies or strategies, or significant amendments to them. The tool should be completed at the earliest opportunity, ideally when you are just beginning to develop a proposal. However, it can be completed at any stage of the decision-making process. If the tool is completed just prior to the Executive, it can still help to guide future courses of action as the proposal is implemented.

The Better Decision Making tool must be attached as an annex to Executive reports. A brief summary of your findings should be reported in the One Planet Council / Equalities section of the report itself.

Guidance to help you complete the assessment can be obtained by hovering over the relevant question.

Please complete all fields. If you wish to enter multiple paragraphs in any of the boxes, hold down 'Alt' before hitting 'Enter'.

Introduction

Service submitting the proposal:	Regeneration
Name of person completing the assessment:	Ben Murphy
Job title:	Commercial Project Officer
Directorate:	Economy & Place
Date Completed:	1.8.2019
Date Approved (form to be checked by head of service):	9.8.2019

Section 1: What is the proposal?

1.1	Name of the service, project, programme, policy or strategy being assessed? My City Centre Project
1.2	What are the main aims of the proposal? The main aim of the project is to 'engage the public and stakeholders to develop a long term social, environmental and economic strategic vision for a sustainable future for York City Centre' The vision will be used to guide and shape future investment, regeneration and development agendas in the City Centre area
1.3	What are the key outcomes? The principal project outcome will be for the city to have a long-term shared strategic vision in place that has been fully developed through public and stakeholder engagement. This vision will help to ensure the economic, social and environmental performance of the City Centre is maintained and improved through: <ul style="list-style-type: none"> • Responding to the current challenges facing the high street and being prepared to respond to future and emerging trends • Making informed and targeted investment decisions to maintain a successful city centre • Being best placed to access regional and central government funding by having an approved, community owned strategy and vision • Ensuring the city centre meets the needs of both residents and visitors • Creating a supportive environment for local businesses to thrive • Maintaining and enhancing York's reputation and role as a driver of regional growth • Encouraging inward investment and lending confidence to existing investors and occupiers • Maintaining a robust historic city centre that thrives and compliments York Central

Section 2: Evidence

	What data / evidence is available to support the proposal and understand its likely impact? (e.g. hate crime figures, obesity levels, recycling statistics)
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2.1	<p>Footfall and retail unit vacancy are monitored by the Council as indicators of health of the City Centre. Data is made available at York Open Data, and reveals a general downward trajectory in footfall (particularly on the principle shopping street Coney Street) and slight upward trend in vacancy. The Council also monitors change of use from retail, and analysis reveals a sharp increase of conversion to alternative uses over the past 6 years, with over half of this being conversion to bar/ restaurant use. The project also proposes the establishment of its own baseline data to allow consideration of a wider range of issues, this will be tailored to respond to initial consultation outcomes, and will be used as part of the means of measuring benefits realisation.</p>
2.2	<p>What public / stakeholder consultation has been undertaken and what were the findings?</p> <p>To date, some initial targeted stakeholder engagement took place in Spring 2019. This was largely aligned with bid preparation for the Future High Streets Fund, and began to explore the challenges that the city centre faces. This will be used to start to form the narrative for the next stage of engagement.</p> <p>The primary purpose of the My City Centre Project is to undertake public consultation on the complex and dynamic issues affecting the City Centre, and peoples perceptions of these.</p> <p>The engagement approach will have two main strands:</p> <p>Firstly, a Stakeholder Group will be established involving key stakeholders (ref PID) to help shape and sense check the vision throughout the process.</p> <p>Secondly, the public engagement will take the form of an open conversation with residents, communities, businesses, visitors and stakeholders. This will be achieved by applying the following principles, honed through previous My Castle Gateway and My York Central consultation:</p> <p>1 Build a brief: Use a variety of engagement tools to gain an understanding of a diverse range of people’s needs and ideas. Make these ideas and differing perspectives visible.</p> <p>2 Explore Challenges: Cultivate an open, grown-up public debate about complex issues. Share and explain challenges, decisions and compromises throughout.</p> <p>3 Make change together: Builds ongoing networks to retain involvement, as well as long term community influence in decision-making, design and delivery.</p>
2.3	<p>Are there any other initiatives that may produce a combined impact with this proposal? (e.g. will the same individuals / communities of identity also be impacted by a different project or policy?)</p> <p>An analysis of wider strategies, policies and projects has been undertaken as part of the Initiation stage of this project, to identify both those which will influence My City Centre, and those that the project exerts an influence over. A summary of this analysis is provided as an annex to the report. The key synergies and interactions were identified in respect of other regeneration projects in the urban area, the ongoing City Accessibility work and strategic economic, transport and local plans.</p>





Section 3: Impact on One Planet principles

This section relates to the impact of your proposal on the ten One Planet principles.

For 'Impact', please select from the options in the drop-down menu.
If you wish to enter multiple paragraphs in any of the boxes, hold down 'Alt' before hitting 'Enter'.

Equity and Local Economy

Does your proposal?		Impact	What are the impacts and how do you know?
3.1	Impact positively on the business community in York?	Positive	The vision is aimed at providing a framework for improving the resilience and economic health of the City Centre, guiding future investment and funding, and benefiting occupiers financially. The project should also bring individuals together, forming networks and communities of association.
3.2	Provide additional employment or training opportunities in the city?	Positive	The improved financial resilience of City Centre occupiers will allow them to maintain and expand employment. Improving the performance of the City as a whole should reduce property vacancies, leading to additional employment. The specific needs of workers, particularly in the lower paid hospitality and retail industries may be considered in detail as part of the consultation.
3.3	Help improve the lives of individuals from disadvantaged backgrounds or underrepresented groups?	Positive	The project is intended to have a beneficial impact across the board for residents, visitors and occupiers. The targetting of activity in the more accessible City Centre and which deals with the lower paid retail and hospitality trades should allow more benefits proportionally to be conferred on those from disadvantaged backgrounds.

Health & Happiness

Does your proposal?		Impact	What are the impacts and how do you know?
3.4	Improve the physical health or emotional wellbeing of residents or staff?	Neutral	The vision may lead to economic and environmental improvements, which benefit users of the City Centre in terms of physical health or emotional wellbeing, though given the early stage and broad scope of the project the impact has been scored as neutral at this stage.
3.5	Help reduce health inequalities?	Positive	The project's City Centre focus and scope may allow more benefits proportionally to be conferred on disadvantaged groups as described at 3.3, reducing health inequalities.
3.6	Encourage residents to be more responsible for their own health?	Neutral	The vision has a relationship, as flagged in report annexes, to wider strategies including potentially health strategies and facility provision. This may assist with the objective but given the early stage of the project and its early stage the impact is scored as neutral at this stage.
3.7	Reduce crime or fear of crime?	Positive	Crime levels have proven relationships with economic health and natural surveillance/ vibrancy. The project may lead to improvements in these respects which reduce crime or fear of crime.
3.8	Help to give children and young people a good start in life?	Neutral	The vision will establish and facilitate what it is that the residents of York wish the City Centre to do and be. This is likely to be an environment that provides for the needs and wants of children and young people, helping to ensure a good start in life. The vision will also assist in the economic vitality of the City, with benefits to residents and families, and there are potential synergies between the vision and education strategies as flagged in the report annexes. Given the early stage of project and its broad scope though, the impact is scored as neutral at this stage.

Culture & Community

Does your proposal?		Impact	What are the impacts and how do you know?
3.9	Help bring communities together?	Positive	The process of undertaking the project (and associated consultation) will in itself bring communities together in a physical and ideological sense. The outcomes of the project will include a shared community vision, and a City Centre which better meets the needs of communities and residents, further helping to bring communities together
3.10	Improve access to services for residents, especially those most in need?	Positive	York City Centre is the primary service centre for residents of the district and adjacent catchments, hosting a wide range of public and private service providers. Measures designed to facilitate the strength and robustness of the centre will, albeit indirectly, benefit service users by helping to maintain the range and accessibility of these services. Relationships with health, education and social care strategies will be considered during the visioning.
3.11	Improve the cultural offerings of York?	Positive	The vision targets facilitation of improvements to the strength vitality and robustness of the City Centre, which hosts many cultural facilities that will benefit from this facilitation. The built fabric of City Centre is itself intrinsically a cultural asset - the vision also seeks to facilitate environmental improvements to the Centre. It is proposed that figureheads from cultural organisations and networks sit on the project stakeholder group to help guide the vision and optimise outcomes.
3.12	Encourage residents to be more socially responsible?	Neutral	Improvements to quality of place and economic strength and resilience, which the vision seeks to facilitate, may lead to greater social responsibility (as may the process of engagement and consultation itself), though given the broad focus and early stage of the project, the impact is scored as neutral at this stage.

Zero Carbon and Sustainable Water

Does your proposal?		Impact	What are the impacts and how do you know?
3.13	Minimise the amount of energy we use and / or reduce the amount of energy we pay for? E.g. through the use of low or zero carbon sources of energy?	Positive	Transport accounts for 40% of energy usage in the UK. The vision will inevitably consider City Centre transport, servicing and accessibility matters, and have relationships with wider related strategies. Sustainable transport is at the heart of what the Council does, prioritising pedestrian, cycle, public transport and disabled access infrastructure which aim to minimise vehicle emissions. Consideration will also be given to sustainable methods of servicing and deliveries to the city centre to reduce emissions. Making more effective and intensive usage of the City Centre (also a vision objective), may result in energy saving through investment in buildings, co-location and improved sustainable travel patterns. The vision may also consider matters around climate resilience and energy generation.
3.14	Minimise the amount of water we use and/or reduce the amount of water we pay for?	Neutral	The vision is not considered to have strategic impacts in this respect.

Zero Waste

Does your proposal?		Impact	What are the impacts and how do you know?
3.15	Reduce waste and the amount of money we pay to dispose of waste by maximising reuse and/or recycling of materials?	Positive	The vision will seek to make more effective and intensive use of the brownfield City Centre, its existing buildings and spaces. This should offer comparative advantage in terms of waste generation, over alternative construction and development approaches, typically involving more new-build and greenfield approaches.

Sustainable Transport

Does your proposal?		Impact	What are the impacts and how do you know?
3.16	Encourage the use of sustainable transport, such as walking, cycling, ultra low emission vehicles and public transport?	Positive	As noted in previous responses, the vision will be closely aligned with, and contribute to, City Centre accessibility and transport matters, and will likely promote sustainable transport measures.
3.17	Help improve the quality of the air we breathe?	Positive	Air Quality is a major issue in the City Centre. As noted in previous responses, the vision will be closely aligned with, and contribute to, City Centre accessibility and transport matters, and will likely promote sustainable transport measures. Air Quality impacts will likely form a key consideration within the consultation approach and vision outputs.

Sustainable Materials

Does your proposal?		Impact	What are the impacts and how do you know?
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3.18	Minimise the environmental impact of the goods and services used?	Positive	The vision will seek to make more effective and intensive use of the brownfield City Centre, its existing buildings and spaces. This should make better use of existing resources than alternative (new build and greenfield) development approaches, reducing environmental impacts. The approach will also seek to consolidate services in a central location which is well served by sustainable transport modes, making the way in which services are provided and accessed less impactful. The vision will deal with matters relating to retailing - a cornerstone of the consumer society, which generates significant environmental impacts. This will need to be considered carefully, the vision may seek to diversify uses and services provided in the City Centre though, and is unlikely at the scale at which it operates, to impact underlying consumer behaviours.
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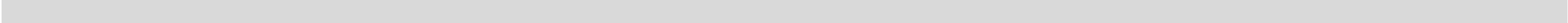
Local and Sustainable Food

	Does your proposal?	Impact	What are the impacts and how do you know?
3.19	Maximise opportunities to support local and sustainable food initiatives?	Neutral	The vision is not considered likely to have a strategic impact in this respect. Small scale initiatives such as Edible York may be considered in the vision, as well as 'final mile' scale servicing. Given the broad scope and early stage of the project, the impact is scored as neutral at this stage.

Land Use and Wildlife

	Does your proposal?	Impact	What are the impacts and how do you know?
3.20	Maximise opportunities to conserve or enhance the natural environment?	Neutral	The project is envisaged to deal with the urbanised City Centre, with little direct impact on the natural environment. That said, the centre is a hub for the consumption of goods and services which have a broader impact in terms of how they are generated and provided. Given the broad scope and early stage of the project, the impact is scored as neutral at this stage
3.21	Improve the quality of the built environment?	Positive	The project seeks to facilitate improvements to the physical fabric and economic resilience of the City Centre (this latter likely to lead to investment and environmental improvements). The vision also seeks to understand and mitigate the impacts of the increasing and changing usage of the City, and the servicing of this.
3.22	Preserve the character and setting of the historic city of York?	Positive	York City Centre contains the majority of the districts listed buildings, its Central Historic Core Conservation Areaand many monuments and features of archaeological interest. The project seeks to facilitate improvements to the physical fabric and economic resilience of the City Centre (this latter likely to lead to investment and environmental improvements). The vision also seeks to understand and mitigate the impacts of the increasing and changing usage of the City, and the servicing of this.
3.23	Enable residents to enjoy public spaces?	Positive	The use and appearance of the City Centre's many formal and incidental public spaces is a key consideration of the vision, and understanding the views and needs of residents will be a key component of the consultation approach.

3.40	Additional space to comment on the impacts





Section 4: Impact on Equalities and Human Rights

Please summarise any potential positive and negative impacts that may arise from your proposal on staff or residents.
This section relates to the impact of your proposal on **advancing equalities and human rights** and should build on the impacts you identified in the previous section.

For 'Impact', please select from the options in the drop-down menu.
If you wish to enter multiple paragraphs in any of the boxes, hold down 'Alt' before hitting 'Enter'

Equalities

Will the proposal **adversely impact** upon 'communities of identity'?
Will it **help advance equality** or **foster good relations** between people in '**communities of identity**'?

		Impact	What are the impacts and how do you know?
4.1	Age	Positive	The accessibility of the City Centre to the elderly, and the service needs of both elderly and young cohorts will be considered in detail as part of the vision. Consultation will be scoped to be representative of these groups and stakeholders involved in the process. Links to, and synergies with the Age Friendly York initiative will be drawn.
4.2	Disability	Positive	The accessibility of the City Centre to the physically disabled, and their service needs will be considered in detail as part of the vision, particulalry the mitigation of the impact on disabled users fo counter-terrorism measures in the city centre. Consultation will be scoped to be representative of this group and stakeholders involved in the process.
4.3	Gender	Neutral	The vision, its production process and outcomes are not considered to discriminate positively or negatively on this community of identity or its members. Consultation will be scoped to be representative of this community of identity, and stakeholders involved in the process.
4.4	Gender Reassignment	Neutral	The vision, its production process and outcomes are not considered to discriminate positively or negatively on this community of identity or its members.Consultation will be scoped to be representative of this community of identity, and stakeholders involved in the process.
4.5	Marriage and civil partnership	Neutral	The vision, its production process and outcomes are not considered to discriminate positively or negatively on this community of identity or its members. Consultation will be scoped to be representative of this community of identity, and stakeholders involved in the process.
4.6	Pregnancy and maternity	Positive	The accessibility of the City Centre and the service needs of these communities of identity will be considered in detail as part of the vision. Consultation will be scoped to be representative of these groups and stakeholders involved in the process.
4.7	Race	Neutral	The vision, its production process and outcomes are not considered to discriminate positively or negatively on this community of identity or its members.Consultation will be scoped to be representative of this community of identity, and stakeholders involved in the process.
4.8	Religion or belief	Neutral	The vision, its production process and outcomes are not considered to discriminate positively or negatively on this community of identity or its members.Consultation will be scoped to be representative of this community of identity, and stakeholders involved in the process.
4.9	Sexual orientation	Neutral	The vision, its production process and outcomes are not considered to discriminate positively or negatively on this community of identity or its members.Consultation will be scoped to be representative of this community of identity, and stakeholders involved in the process.
4.10	Carer	Neutral	The vision, its production process and outcomes are not considered to discriminate positively or negatively on this community of identity or its members.Consultation will be scoped to be representative of this community of identity, and stakeholders involved in the process.
4.11	Lowest income groups	Positive	The increased economic strength and resilience of the City Centre, which employs a significant population, is a key outcome which the vision seeks to facilitate. As well as the general and 'trickle-down' impacts of this increased strength and resilience benefiting lowest income groups, the hospitality and retail industries which make up a high proportion of employment in the City Centre, and tend to be lower paid industries, will be particular beneficiaries of this growth and resilience, conferring financial benefits more directly on those lowest imcome groups. Facilitation of the particular needs of employees of these industries may also be considered as part of the vision.
4.12	Veterans, Armed forces community	Neutral	The vision, its production process and outcomes are not considered to discriminate positively or negatively on this community of identity or its members.Consultation will be scoped to be representative of this community of identity, and stakeholders involved in the process.

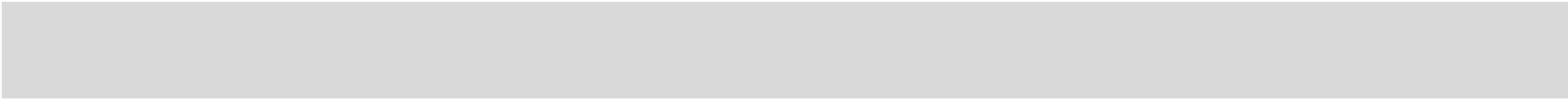
Human Rights

Consider how a human rights approach is evident in the proposal

		Impact	What are the impacts and how do you know?
4.13	Right to education	Neutral	The vision, its production process and outcomes are not considered to impact positively or negatively on this right.
4.14	Right not to be subjected to torture, degrading treatment or punishment	Neutral	The vision, its production process and outcomes are not considered to impact positively or negatively on this right.
4.15	Right to a fair and public hearing	Neutral	The vision, its production process and outcomes are not considered to impact positively or negatively on this right.
4.16	Right to respect for private and family life, home and correspondence	Neutral	The vision, its production process and outcomes are not considered to impact positively or negatively on this right.
4.17	Freedom of expression	Positive	The consultation process will allow communities and stakeholders to express their views on an important civic agenda. The realisation of their views through subsequent vision outputs will help to disseminate the benefits and efficacy of freedom of expression.
4.18	Right not to be subject to discrimination	Positive	The consultation process will allow all communities and stakeholders to express their views on an important civic agenda, free from discrimination.

4.19	Other Rights	Neutral	The vision, its production process and outcomes are not considered to impact positively or negatively on any other rights.
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4.20	Additional space to comment on the impacts		



Section 5: Planning for Improvement																							
5.1	What have you changed in order to improve the impact of the proposal on the One Planet principles? (please consider the questions you marked either mixed or negative, as well as any additional positive impacts that may be achievable)																						
	As a built environment agenda delivered by the Council's regeneration team, sustainability and one planet principles are embedded in the purpose, approach and outputs of the project from the outset.																						
5.2	What have you changed in order to improve the impact of the proposal on equalities and human rights? (please consider the questions you marked either mixed or negative, as well as any additional positive impacts that may be achievable)																						
	Detailed consideration of all identified individual communities of interest will be useful when scoping and undertaking the detailed consultation approach as part of the project.																						
5.3	Going forward, what further evidence or consultation is needed to ensure the proposal delivers its intended benefits? e.g. consultation with specific vulnerable groups, additional data)																						
	Baselining, monitoring and benefits realisation are considered in detail within the PID document annexed to the executive report																						
5.4	Please record any outstanding actions needed to maximise benefits or minimise negative impacts in relation to this proposal? (Expand / insert more rows if needed)																						
	<table><tr><th>Action</th></tr><tr><td>Ensure that consultation scoping captures as appropriate all communities of identity</td></tr><tr><td>Ensure that the impacts of proposals on transport energy consumption are robustly considered.</td></tr><tr><td></td></tr><tr><td></td></tr><tr><td></td></tr><tr><td></td></tr></table>	Action	Ensure that consultation scoping captures as appropriate all communities of identity	Ensure that the impacts of proposals on transport energy consumption are robustly considered.					<table><tr><th>Person(s)</th><th>Due date</th></tr><tr><td></td><td></td></tr><tr><td></td><td></td></tr><tr><td></td><td></td></tr><tr><td></td><td></td></tr><tr><td></td><td></td></tr><tr><td></td><td></td></tr></table>	Person(s)	Due date												
Action																							
Ensure that consultation scoping captures as appropriate all communities of identity																							
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Person(s)	Due date																						
In the One Planet / Equalities section of your Executive report, please briefly summarise the changes you have made (or intend to make) in order to improve the social, economic and environmental impact of your proposal.																							

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Subject: A Letter in Support of the 'My City Centre' project – establishing a strategic vision for York city centre

To whom it may concern,

The 'My City Centre' project offers us the opportunity to provide a long-term strategic vision for the future of the city centre that responds to the ongoing social, economic and environmental challenges we face.

Although York is performing well; with a thriving independent retail sector, a robust and popular heritage tourism market and an emerging foodie scene - the city is not immune to the constant change in the wider market and as such we must work together to look at opportunities to ensure that residents and visitors alike are able to access the city centre space and enjoy what's on offer, as well as fostering an attractive proposition for both employers and employees.

Importantly, this project will seek to adopt the successful 'My Castle Gateway' approach to engagement, placing the public and stakeholders at the heart of defining the challenges and establishing the vision. This collaborative strategy will provide a framework to guide future investment decisions and provide a platform for securing external funding and private investment, fostering a sustainable future for the city centre.

I fully support this proposal, along with the wider team at Make it York and we look forward to working with partners to see 'My City Centre' come to fruition.

Please do let me know if you require any further information from either myself or my team.

Yours sincerely



Sean Bullick
Managing Director

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The York BID Company Ltd

The Red House, 1 Duncombe Place, York YO1 7ED

T: 01904 809970

E: info@theyorkbid.com

W: www.theYorkbid.com

Dear Sir/ Madam,

MY CITY CENTRE

I am writing to provide my support for the My City Centre project. The timing is very apt, because for the past couple of years, partners in the city have been discussing some of the unique challenges that the traditional high street in York faces, as shopping and leisure habits evolve. A York BID event last November saw Bill Grimsey address a room of circa 100 partners and it generated a real buzz in the city and a collective commitment to meet these challenges head on.

We understand the city centre discussion will involve various partners, but you have our commitment that we will endeavour to link businesses into this consultation, as a healthy trading environment, intertwined with the community will be essential to the future success of the city.

Yours sincerely,

A handwritten signature in black ink, appearing to read "A Lawson", enclosed within a large, loopy, handwritten letter "A" that serves as a flourish.

Andrew Lawson
Executive Director

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Executive**29 August 2019**

Report of the Corporate Director of Economy and Place
Portfolio of the Executive Member for Transport

City Centre Access Experimental Traffic Order Conclusion and Phase 1 Proposals**Summary**

1. At the Executive in February 2018, members heard from the Police on the risk of a hostile vehicle attack on the city, whilst there is no specific intelligence the national threat level remains high.
2. This report asks the Executive to take decisions to progress towards the implementation of the hostile vehicle rated measures (PAS 68) in an area of the City Centre (see Map at Annex A – Phase 1 area), to mitigate the impact of a hostile vehicle attack and to reduce the likelihood of such an attack.
3. In addition, it proposes to implement complementary measures to those installed by the racecourse to mitigate the risk at the racecourse on the public highway.
4. The first step in implementing the permanent security measures is to make the current Experimental Traffic Regulation Order for the city centre permanent.
5. Executive have been clear throughout the process that whilst public safety takes precedence over public access this needs to be balanced and they expected officers to engage and work with key stakeholders to minimise the impact upon those who will be most affected by the restriction. The report includes details of the process of engagement and the key themes emerging from this engagement.

6. The report outlines the next steps to procurement of physical measures if the Experimental Traffic Regulation Order changes are made permanent.

Recommendations

7. Members are asked to consider the following recommendations:
 - a) Note the update provided in this report and its annexes, including the traffic monitoring and findings from stakeholder engagement events and the objections to making the Experimental Traffic Regulation Order Permanent.
 - b) Following consideration of the objections, approve the making permanent of the Experimental Traffic Regulation Order, whereby the city centre will be closed to all traffic except emergency vehicles and those with essential permission, during the footstreets hours, which are currently 10:30am to 5:00pm. (normally)
 - c) Authorise officers to progress the process of advertising and changing the Traffic Regulation Order exemptions to create a new permit for emergency and essential permissions to the city centre under a single heading of permit holders.
 - d) To implement and review the findings from the various disabled group workshops as indicated in Annex B and to undertake further reviews as to any improvements to disabled access and disabled parking between city centre car parks and the footstreets area that would further mitigate the impact of implementing the TRO (also see Annex F for further detail of the engagement process and results).
 - e) To note the design of the new bollard as shown in Annex G following consultation with conservation groups.
 - f) To delegate to the Assistant Director Transport, Highways and Environment the procurement and installation of non-moving bollards at the end of Parliament Street at the earliest opportunity.

- g) To work with the Counter Terrorism Unit to review the temporary measures for this Christmas (2019).
- h) To request officers to commence a procurement exercise for a supplier to procure and install the hostile vehicle rated measures in the city centre.
- i) To request officers to commence the procurement of permanent measures at the Racecourse Road / Knavesmire Road junction to be in conjunction with measures to be implemented and operated by York Racecourse to manage access on race days.
- j) To bring back to Executive the cost of the installation, operation and maintenance of the permanent measures.
- k) To work with the Police, consultants and other blue light services to finalise the operational protocols for providing emergency vehicular access during the footstreets hours to the city centre.
- l) To continue to work with York Minster to review security arrangements and use the opportunity that their Neighbourhood Plan offers to propose alternatives to the current temporary hostile vehicle mitigation measures around the Minster area, known as Phase 2.
- m) To note that the Counter Terrorism Unit will continue to advise the Council and necessary measures will need to be introduced and reviewed by the Council on a regular basis. The My City Centre consultation which is subject to separate report on this agenda will give residents the opportunity to comment on future use of the city centre which would include security and accessibility of any future proposals coming forward.

Reason:

- 8. To respond to the advice given by North Yorkshire Police and the Counter Terrorism Unit to protect York's areas of high footfall against the vehicle as a weapon (VAW) threat, through the provision of Hostile Vehicle Mitigation measures.
- 9. In addition, these recommendations will require that measures are implemented to mitigate the effect of the Hostile Vehicle Mitigation

measures on blue badge holders as best as possible, following the outcome of disabled group workshops and direct correspondence.

Background:

10. In response to Police advice, officers were requested by Executive to work with stakeholders such as the Counter Terrorism Unit and North Yorkshire Police to develop proposals to mitigate the risk of a hostile vehicle attack, and to identify additional locations in the city centre and racecourse where vehicle restrictions and public safety will take precedence over access requirements due to the potential conflict between pedestrians and vehicles.
11. In September 2018 the Executive agreed to the trial through an Experimental Traffic Regulation Order pending permanent security measures being installed as a first phase of Hostile Vehicle Mitigations. This covered the area (Phase 1) shown in Annex A which can be described as:-
 - Parliament Street
 - Davygate
 - St Sampson's Square
 - High Ousegate
 - Spurriergate
 - Coney Street
 - Finkle Street
 - Church Street
 - Jubbergate

Implementation of Experimental Traffic Regulation Order

12. The Experimental Traffic Regulation Order was therefore implemented on the 5th November, 2018. This was to coincide with the commencement of Saint Nicholas Fair.
13. To give effect to the Experimental Traffic Regulation Order the council installed standard bollards at the St Helen's Square end of Coney Street and St Sampson's Square/Church Street with supportive blocks on Blake and Church Street to prevent vehicular access to the area during footstreets hours. The council also implemented additional measures based on police and counter terrorism advice prior to the Christmas period (these measures at

Parliament Street and Coppergate will remain in place until the permanent measures are installed).

14. Prior to the restrictions as part of the experimental order, some Blue Badge Holders used to access the Phase 1 area before 10.30 as they knew they could physically leave the area after the footstreets restrictions commenced at 10.30. Following the physical measures associated with the experimental order, any Blue Badge Holders accessing the Phase 1 area before 10.30 must leave the area before 10.30.

Stakeholder Engagement

15. Previous Executive decisions were to instruct officers to engage and work with those most likely to be impacted by the proposed changes to accessing the city centre, to understand the impact of the changes and any potential mitigating measures to lessen this impact without compromising the security of all those using the city centre. This includes blue badge holders and local businesses / residents.
16. Substantial engagement has been undertaken with a number of members of the community including disabled people and groups representing some disabilities, in particular, as the proposals affect Blue Badge Holders. A list of the meetings and engagement sessions held at Annex F (published online).

Disabled/Blue Badge Holders

17. As the measures will prevent Blue and Green badge holders accessing and parking on St Sampson's Square during footstreets hours, the primary focus has been engaging blue badge holders and disabled residents, combining face to face on-site interviews and workshops with representative groups and individuals including discussions with groups such as MySight York, York MS Society, St Sampson's Centre, Parkinson's UK, York Older People's Assembly, York Healthwatch, York Wheels and ShopMobility.
18. Following the first report in February 2018 some preliminary work was done to engage members of the Blue Badge community, this led to a dedicated Economy and Place Scrutiny Committee session on the issue. The feedback from this was included within the September 2018 report.

19. The September Executive Decision instructed officers to continue to engage and work with disabled access groups and blue badge holders to review options to mitigate the impacts of the HVM measures. The reason was to mitigate the potential loss of disabled parking within the Phase 1 area to ensure a safe city centre which is as accessible as possible.
20. The previous Executive decisions are clear that the focus of the engagement is regarding the mitigation of the impacts of these measures on disabled people including wheelchair users and those with other mobility difficulties, not the principle of the Hostile Vehicle Mitigation measures.
21. Before introducing the experimental traffic regulation order, the council wrote to all blue badge holders in York (approximately 7500) informing them of the changes and inviting them to contact the project team to raise any issues. Officers received around 75 responses
22. At the same time, the Council publicised the changes and invited responses via the local media, social media and by updating all the relevant information about blue badge and disabled parking on the Council web pages. The specific web page relating to the changes has been viewed over 1000 times.
23. A series of workshops have been held with organisations representing disabled groups and invitations extended to each of the Blue Badge Holders who responded to the initial October 2018 letter. As a result, three initial workshops held in January and March were attended by a range of blue badge holders, carers and members of organisations including My Sight York (formerly York Blind and Partially Sighted Society), MS Society, Healthwatch, Older Citizens Advocacy York and ShopMobility.
24. The workshops explored both the impact of the experimental traffic regulation order and the potential future expansion to city centre security and the challenges this may pose in terms of any mitigation measures proposed within locations that may have access restrictions in the future.
25. This is useful as the evidence base as it can inform both immediate decision-making on the experimental traffic regulation order and the design of any future mitigation measures in new areas.

26. Most recently, a mix of stakeholder groups were brought together for a workshop in June 2019 to explore the different perspectives on proposed mitigation measures. The workshop featured group representation from Healthwatch, MS Society, My Sight York, Wilberforce Trust, Older Persons Advocacy York, York Carers Centre, York Older People's Assembly, service representation from ShopMobility and York Wheels (Dial a Ride). The June workshop was also attended by retail and business groups comprising Make It York, York BID, Indy York and York Minster. Taxi groups including York Hackney Carriage Association and Independent Taxi Association were invited to the sessions but no taxi representatives attended.
27. A full summary of the themes and concerns raised through these workshops/engagement and the proposed mitigation measures is included in Annex B, and themes have been grouped into four areas;
- (a) those dealing with positioning of parking for private cars (Blue Badge Holders) and Taxi Access;
 - (b) those dealing with ShopMobility / Dial & Ride Services;
 - (c) those looking at barriers to movement around city centre (footway surfaces / rest points); and
 - (d) Other issues raised;

Annex C focuses on Piccadilly, where officers will now prepare cost estimates of delivering these options and feedback into the next report to the Executive to make decisions on this. In addition, Annex F (published on-line) is the stakeholder tracker that shows each individual comment from each of the four stakeholder engagement sessions and responses to the letter issued to Blue Badge Holders.

28. The measures will result in loss of around 10 car spaces from St Sampson's Square (surveys showed these being used by 17 blue badge holders per day). Most of the displaced vehicles could be accommodated on Church St / Goodramgate, which surveys have shown, rarely reaches capacity. Further measures would need to be considered if future phases of city centre access are implemented. The proposed mitigation would provide around 9 dedicated disabled spaces on Piccadilly at the edge of the Phase 1 area.

29. The decisions of this report will be put into a communications plan so that York blue badge holders are aware of the changes, the mitigation and where they can park if public transport, Dial & Ride, taxi services or car parks are not an option for them.

Heritage Groups

30. Given the historical context in York, the design/appearance of these measures has been an important consideration. The project team has worked with the council's own design and conservation team, York Civic Trust and Historic England to establish the most appropriate bollard specification.
31. Based on advice from Historic England a modern approach is preferred as opposed to the appearance of faux heritage/Manchester bollard. Sample bollards have been available at Hazel Court and organisations invited to view the products so that comments can inform the procurement process. An image of a design for the proposed measures are contained in Annex G.
32. The Executive asked officers to consider a Phase 2 focusing on Duncombe Place and the approach to the Minster. Although the Minster have already installed hostile vehicle mitigation measures, these only have temporary approval. Officers are therefore working with York Minster to develop the Minster's Masterplan for the area around the Minster (to inform the Minster's Neighbourhood Plan) and ensure hostile vehicle mitigation measures are integral to that design.

Residents and Businesses

33. The council wrote to city centre residents and businesses in the area plus York Business Improvement District, Make it York, York Retail Forum and the York Independent Business Network and met with these and other key stakeholders to inform them of this experimental period. The reasons for it were discussed and reviewed what mitigation measures could be considered to reduce the impact of the measures. While no comments were received from city centre residents, businesses fed back positively about this and endorsed the consequence of these restrictions that would part-pedestrianise this area. However significant frustration was raised from them that these measures should cover the whole of

the city centre and not just the Phase 1 area. Businesses wanted to be made aware of the implementation timescales and operational protocols to be used once the automated measures are put in place.

Emergency Services engagement

34. Officers have worked with the emergency services to ensure that their access into the city centre is unhindered. It was also agreed that civil enforcement officers and police officers will patrol the city centre tackling vehicles that remain after the start of the city centre footstreets hours without exemptions.
35. Officers have considered enforcement options to effectively manage the Phase 1 area, however they concluded that no new Traffic Regulation Order was needed, based on the low levels of vehicles in the city centre during the footstreets hours. Once the measures are operational this will be kept under review to determine whether any changes are required to the order to support enforcement.
36. Engagement with the York Counter Terrorism Task Group has ensured that proposals on Hostile Vehicle Mitigation are cognisant and compatible with the wider approach to Counter Terrorism.
37. A blue light emergency planning and business continuity desk-top exercise around the hostile vehicle theme for York is being developed.

York Racecourse

38. Officers have worked closely with York Racecourse to support them in delivering security measures to be used during their race meetings and other large events. The proposed approach by the racecourse is to use a temporary installation on race days. They continue to work with the Counter Terrorism Unit on how security can be reviewed and improved.
39. These temporary installations protect the areas York Racecourse control on race days. However, work is needed to ensure that better protection is provided within areas of the public highway which experience high footfall. For this reason permanent hostile

vehicle mitigation measures at the Racecourse Road / Knavesmire Road junction are proposed.

Reviewing the Experimental Traffic Regulation Order

40. The experimental Traffic Regulation Order has been in place for eight months and therefore can either be made permanent or revert to the previous TRO. Feedback to the experimental traffic regulation order can be summarised as follows.
- a) Loss of Parking on St Sampson's square will put blue badge holders off visiting York.
 - b) Need for improved visibility of BBH parking areas though amended website and/or leaflet (Chester example - www.visitcheshire.com/visitor-information/accessible-chester)
 - c) MS Society and MySightYork concerned that their carers won't be able to do 'drop-offs' of people in the footstreets area as they do at present.
 - d) Accessing the city centre before 10.30 is not possible for some disabled people who are unable to get themselves ready before then
 - e) Feeling that York had become less accessible to blue badge holders over the last 15 years
 - f) The number of BBHs will increase as a consequence of recent rule changes (2019). DfT estimate a 6% increase in the first year

No formal objections to the scheme have been received, although some disabled people expressed concern about it restricting access for Blue Badge Holders at times of operation (10.30am-5pm).

41. The current experimental Traffic Regulation Order has been useful in not only allowing the impacts on traffic to be monitored but also providing time to engage with a range of users of the city centre to ensure their views are captured and brought before Executive Members in this report.
42. Before and during the period of the Experimental Order over the Phase 1 area, surveys have been undertaken recording any

changes in behaviour of those accessing the footstreets area or parking on its perimeter.

43. It should be noted that exclusions similar to those proposed currently happen on a regular basis when events take place in the city. St Sampson's Square and Parliament Street have historically been closed for approximately 100 days per year due to events. This includes 69 main events and a further 30 or so ad-hoc/smaller events (e.g. the carousel and bungee jump activities). These events move the outside cafe tables into the carriageway around St Sampson's Square preventing vehicular access to the area. In addition, York's attractions, events and festivals are a major contributor to increasing footfall in the city centre.
44. Traffic surveys have been carried out to determine the traffic levels in the footstreets area during footstreets hours, and parking surveys conducted in the surrounding streets. This shows that a low single figure of vehicles have been displaced as a result of these current measures. During the surveys by Street Rangers, only one negative comment was received saying the council do not consider blue badge holders having to park to get to shops or banks. During the engagement sessions, however, many general comments from blue badge holders were critical of the measures whilst accepting the need for security.
45. A small survey of Blue Badge Access to a number of city centre areas was undertaken in September 2018 and a report produced (Annex E). Some counts were repeated in May 2019 with the closure in place. These show that the whilst the overall number of Blue Badge Holders slightly declined after access to St Sampson's Square was prevented, this is due to a drop in parking events in Goodramgate and Colliergate/King's Square, which are areas unaffected by the measures. Also, for sixteen days between January and May 2019 the access/exit points, were staffed and a record made of those vehicles using these points and those turned away. The data from these surveys is summarised in Annex D. These surveys provided a good insight into the parking by blue badge holders the length of stay and the reasons for them coming into the city centre.
46. Video surveys were carried out in December 2018, during the extended footstreets hours, with repeat surveys in February 2019 (when the experimental orders were in place). These showed no

evidence that any Blue Badge Holders became trapped in the Phase 1 area.

47. The surveys all indicate that there is a low level of traffic requiring access to the footstreets areas and that sufficient capacity for blue badge holder parking is available in the streets near to St Sampson's Square, which is the only place directly affected by this change to the Traffic Regulation Order. E.g. the approximate capacity of Church Street and Goodramgate (8 and 20 vehicles, respectively) wasn't reached either before or after the experimental order was implemented.
48. Surveys that were done before and during the experimental period, show there is adequate blue badge parking provision outside the Phase 1 area including on Church Street and Goodramgate to accommodate displaced parking from St Sampson's Square. Given that no mitigation was provided during this experimental period the survey results show the limited impact of these measures and therefore the permanent Hostile Vehicle Mitigation measures when they become operational.
49. Concerns from members of the public (disabled people in particular) that these measures (and the potential future phases of the restrictions) will reduce their ability to access the city centre were raised through the engagement process. Mitigation has been discussed and developed to reduce the impact of the measures on disabled people, proposals are contained within Annexes B and C. Officers will now assess the feasibility and approach to implementation. For example, as a result of the measures, the provision to park approximately 10 car spaces (for blue badge holders only) would be lost from St Sampson's Square during Footstreets hours. The mitigation proposed would provide an additional 9 dedicated disabled car parking spaces on the edge of the Footstreets area (north end of Piccadilly). A number of other locations for dedicated disabled bays will be investigated as part of the Minster Neighbourhood Plan to make up for the net loss of blue badge parking close to the Footstreets area.
50. Based on the previous Executive Decision that public safety takes precedence over right of access, it is recommended that the order is made permanent.

Detailed Design

51. Based on advice from our security consultants (MFD International, the Principal Designer of the measures) a sliding bollard system is considered to be the best solution for York. This system is highly effective and meets the required PAS68 rated standard to stop a 7.5 tonne vehicle travelling up to 80kph and sits on a very shallow foot plate. This significantly reduces any issues with services and archaeology.
52. The design for the phase 1 area is substantially complete, see Annex G & H for some examples of the measures elsewhere (G) and simple plans of the appearance of the Phase 1 measures (H). Some work remains around the locations and the technology to support the operation this includes relocation of existing street furniture and ensuring disability access is maintained. Installation of the measures will be completed in advance of the St Nicholas Fair 2020 reflecting the timescales for procurement of the measures, detailed design and the decision making process.

Operational Protocol

53. As part of this work the traffic waiver system for the city centre will be reviewed and a system is being developed to allow permitted access during the footstreets hours. This operational protocol will dictate how this happens to ensure minimum detriment to businesses whilst maintaining security.
54. Draft operational procedures are being developed and agreed with the Network Management team, the Police and Counter Terrorism Unit to ensure that legitimate access is maintained whilst preventing, as far as possible, unauthorised vehicle access into the protected area.
55. The next stage is to determine who will manage the operational access protocol and determine the ongoing cost of this.

Procurement

56. Officers from commercial procurement have been engaged and sit on the project board. If the experimental Traffic Regulation Order is made permanent, the detailed designs will need to be costed and then procured for schemes at both the city centre and at the racecourse.

Council Plan

57. 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; and
 - A Council that listens to residents.

Implications

58. The following are the identified implications.
- **Financial** – It is anticipated that the final measures will have significant costs associated with them including installation and supporting systems and resources to operate and maintain them. Much of this can be covered by the Built Environment Fund dedicated to this programme. A further report will be brought back to Executive to seek approval for the final overall budget and contract following a procurement exercise.
 - If delivered, ongoing revenue will be required to cover the staffing, operation and maintenance of the measures. This will be outlined in the future Executive report as outlined above.
 - The procurement of non-moving bollards at Parliament Street recommendation (F) could be undertaken from existing framework contracts and a maximum expenditure of £100k is expected from the current provisional allocated budget of £1.062m.
 - **Human Resources** – None at this stage
 - **Equalities** – An initial Community Impact Assessment has been completed highlighting the access issues to the Phase 1 area and St Sampson's Centre. This is in line with the Council's legal requirements under Section 149 of the Equality Act 2010. This has been updated to reflect the proposed recommendations in this report see Annex I.
 - Final locations of bollards will need to take account of the necessity to maintain disabled access and reposition existing street furniture or minor adjustments to locations will be undertaken as necessary.

- **Legal** – The Council has powers under the Road Traffic Regulation Act 1984 to make traffic orders for “avoiding or reducing, or reducing the likelihood of, danger connected with terrorism”. Experimental orders may be made for the same reason.

Members are well aware of their general public law duties when exercising decision making powers and in particular are aware of their responsibilities under the Equality Act 2010 to have regard to the public sector equality duty. In summary, those subject to the equality duty must, in the exercise of their functions, have due regard to the need to:

- a. Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act.
- b. Advance equality of opportunity between people who share a protected characteristic and those who do not.
- c. Foster good relations between people who share a protected characteristic and those who do not.

The Act explains that having due regard for advancing equality involves:

- a. Removing or minimising disadvantages suffered by people due to their protected characteristics.
- b. Taking steps to meet the needs of people from protected groups where these are different from the needs of other people.
- c. Encouraging people from protected groups to participate in public life or in other activities where their participation is disproportionately low

The Community Impact Assessment annexed to the report (see Annex I) sets out the key equalities implications of the proposal and the report itself describes the balancing exercise undertaken by Officers. Members must consider these implications in line with the duties described above.

- **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 associated with CCTV cameras required.
- **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. Once in operation, the Council and their partners will be responsible for ensuring reasonable endeavours are taken to maintain the security of the Phase 1 area during the footstreets hours.

Contact Details

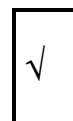
Author:

James Gilchrist
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Chief Officer Responsible for the report:

Neil Ferris
Corporate Director for Economy and
Place

**Report
Approved**



Date 15.08.19

Wards Affected: Guildhall

All

☐

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.

<https://democracy.york.gov.uk/ieListDocuments.aspx?CId=733&MId=10196&Ver=4>

27th September, 2018, Executive report and minutes that agreed to the implementation of the hostile vehicle mitigation measures in the city centre.

<https://democracy.york.gov.uk/ieListDocuments.aspx?CId=733&MId=10472&Ver=4>

Annexes

Annex A – City Centre map showing the Phase 1 area

Annex B – Issues raised from Community Engagement Sessions & Potential Mitigation Options

Annex C – Mitigation on Piccadilly (TRO Plan)

Annex D – Blue Badge Parking surveys (2018/19) and Traffic movements at Access Points (2019)

Annex E - City of York Footstreets - Blue Badge Access (Sept 2018)

Annex F - Stakeholder consultation tracker




Annex G – Images of Matador Automated Sliding Barriers

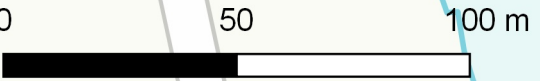
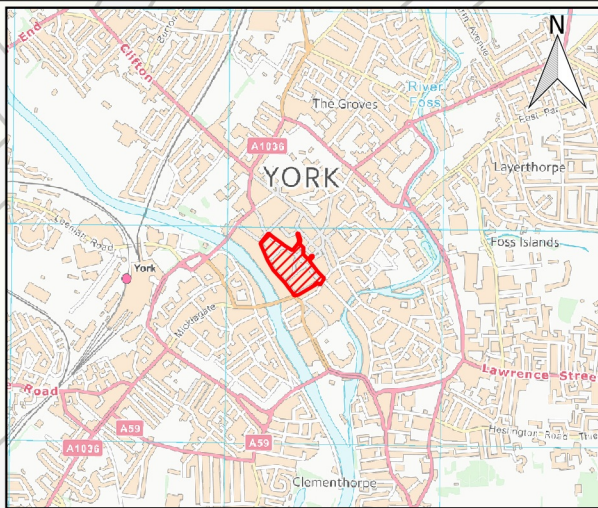
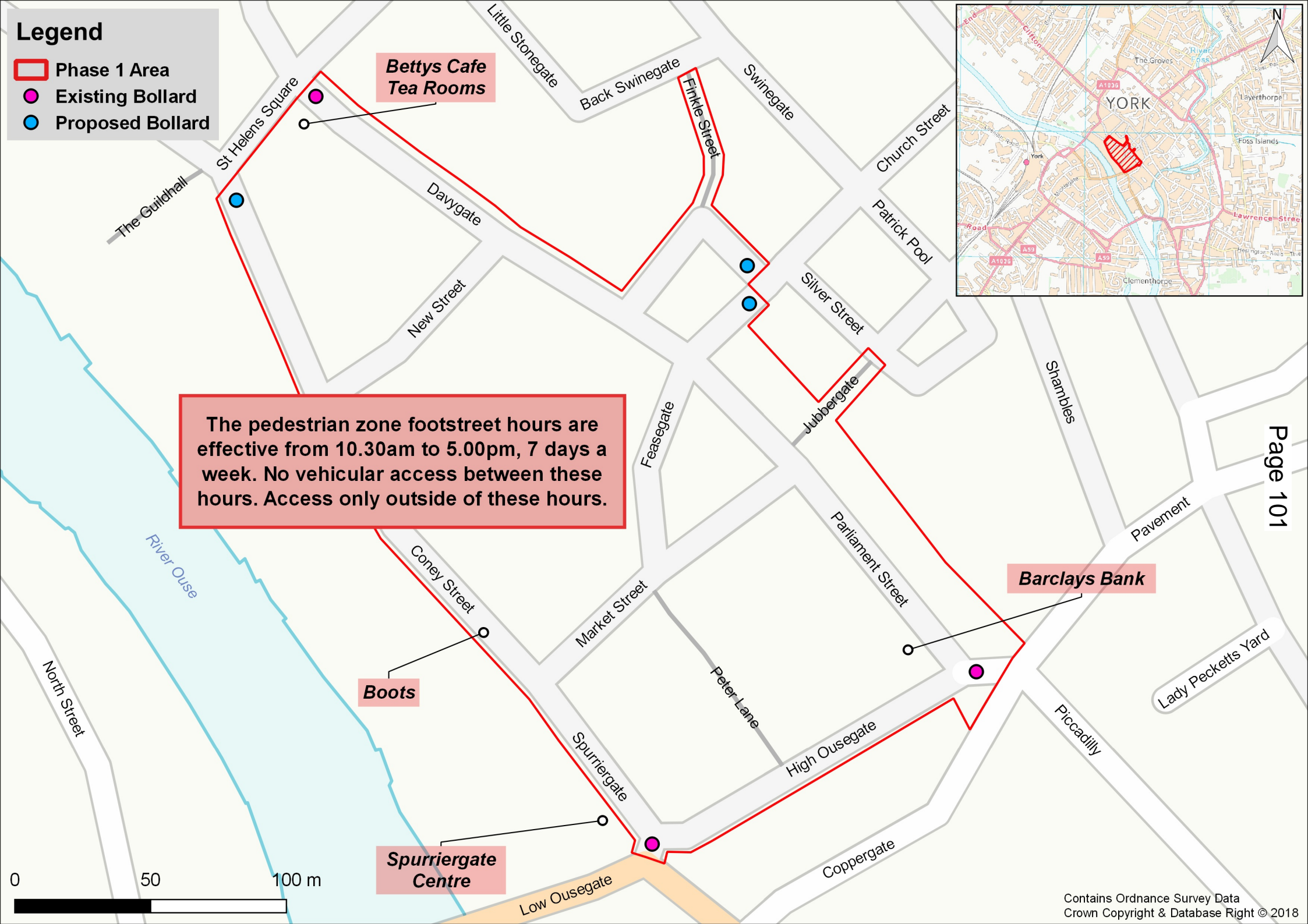
Annex H – Draft Drawings of the location of the Hostile Vehicle Mitigation measures (static and automated) for Phase 1 area

Annex I - Community Impact Assessment - city access 2019 update

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Legend

-  Phase 1 Area
-  Existing Bollard
-  Proposed Bollard



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Annex B

Themes of issues raised in Community Engagement and Potential Mitigation Considered

PARKING FOR PRIVATE CARS / ACCESS FOR TAXIS

THEMES / CONCERNS RAISED -

<i>Proximity of parking the key concern by most. Keen to ensure any disabled parking lost is provided as close as possible to boundaries of the Phase 1 area.</i>	
<i>Loss of Parking on St Sampson's square will put blue badge holders off visiting York.</i>	
<i>One participant said she favoured Union Terrace and St George's Field car parks because they were less crowded and the road surface was good - unlike Bootham Row and Castle car parks.</i>	
<i>Blake St and Lendal - difficult to get wheelchair out of vehicle</i>	
<i>Suggestion of more disabled spaces on north end of Piccadilly as this is close to Footstreets.</i>	
<i>Important that existing disabled bays at castle car park are not lost.</i>	
<i>Scattering disabled spaces is more useful than "grouping" loads in one area</i>	
<i>Marygate car park works for larger vehicles because it's not barriered.</i>	
<i>Need for improved visibility of BBH parking areas though amended website and/or leaflet (Chester example - www.visitcheshire.com/visitor-information/accessible-chester)</i>	
<i>Would not like to see Blake Street and Lendal form part of the first phase. The idea of manual measures used during events only (not full time); and this seem to be favoured.</i>	
<i>Would Taxis retain access to Kings Square / St Helen's Square?</i>	
<i>Part of Duncombe Place rank could be used for disabled parking</i>	
<i>Taxi Rank mixed use (day - disabled parking / night - taxi rank) was supported by many disabled people who use taxis</i>	
Mitigation Considered / Requested	Council response / action
The Library – currently, the 2 dedicated bays (for library users only) operate a 2-hour maximum stay, should be increased to 3-hour max.	To be implemented now - To be progressed and advertised on as part of the city centre TRO amendments.
Improve surface and lighting at Bootham Row car park	For future consideration - Could be investigated as part of car park maintenance programme.
Conversion of Piccadilly taxi rank to part time dedicated disabled bays (1000-1800). Provides 2 bays.	This is a little used taxi rank and the change would not affect taxi-users outside these hours. To be

	progressed as part of this project. Change to TRO would be required.
Blue badge parking lost due to Castle Gateway Development (number being clarified as part of these proposals)	For future consideration - St Georges Field car park currently has 6 disabled bays which would increase to 22 spaces with the proposals at St Georges Field for a multi-storey.
Piccadilly, north end opposite taxi rank Dedicated disabled bays	To be progressed as part of this project. This would increase the parking availability on the edge of the Phase 1 area by 7 No. spaces. Change to the TRO would be required
Dedicated disabled bays - Blake St and Lendal 10:30-17:00, and loading outside these hours.	Not to be progressed - BBHs will continue to have vehicular access 24 hours a day. Part-time dedicated bays were reviewed but would prevent loading on these streets (plus visual impact of signs/lines and therefore no change proposed.
Dedicated disabled bays on Deangate, immediately in front of Minster school.	Council will request this to be considered as integral part of Minster Neighbourhood Plan.
Dedicated disabled bays on Duncombe Place outside St. Wilfred's Church	Council will request this to be considered as integral part of Minster Neighbourhood Plan.
Dedicated disabled bays outside the Minster.	Council will request this to be considered as integral part of Minster Neighbourhood Plan.
Pavement (outside M&S) old bus stop, dedicated blue badge bays	Not to be progressed - This is a sub-standard width lay-by and whilst it may be suitable for brief stops to drop off and pick up it is not considered suitable for parking.
North Street, dedicated blue badge bays requested.	Not to be progressed - On North St, Blue badge holders are currently able to stay on the double yellow lines for up to 3 hours and for unlimited period on existing on-street bays (including existing residents parking bays.)

Space outside Art Gallery, dedicated blue badge bays requested.	Not to be progressed - This is a predominantly traffic-free space and introducing parking bays could reduce amenity for pedestrians including disabled people. Therefore no change proposed.
St Saviourgate - conversion of the taxi rank to blue badge bays considered	Not to be progressed - This is a very well used taxi rank (including by disabled visitors) on the edge of the pedestrian zone with no alternative option close by. Taxis also provide a key service to some people with reduced mobility.
Duncombe Place, conversion of the taxi rank to dedicated disabled bays.	Not to be progressed - This is a very well used taxi rank on the edge of the pedestrian zone and is used by disabled people to access the Phase 1 area. Council will request that this is considered as part of the development of the Minster Neighbourhood Plan. Blue badge holders can park for up to 3 hours on the existing yellow lines on Duncombe Place.
Rougier St, conversion of the taxi rank to dedicated disabled bays.	Not to be progressed - This is a bus stop during the day and a well-used taxi rank overnight.

SHOPMOBILITY / DIAL & RIDE**THEMES / CONCERNS RAISED -**

<i>Feeling amongst users that ShopMobility is an excellent service and should be better supported / promoted more clearly to visitors. Suggestion of relocating to castle car park.</i>
<i>Piccadilly ShopMobility shuts in the evening, may limit use in late afternoon.</i>
<i>Height restriction in car park puts off many people and Wheelchair Accessible Vehicles (WAVs) unable to access (height restriction).</i>
<i>ShopMobility - staffing issues - when only one person working they cannot go elsewhere to deliver scooters etc if needed</i>
<i>Suggestion that operating service later into the day could increase use (subject to funding)</i>

Mitigation Considered / Requested	Council response
Further support requested plus better publicity.	Action taken - Council has just committed further financial support to Shopmobility and will hold discussions with the operators regarding potential improvements to publicity through MyCityCentre project.
Dial & Ride accommodating city centre on extra days	Action taken - Council is renewing grant to Dial & Ride and working with them to ensure access improved. Dial & Ride vehicles will be allowed into the Phase 1 area during footstreets hours at their allocated times as currently.
Consider setting up Dial & Ride shuttle service serving the Phase 1 area from the main city centre car parks.	Potential future consideration - Further work is required to identify what additional resources would be required, what capital and revenue funding options there are and potential locations and routes.
Dedicated access during footstreets hours to specific charity used vehicles. A small number of charities do drop off/pick up to city centre on particular days using same vehicles each time.	Not to be progressed - If they have blue badge holders on board, vehicles will continue to be able to access Blake St & Lendal to drop-off / pick up disabled passengers at any time. No dedicated charity pick-up/drop-off bay is proposed.

SURFACE OF FOOTWAY / CARRIAGEWAY & REST POINTS**THEMES / CONCERNS RAISED -**

<i>Important to have routes with good pavements and no cobbles.</i>
<i>Cobbles a major hindrance for wheelchair users but appreciation that part of the City's historic core – could designated paths be made that have smoother surface.</i>
<i>Comments that if measures safety related, Council should also protect the bridges.</i>
<i>Many car parks too far from footstreets area for some disabled people - a lack of sufficient rest-points</i>
<i>Rest points vital for some with dementia and many other disabled people.</i>
<i>Bootham Row poorly lit.</i>
<i>Many people positive about combining static measures and seating (as the stone blocks at West end of Minster)</i>
<i>Call for better signposting for disabled visitors (on foot)</i>

Mitigation Considered / Requested	Council response
Footway surface improvements in city centre to improve routes between car parks and city centre, particularly for wheelchair users.	Not to be progressed – Future options will be considered as part of Castle Gateway and My City Centre project.

Other Issues**THEMES / CONCERNS RAISED –**

<i>MS Society and MySightYork concerned that their carers won't be able to do 'drop-offs' of people in the footstreets area as they do at present.</i>
<i>Accessing the city centre before 10.30 is not possible for some disabled people who are unable to get themselves ready before then</i>
<i>Carers Drop-off zone needed as well as parking</i>
<i>Suggested allowing BBHs to register when they wanted to access the city with specific times and allowing them access like this</i>
<i>Feeling that York had become less accessible to blue badge holders over the last 15 years</i>
<i>Concern over the design of bollards - would the tracks be flat/wide enough to trap wheelchair wheels?</i>
<i>Participants concerned about the Post office relocation as it will fall within the Phase 1 area.</i>
<i>Once measures agreed, need for CoYC follow up letter to include map of where people can and can't park.</i>
<i>Note – the number of BBHs will increase as a consequence of recent rule changes (2019). DfT estimate a 6% increase in the first year</i>

Mitigation Considered / Requested	Council response
Change pedestrian zone hours to make the start later than 11.30	Not to be progressed - Access to Blue Badge Holders is permitted until 10.30 and this will continue to be the case.
CYC to continue to fund the York pages of the AccessAble website and provide (1) a link to the Council web page on all the transport / parking info sections on the website; and 2) Advertising ShopMobility services, either directly on the AccessAble page or via the aforementioned links.	Action taken - Council has recently renewed 2019/20 contract with AccessAble and will discuss improving information with them.
Design Check	To be implemented now - Sliding bollard Measures to be compatible with wheelchairs
Carers Drop Offs	Not to be progressed at this time - If they have blue badge holders on board, vehicles will continue to be able to access Blake St & Lendal to drop-off / pick up disabled passengers at any time.
Improve Publicity	To be implemented now - Before measures implemented, Council will improve their publicity showing where and when blue badge holders can park and when.

Annex C

Proposed Traffic Regulation Order Changes on Piccadilly

Location 1



Convert the area currently an 11am to 6am taxi rank to:

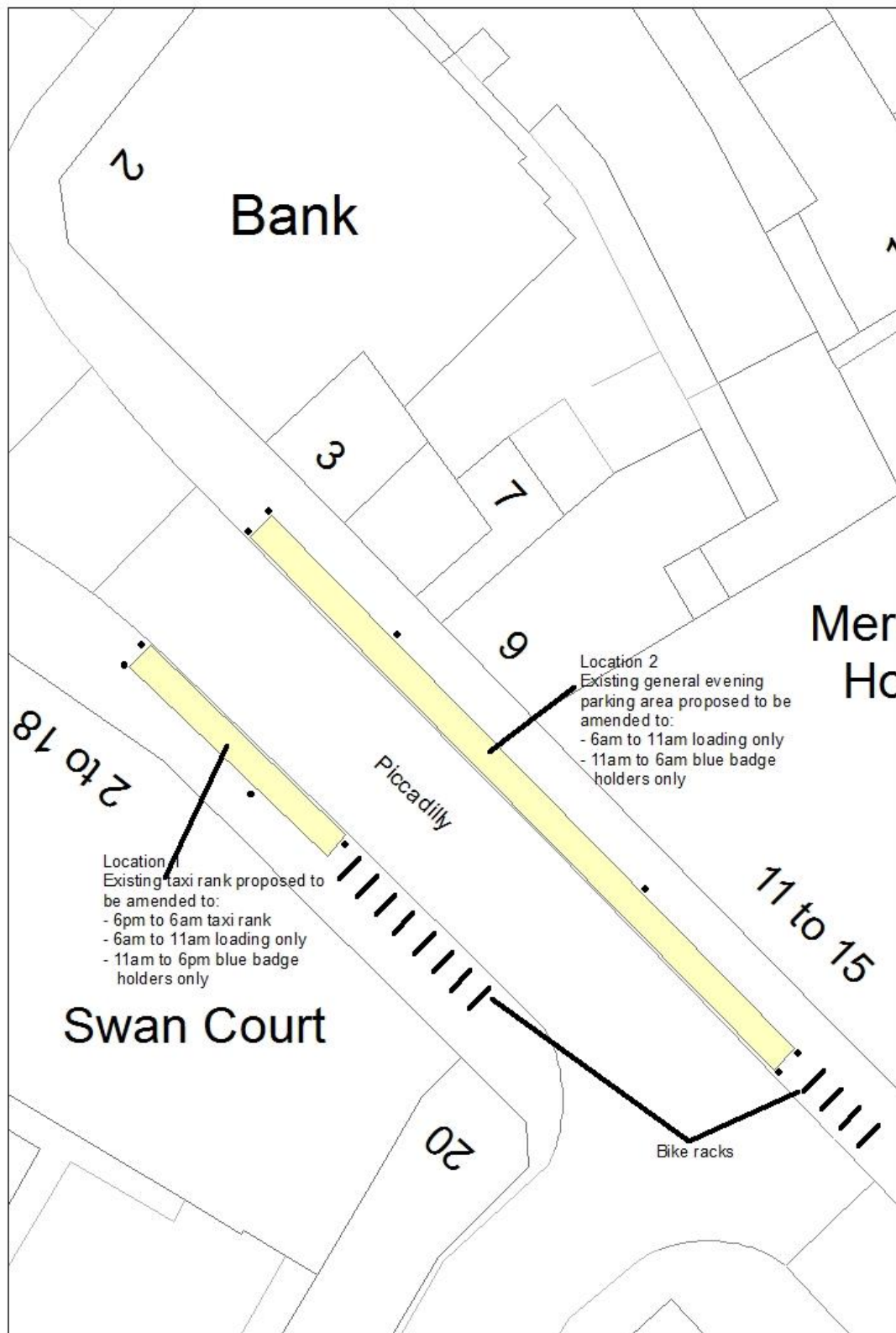
- 6pm – 6am to following morning, taxi rank
- 6am – 11am, loading only
- 11am to 6pm, blue badge holder parking only with no maximum duration of stay within that period

Location 2



Replace the general overnight parking provision and with:

- 6am to 11am, loading only
- 11am to 6am the following morning, blue badge holder parking only with no maximum duration of stay within that period



Annex D - Blue Badge Parking surveys (2018/19) and traffic movements at Access Points (2019)

Blue badge holder parking surveys

Surveys of blue badge holder (BBH) parking were conducted in 2018, before the experimental traffic regulation order closed St Sampson's Square to access during the foot street hours, and repeated in May 2019 with the closure in place. The surveys were conducted during the foot street hours 10:30 – 17:00.

Street	Total number BBH parking events					Maximum number parked		Approx. Capacity
	Fri Aug 2018	Sat Aug 2018	Mon Sep 2018	Fri May 2019	Sat May 2019	2018	2019	
Blake Street	23	23	21	17	21	9	9	12
St Helen's Square	1	0	0	2	2	1	1	10
Lendal	11	6	5	4	3	6	3	8
Church Street	4	2	11	6	1	4	4	8
St Sampson's Square	17	8	13	0	1	5	1	20
Goodramgate	-	30	27	19	19	9	9	20
Colliergate & King's Square	-	9	23	14	10	7	6	14
Total	56	78	100	62	57			

The average stay for blue badge holders in 2018 was 1hour 11 minutes on a weekday and 1hour 37 minutes on the Saturday. In 2019 the average length of stay was 1hour 14 minutes on both days.

In addition to the surveys summarised above there were sixteen days between January and May 2019 when the access points for the foot street area were staffed to monitor the access by permitted vehicles and the numbers turned away including blue badge holders.

The Street Rangers monitored parking in Swinegate, Back Swinegate, King's Square and Goodramgate from 22 November to 3 December 2018 between 9:00 and 17:00. Blue badge holders rarely used Swinegate and Back Swinegate with a maximum of two noted in a day but generally none were seen. Parking in King's Square and Goodramgate followed similar patterns to those summarised above. Blue badge holders were always parked in Goodramgate, with a maximum of nine noted, and a maximum of six parked in King's Square.

Surveys at proposed access and exit points

For sixteen days between January and May 2019 the access/exit points, as listed in the table below, were staffed and a record made of those vehicles using these points and those turned away. The days selected included all days of the week.

	Church Street	Nessgate Spurriergate	Parliament Street	Davygate	Coney Street
Vehicles that have waivers	13	4	11	6	11
Emergency services	13	11	13	8	7
Bullion carriers	15	1	8	5	14
CYC vehicles	15	2	8	9	3
Dial & Ride	18	0	0	14	0
Royal Mail Group	15	3	16	3	16
Total 'admitted'	89	21	56	45	51
Average per day	5.6	1.3	3.5	2.8	3.2
Turned away	11	0	33	4	3
BBH turned away	13	0	1	0	2

To note is the number of Blue Badge Holders turned away, the majority of these were at Church Street and of the thirteen turned away nine were in January – the first three days surveyed.

The average per day gives an indication of how frequently any automated measures would operate.

In addition to the data collected above video surveys were carried out in December 2018, during the extended foot street hours, with repeat surveys in February 2019. These surveys indicated a very low level of traffic throughout the foot street hours with very similar results to those tabulated above. There was no indication that during these surveys, when the points were not staffed, that any drivers moved the lift out bollards to gain access unless they had legitimate reason to do so. The types of vehicles recorded were as categorised above with a few unmarked vans (these may have had waivers). There is no evidence that any Blue Badge Holders tried to access the foot streets, or were trapped when the bollards were put in place.



City of York Footstreets Blue Badge Access

September 2018

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York City Blue Badge Access

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Executive Summary

Guidance & Legislation

Traffic Advisory Leaflet 5/95

The Department for Transport's Traffic Advisory Leaflet 5/95 stipulates that parking for disabled people should not be further from major destinations (e.g. banks, Post Office, large store, supermarket) than the following:

- 150 metres for the visually impaired or wheelchair users;
- 100 metres for those who are ambulatory without a walking aid, and
- not more than 50 metres for stick users

This is guidance, and while the distances specified are recommended, the Advisory Note recognises that there are situations where those ranges cannot be satisfied and thus other adjustments, such as the provision of resting places, should be included.

Personal Independence Payments "Walking Around"

Automatic eligibility for a Blue Badge under the Personal Independence Payments process, which has largely replaced Disability Living Allowance, is for those that "Can stand and then move unaided more than 20 metres but no more than 50 metres". This has been interpreted to mean that those unable to walk more than 50 metres unaided are eligible.

The Equality Act (2010)

The Equality Act 2010 is silent on any requirement as to the provision of parking.

Public bodies must not, in the exercise of their functions, "do anything that constitutes discrimination, harassment or victimisation" (section 29(6)). There is no test case to confirm or otherwise whether a failure to provide disabled parking within a reasonable distance of public facilities is discriminatory.

Unlawful discrimination may be direct or indirect.

- Direct discrimination applies to a person who because of a protected characteristic is treated less favourably
- Indirect discrimination applies when a "provision, criterion or practice" places one group of persons with a protected characteristic at a disadvantage.

The Act recognises at an early point there are limitations and potentially wider interests. It states that indirect discrimination can be lawful if it can be demonstrated to be a "proportionate means of achieving a legitimate aim" (section 19(2)d)].

In respect of the proposals for the footstreets, these may be considered a legitimate aim and the consequences proportionate.

Forthcoming Considerations

The Government announced in July 2018 its intention to issue new Regulations to open up eligibility to the Blue Badge for those with mental, cognitive or intellectual disabilities (sometimes referred to as "hidden disabilities").

Footstreets Surveys

Evidence from actual users of the current footstreets arrangement has been gathered through survey. Observations and interviews were conducted during effective footstreet closure hours (10:30-16:45) on Friday 17th, Saturday 18th August and Monday 10th September 2018. Over 100 Blue Badge users were interviewed across the three days.

Coverage

The surveys covered the following streets, clustered into zones for purposes of analysis:

Zone	Street
St Helen's	Blake Street
	St Helen's Square
	Lendal
St Sampson's	St Sampson's Square
	Church Street
	Goodramgate
King's	King's Square
	Colliergate

Parking Events

The number of parking events occurring within the footstreets surveyed is around 80-120 per day. The purpose of those using Blue Badge parking is dominated by local users accessing the goods and services of a regional centre. Out of over 100 interviewed, only five of the users interviewed were in York as tourists and only two users had not driven directly from their home.

Peak demand was around mid-morning on the weekdays. On the Saturday the peak was reached at around 11:30 and demand remained high until 14:30. However none of the streets reached their practical capacity. 90% of the drivers said that finding somewhere to park had been straight-forward.

A notable number of the Blue Badge users, on the weekday, were already parked before the footstreets were closed at 10:30.

On a weekday, a greater proportion of trips are short stay, potentially consisting of single purpose trips. The average stay on the weekday is 1 hour 11 minutes. On the Saturday a greater proportion of stays are longer and the average duration of stay is 1 hour 37 minutes.

The Significance of Access to the Footstreets

Important factors when choosing where to park was dominated by two things. The proximity to the destination was cited as the principal reason for 69% of users. A further 20% required sufficient space around the vehicle access in and out. A number of users would look to avoid reversing.

Seventy percent of those observed were seen to use some form of aid or were reliant on the assistance of others when travelling to/from their vehicle.

Mobility Aid	Freq
None Seen	31
Walking Stick	35
Walking Sticks/Crutches	6
Frame	7
Wheelchair	17
Pushchair	1
Mobility Scooter	3
Assistance	4
Not Known	6

The average distances to the principal or first destinations given, and that to the furthest destination given by each user, is shown in the table below¹.

Table 1: Average Walk Distances by Street

Street	Average Distance to Principal Destination (metres)	Average Distance to Furthest Destination (metres)
Blake Street	170	190
St Helen's Square	-	
Lendal	200	280
Church Street	110	170
St Sampson's Square	90	130
Goodramgate	170	210
King's Square	130	170
Colliergate	130	280

For comparison, the typical walk distances from York's central car parks and the Park and Ride alighting point to St Sampson's Square is over 500 metres. From the periphery of the footstreets, all locations can be reached within around 300 metres.

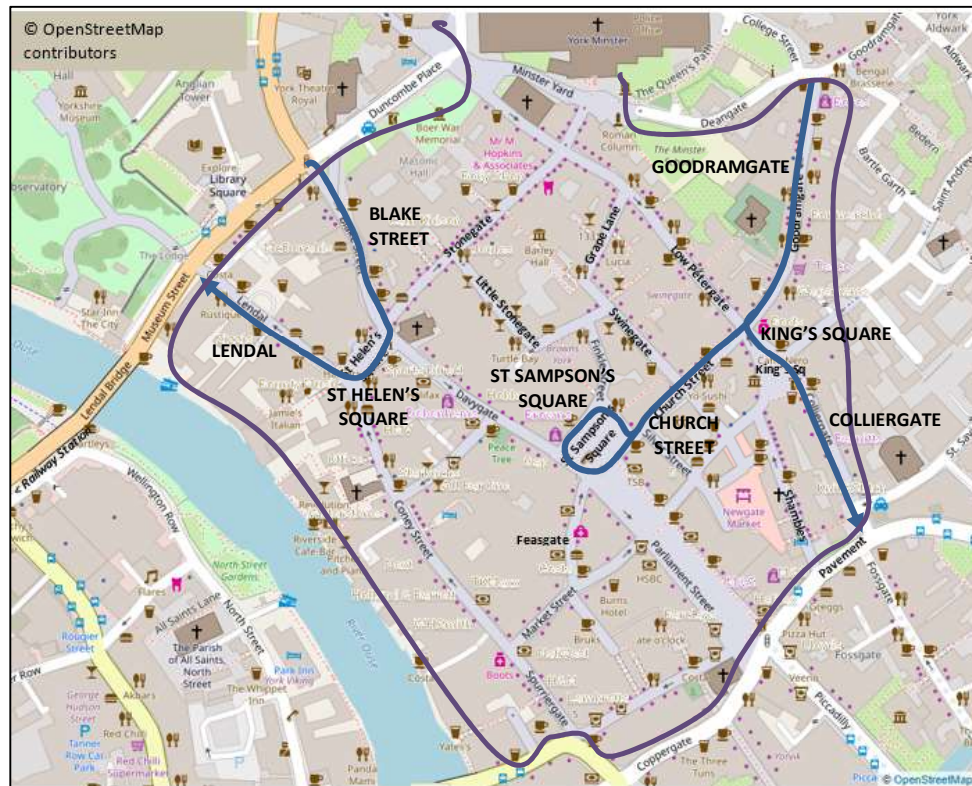
Economic Impacts

The average expected spend for the Blue Badge users interviewed on a weekday was £29. On the Saturday it was £39. Over a year, Blue Badge users parking in the streets covered could be considered to spend nearly £1 million in the City.

¹ Distances are calculated as straight-line crow fly distances with a 1.2 factor to applied to represent actuals pathways.

1 Introduction

The current arrangement in York is that the footstreets are closed to general traffic between 10:30 and 17:00 on every day. During this daytime closure, some roads and routes, shown in blue below, remain accessible to those with Blue Badges.



There are no parking bays within the streets identified; parking for those with Blue Badges is on yellow lines for up to three hours as permitted under the scheme.

There are specially marked parking bays for disabled drivers outside the footstreets. There are for example seven such Blue Badge bays in Tower Street.

In preparation for the consultation on reducing access to some parts of the footstreets, York City Council sought to understand more about those that may be impacted by any decision. In particular this investigation has set out to provide a view and understanding on the likely impact.

This report seeks to answer the following question:

What is the evidence that an extension of the restricted area will diminish access for those with mobility needs to an unacceptable level?

Subsequent work, in light of this evidence, will consider what steps may be taken to mitigate those impacts.

This report sets out our understanding of policy. It is written to provide context and understanding for the matters considered. It does not constitute and cannot be relied upon as legal advice.

2 Blue Badge Overview

The Department for Transport state that “the aim of the Blue Badge scheme is to help people who have severe mobility problems to access goods, services and other facilities by allowing them to park close to their destination.”²

The scheme began in 1971 (then known as the Orange Badge scheme). The Blue Badge scheme is recognised worldwide although there are differences in eligibility and application between countries³.

2.1 Principle

The scheme allows Blue Badge holders, either as driver or passenger, to park without charge or time limit in on-street disabled bays and bays governed by on-street parking meters/pay and display machines.

Blue badge holders can also park on yellow lines for up to three hours, unless there is a loading ban in force.

2.2 Scheme Operation

While a national scheme, Blue Badges are administered by local authorities. The local authority is responsible for determining eligibility. Local authorities may charge up to £10 for a Badge.

2.3 Eligibility

Those that automatically qualify for a Blue Badge are over two years of age and meet one or more of the following:

- They receive the higher rate of the Mobility Component of the Disability Living Allowance. (The Disability Living Allowance is being phased out; all claimants are expected to have been migrated onto Personal Independence Payments by 2019)
- Is registered blind
- Receives a War Pensioner’s Mobility Supplement
- Received a lump sum benefit within tariff levels 1-8 of the Armed Forces and Reserve Forces (Compensation) Scheme and has been certified as having a permanent and substantial disability which causes inability to walk or very considerable difficulty in walking.
- Receives a Personal Independence Payment for being unable to walk further than 50 metres (a score of 8 or more on the “moving around” activity).

People may also qualify for a Blue Badge if

- they are over two years old and have a permanent and substantial disability which causes inability to walk or very considerable difficulty in walking;

² Material in this section is drawn principally from Department for Transport, 2013 “Can I get a Blue Badge” and House of Commons Library (2018) Briefing Paper 1360 “Blue Badges and parking for disabled people in England”.

³ Within the UK, the Blue Badge scheme is a devolved matter with some differences also between England, Wales, Scotland and Northern Ireland. This note will represent the English position.

- drive a vehicle regularly, have a severe disability in both arms and are unable to operate, or have severe difficulty operating all or some types of on-street parking equipment
- they are a parent of a child who is less than three years old and has a specific medical condition that means they must always be accompanied by bulky equipment and/or need to be kept near a vehicle at all times for reasons of treatment or to get to a place of treatment urgently.

Some organisations may be eligible for a Blue Badge if they both care for and transport people who themselves meet the eligibility criteria and issuance of such a badge makes practical sense over using the badges of the individuals being transported.

Like the Disability Living Allowance that it is replacing, the Personal Independence Payment is intended to help with the extra costs arising from ill-health or disability. It is not means-tested.

2.4 Coverage

It is an on-street parking concession. It does not apply to off-street car parks, although councils and private car park operators may offer specific parking bays for Blue Badge users and where parking is otherwise charged, may elect not to charge for use of those bays.

While a national scheme, some of London is exempt. Four boroughs operate their own separate schemes for those that specifically live or work in those boroughs:

City of London	Red Badge Scheme
City of Westminster	White Badge Scheme
Royal Borough of Kensington and Chelsea	Purple Badge Scheme
Borough of Camden (part)	Green Badge Scheme

2.5 Forthcoming Changes to Eligibility

Currently automatic eligibility for a Blue Badge in England applies to those that score 8 or more in the “moving around” activity under the Personal Independence Payment scheme. The Government set this level with a view that it was similar to the extant eligibility criteria⁴.

In Scotland and Wales individuals attain automatic eligibility to a Blue Badge for a score of 8 or more on the “moving around” activity (as in England) or a score of 12 or above on the “planning and following journeys” activity.

In January 2018 the Government consulted on extending the eligibility of the Blue Badge in England to those with mental, cognitive or intellectual disabilities (sometimes referred to as “hidden disabilities”). As a consequence, the Government announced in July 2018 its intention to issue new Regulations to open up eligibility to these groups. At this stage it is not confirmed that the criteria will be the same as Scotland and Wales.

⁴ Norman Baker, Transport Minister, House of Commons Debate 25 January 2013

3 How Far is Far?

3.1.1 Traffic Advisory Leaflet 5/95

The Department for Transport's Traffic Advisory Leaflet 5/95 stipulates that parking for disabled people should not be further from major destinations (e.g. banks, Post Office, large store, supermarket) than the following:

- 150 metres for the visually impaired or wheelchair users;
- 100 metres for those who are ambulatory without a walking aid, and
- not more than 50 metres for stick users

These distances are the recommended maximum walking distances without a rest. The guidance states that if there is insufficient parking within the distances shown then "every effort should be made to provide resting places on pedestrian routes to and from" the nearest parking spots.

3.1.2 Personal Independence Payments "Walking Around"

Automatic eligibility for a Blue Badge is defined by achieving a score of 8 or more in the Personal Independence Payments "walking around" criteria. This score of 8 applies to those that "Can stand and then move unaided more than 20 metres but no more than 50 metres" (Part 3 of Schedule 1 to the Social Security (Personal Independence Payment) Regulations 2013 (SI.No.377/2013)). Whereas other criteria within the schedule are clear about distances achieved aided or unaided, this criterium is silent on the distance achieved aided. It is not clear whether someone unable to walk more than 50 metres unaided but able to walk considerably further aided, using any device, including a prosthesis, which improves, provides or replaces the claimant's impaired physical or mental function still satisfies the criterium. This has been subject to case law with contrary conclusions⁵.

The implications for York for an interpretation that considers that the descriptor applies only when unaided, may be that access distances of no more than 50 metres does not present such a defined limit. Some Blue Badge users will have use of an aid and in such cases, for some, this may reasonably enable them to achieve greater range. The Department's guidance indicates that while the distances specified are recommended, there are situations where those ranges cannot be satisfied and thus other adjustments, such as the provision of resting places, should be included.

3.2 Application of the Equality Act (2010)

The Equality Act 2010 is silent on any requirement as to the provision of parking.

Public bodies must not, in the exercise of their functions, "do anything that constitutes discrimination, harassment or victimisation" (section 29(6)). There is no test case to confirm or otherwise whether a failure to provide disable parking within a reasonable distance of public facilities is discriminatory.

Unlawful discrimination may be direct or indirect.

- Direct discrimination applies to a person who because of a protected characteristic is treated less favourably

⁵ This has been subject to case law with contrary conclusions

- Indirect discrimination applies when a “provision, criterion or practice” places one group of persons with a protected characteristic at a disadvantage.

Section 149 states that a public authority must, in the exercise of its functions “have due regard to the need to....advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it.”

This includes having due regard to the need to “take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it”.

The Act includes a statement that “the steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons’ disabilities” (section 149(4)). Access to and the provision of parking near public facilities for that specific group may be considered to be such a step.

The Act recognises at an early point there are limitations and potentially wider interests. It states that indirect discrimination can be lawful if it can be demonstrated to be a “proportionate means of achieving a legitimate aim” (section 19(2)d)].

In respect of the proposals for the footstreets, these may be considered a legitimate aim and the consequences proportionate.

4 Footstreets Parking Survey

Evidence from actual users of the current footstreets arrangement has been gathered through survey. Observations and interviews were conducted during effective footstreet closure hours (10:30-16:45) on Friday 17th, Saturday 18th August and Monday 10th September 2018.

4.1 Coverage

The surveys covered the following streets, clustered into zones for purposes of analysis:

Zone	Street
St Helen's	Blake Street
	St Helen's Square
	Lendal
St Sampson's	St Sampson's Square
	Church Street
	Goodramgate
King's	King's Square
	Colliergate

4.2 Parking Beats

Parking beat surveys were conducted on all streets at 15-minute intervals. For each beat, part of the registration of every vehicle displaying a Blue Badge was recorded. This provides the number of parking events, their duration of stay to within 15 minutes and an accumulation over the day.

4.3 User Interviews

We also undertook face to face users with a sample of those parking with Blue Badges in these streets. Most users were interviewed when they arrived and were parking. In some instances we got the interview on the user's return.

The sample can be deemed to be random in that interview candidates were selected based on being the next available candidate following completion of any previous survey. In that regard there was no pre-disposition or apparent bias of those approached. Over the three days of survey, over 100 people were interviewed. The questionnaire used is presented as an appendix.

4.4 Margin of Error

Necessarily the results presented here are based on the sample of users interviewed on three days. Where percentages are calculated, these are estimates of the true percentage if we were to interview all the population of Blue Badge users parking in the streets considered. For the purposes of this report, percentages derived from the total sample may be considered to have a margin of error of ± 8 percentage points at a 90% level of confidence. We are 90% confident that a value reported to be 18% should therefore be interpreted as being 90% confident that the actual value lies between 10 and 26%. Percentages relating to sub-sets of the data (such as a Street or day) will have greater margins of error.

5 Beat Analysis

5.1 Quantum – How Many Users are Affected?

Results from the beats indicate that the number of parking events that occur during foot street hours for the locations observed is around 80-120, being higher on a weekday. Note in the following table that on the Friday, beats were not included for the streets in the King's zone.

Table 2: Blue Badge Parking Events

Street	Friday	Saturday	Monday
Blake Street	23	23	21
St Helen's Square	1	0	0
Lendal	11	6	5
Church Street	4	2	11
St Sampson's Square	17	8	13
Goodramgate		30	27
King's Square		3	14
Colliergate		6	9
Total	56	78	100

5.2 Demand Profiles

The following figure demonstrates the accumulation of demand over each of the days for each street. The horizontal line represents an assessment of *practical* capacity in the street; that is the point at which users may consider that there is little opportunity to park conveniently and taking account of a number of inefficiencies in the way vehicles will be positioned relative to each other.

The graphics indicate that all locations are carrying considerable capacity over that demanded during observation. The figures do not include other uses of the road space otherwise available to Blue Badge parking.



Figure 5.1: Sections of St Sampson's Square Closed

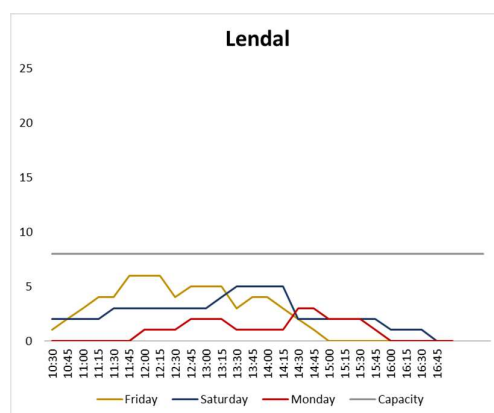
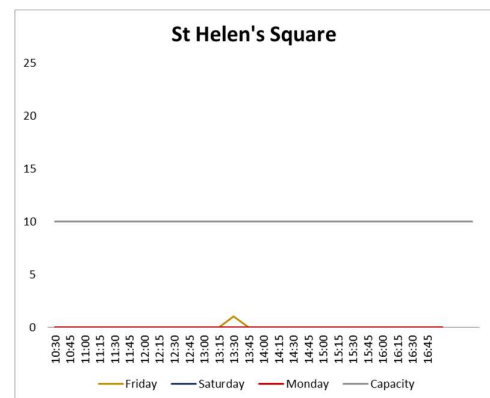
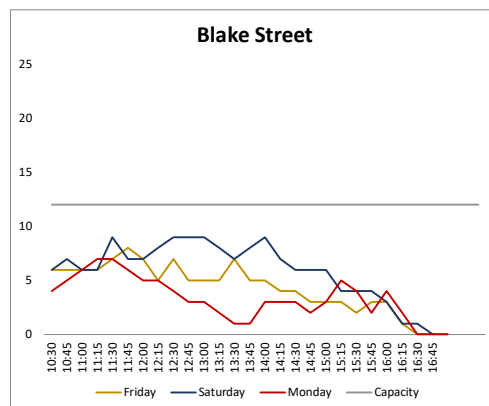
During August part of the roadway around St Sampson's Square is closed to traffic on account that it is occupied by tables and chairs used by local business. The tables and chairs are displaced from the central area by a bungy jump attraction.

Other occupation of the capacity occurs through various essential service vehicles and on occasion unauthorised use.

Notwithstanding during observations on all survey days, while Blake Street, Lendal and Goodramgate were popular destinations, they did not appear to reach a point where all capacity was taken.

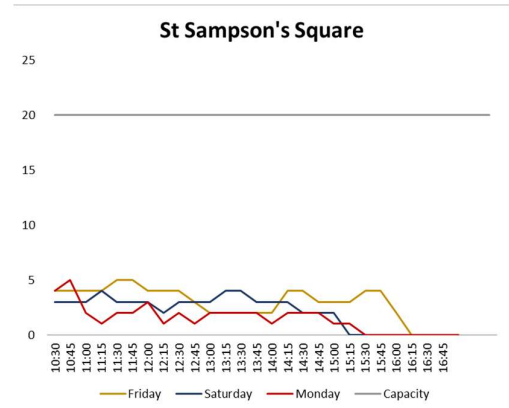
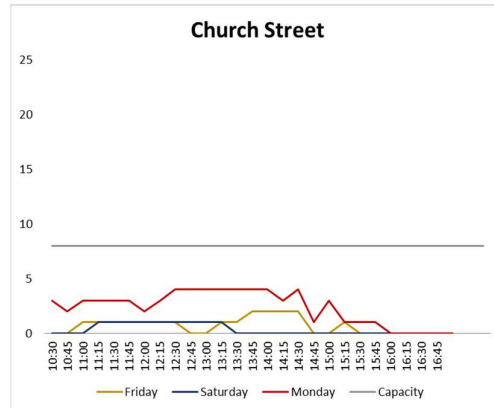
Notable is that St Sampson's Square, which offers the greatest penetration to the footstreets, carried considerable spare, even with some of the Square closed.

5.2.1 St Helen's

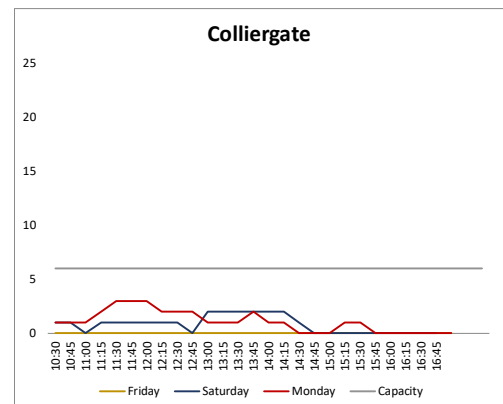
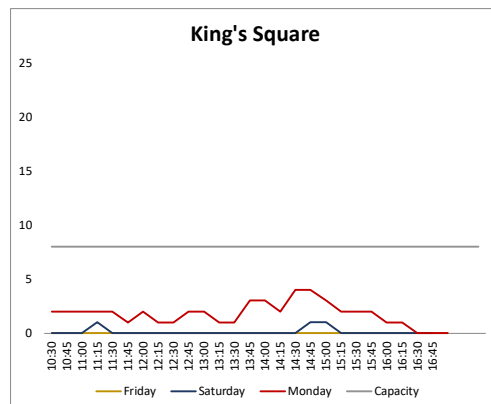
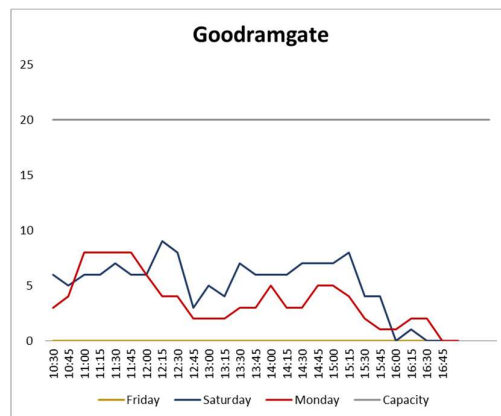


York City Blue Badge Access

5.2.2 St Sampson's



5.2.3 King's



5.2.4 Area Profile

The following charts show all streets combined. These illustrate the difference in overall accumulation profile between:

- Saturday, showing a convex demand with the peak at lunchtime, and
- A weekday with two peaks either side of lunch with the morning peak larger.

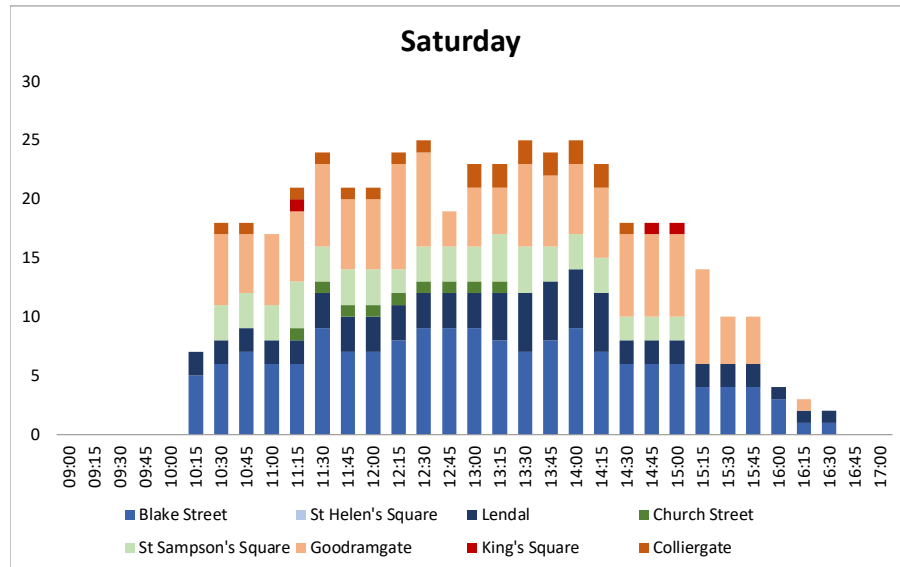


Figure 5.2: Saturday Accumulation

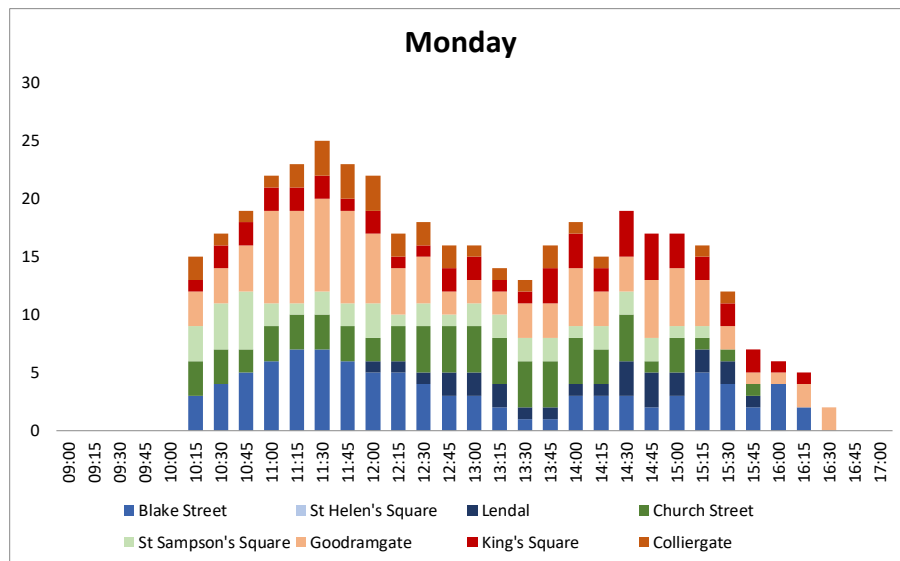


Figure 5.3: Monday Accumulation

These profiles are consistent with parking demand profiles that we would expect from other car parks. The Blue Badge users are not displaying any particular divergence from the behaviour and habits of the general population.

Of note is that a number of the Blue Badge users, on the weekday, were already parked before the footstreets were closed at 10:30.

5.3 Duration of Stay

Information from the beats provides indication of the actual duration of stay. For the following analysis, those already parked, and those still parked on the last beat are excluded from analysis as we cannot be certain of their total duration of stay; only those that we have observed both arrival and departure times are included.

The figure indicates the difference between how the Blue Badge access is used. On a weekday, a greater proportion of trips are short stay. These are potentially single purpose trips. On the Saturday a greater proportion of stays are longer.

The average stay on the weekday is 1 hour 11 minutes. On the Saturday it is 1 hour 37 minutes. On all days we observed that a small number of Blue Badge users moved between streets; these are interpreted here as separate stays.

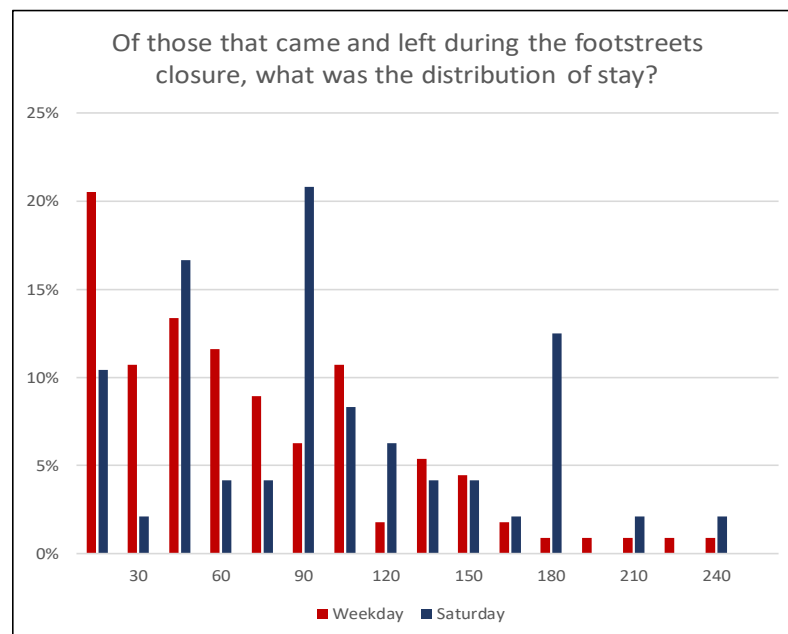


Figure 5.4: Distribution of Duration of Stay between days

6 Interview Analysis

6.1 Distribution of Destinations

Respondents were asked where they were going. They were encouraged to give up to three locations they expected to or had visited. Those destinations mentioned are plotted in the following figures for each of the streets surveyed. A larger mark is used to represent a generic central point in the street in which the user was parked.

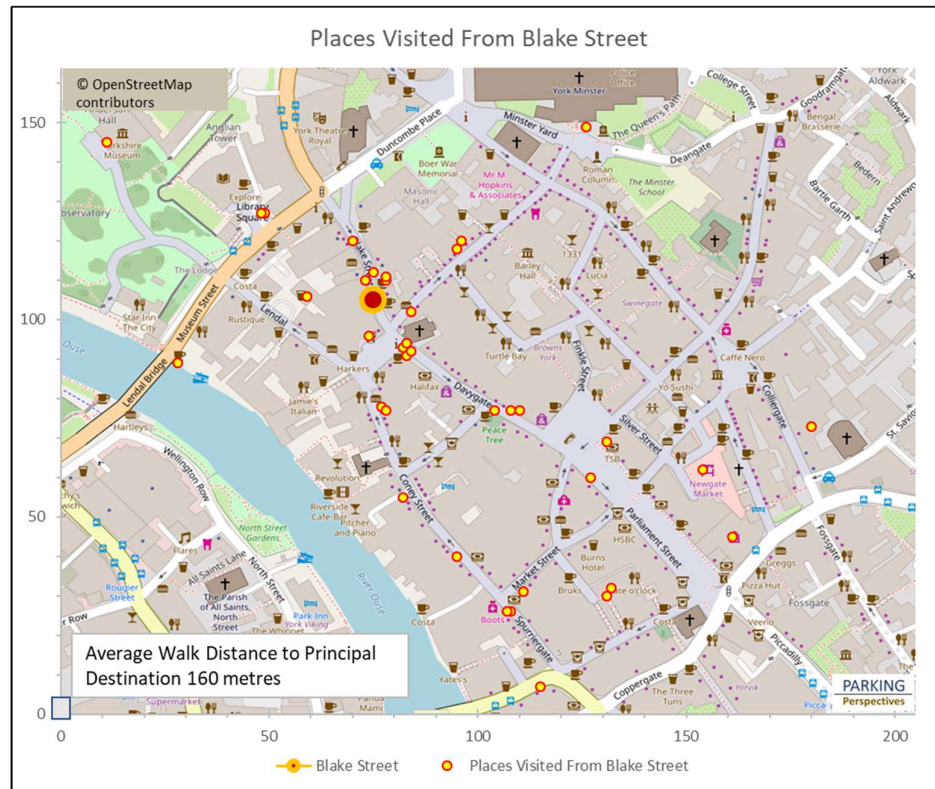
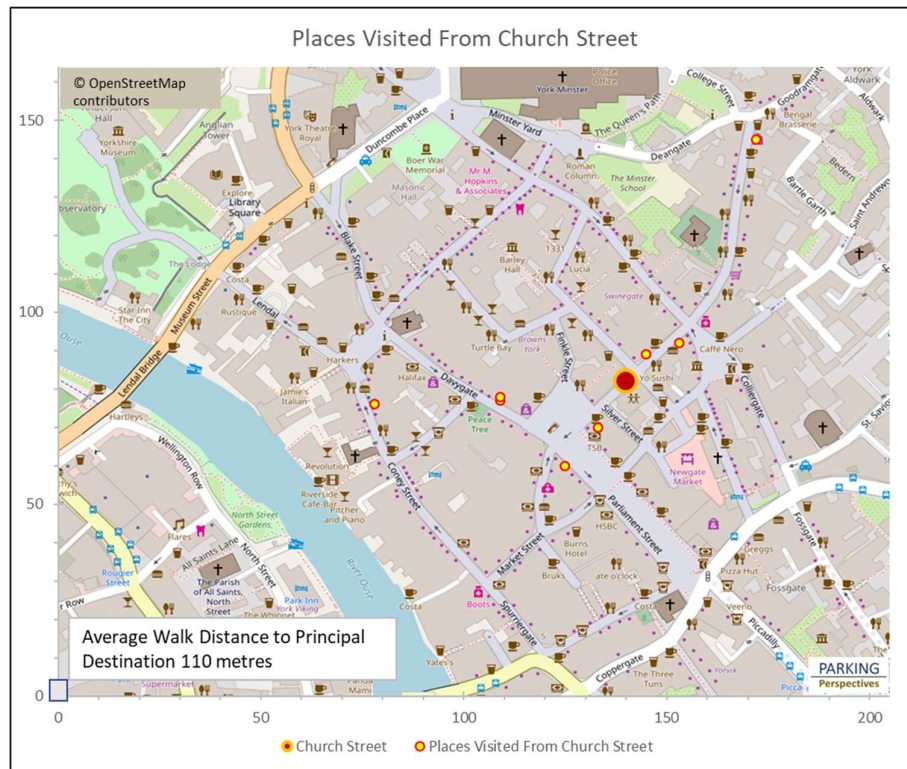
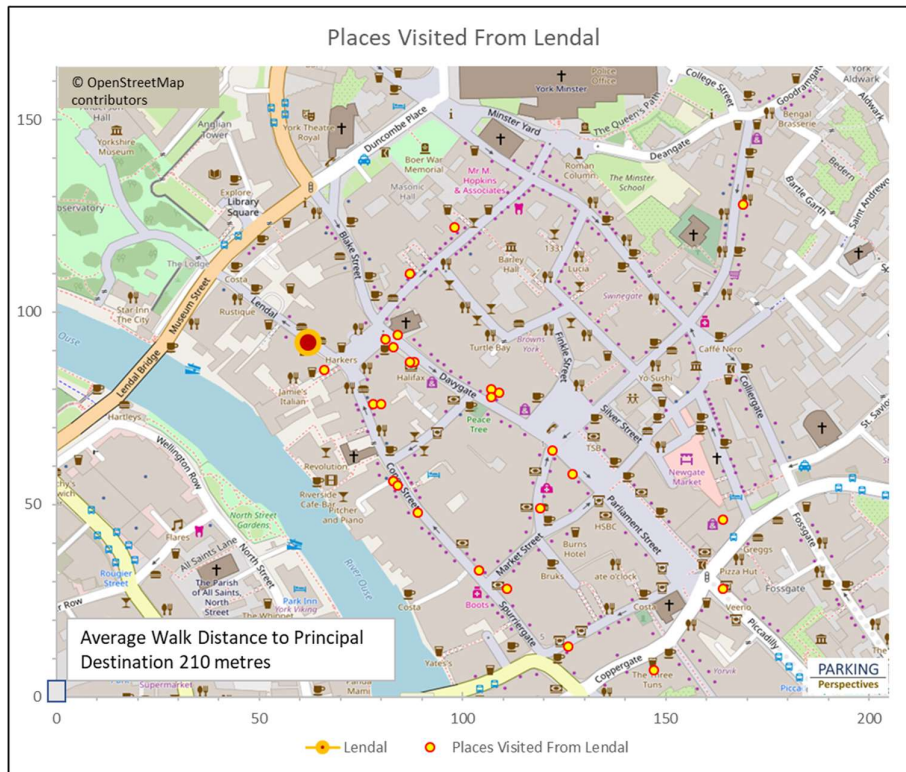
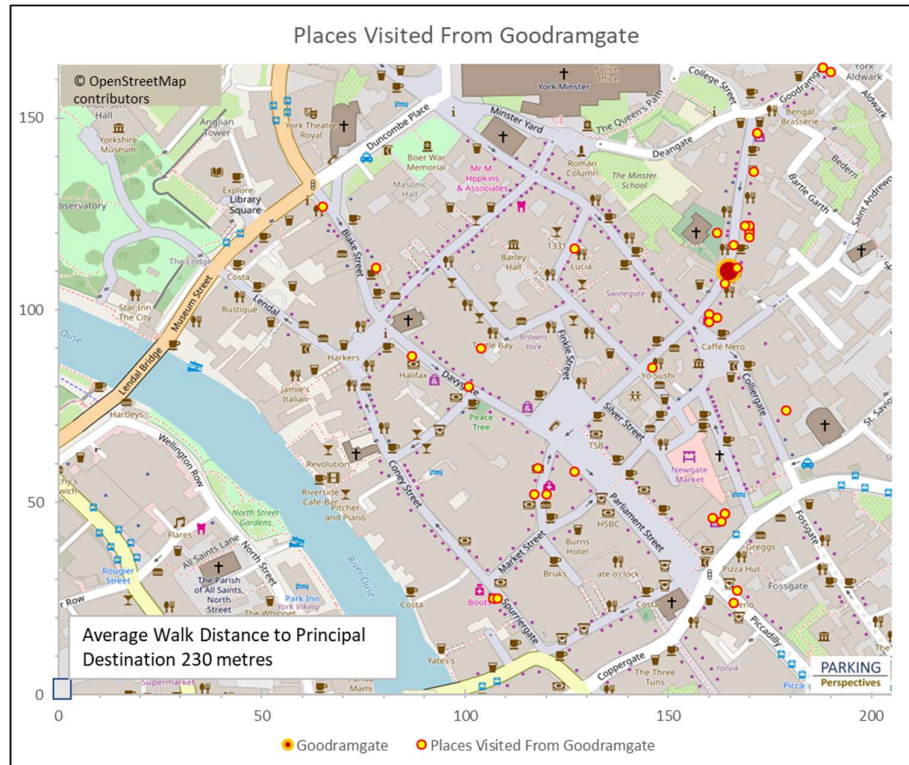
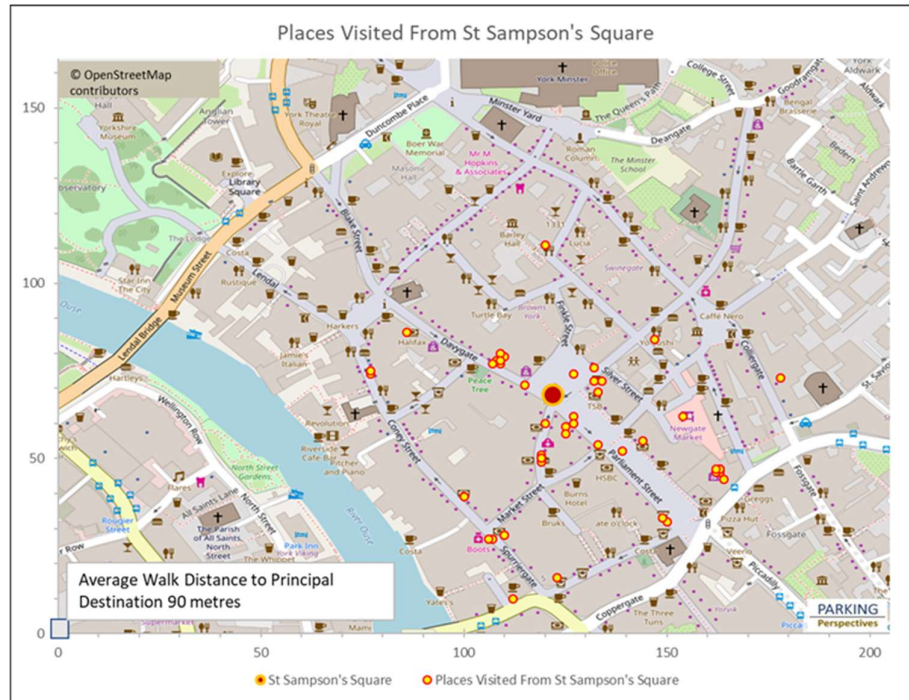


Figure 6.1: Places visited from Blake Street

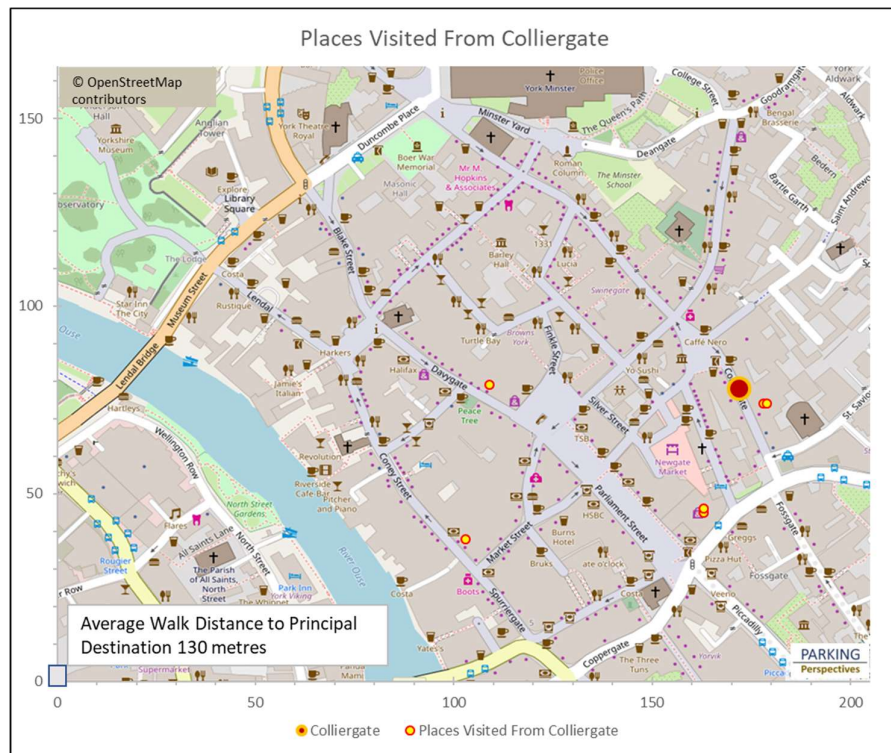
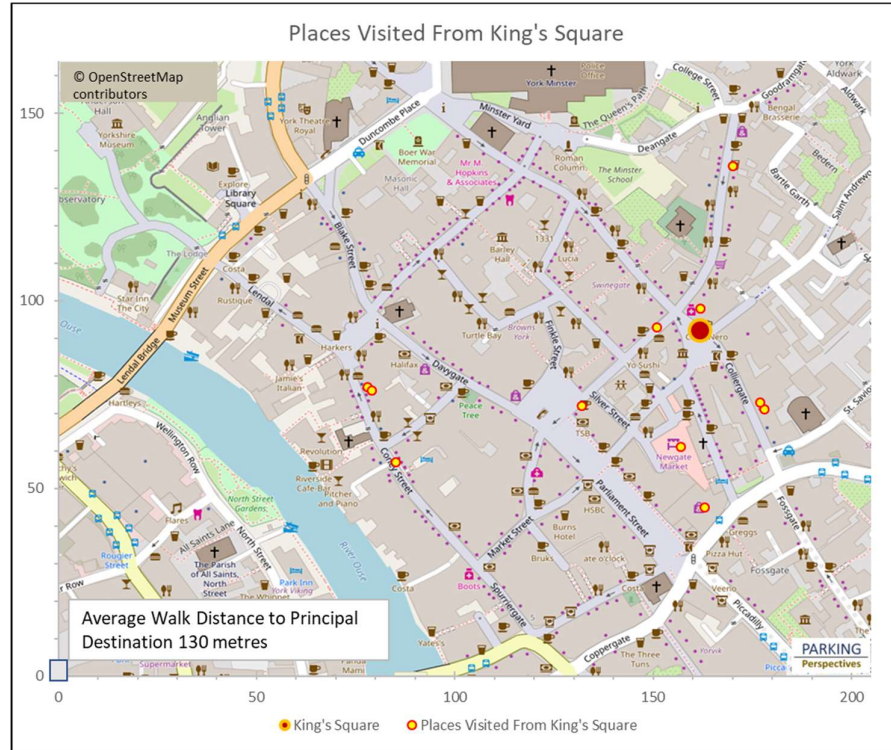
York City Blue Badge Access



York City Blue Badge Access



York City Blue Badge Access



We have determined the distance to each destination from the generic central point. The average distances to the principal or first destinations given, and that to the furthest destination given by each user, is shown in the table below.

Table 3: Average Walk Distances by Street

Street	Average Distance to Principal Destination (metres)	Average Distance to Furthest Destination (metres)
Blake Street	170	190
St Helen's Square	-	
Lendal	200	280
Church Street	110	170
St Sampson's Square	90	130
Goodramgate	170	210
King's Square	130	170
Colliergate	130	280

To put these distances into context, the following two tables set out equivalent walk distances to Browns (corner of Davygate/St Sampson's Square) from various points. The first table includes points at the periphery of the footstreets.

Table 4: Walk Distances from points on the periphery of the Footstreets

Location	Distance to Browns, Davygate (metres)
The Lodge (Museum Street)	350
Duncombe Place	340
Pavement/Fossgate	270
Piccadilly/Pavement	250
Grand Opera House, Clifford Street	350

The second table presents the walk distance from central car parks and the Park and Ride alighting point. These may be considered to be the minimum distances walked by those not using Blue Badges.

Table 5: Walk Distances from Car Parks

Location	Distance to Browns, Davygate (metres)
Q-Park (Shambles)	490
NCP (Piccadilly)	590
Marygate Car Park	720
Park and Ride (Clifford Tower)	590

6.2 Mobility Aids

Where a respondent was seen travelling to or from their vehicle we recorded whether and what type of mobility aid could be seen and was apparent to us. Seventy percent of those observed were seen to use some form of aid or were reliant on the assistance of others.

Table 6: Mobility Aids

Mobility Aid	Freq
None Seen	31
Walking Stick	35
Walking Sticks/Crutches	6
Frame	7
Wheelchair	17
Pushchair	1
Mobility Scooter	3
Assistance	4
Not Known	6

While not explicitly broached as a question, some respondents voluntarily told us that because they were able to park near to their destination they could make the journey without recourse to a mobility aid. Taking their mobility aids from their vehicles could prove inconvenient and time-consuming, thus to not need to do this was a significant benefit.

6.3 Journey Purpose

The reasons for Blue Badge users parking within the streets surveyed is shown in the tables below.

The footstreets as an area for shopping, services, entertainment and leisure dominated. Notably, Blake Street and Lendal drew a greater proportion of users seeking entertainment or leisure.

Only five of the users interviewed were in York as tourists. They were all interviewed in Blake Street or Lendal, which is likely a reflection of the signing and directions available. They had also all driven directly from their home.

Only two users had not driven directly from their home and were in York for shopping.

The conclusion is that the overwhelming number of users parking in the footstreets are local users accessing the goods and services of a regional centre.

Table 7: Journey Purpose by Zone

	St Helen's	St Sampson's	King's
Shopping/Personal Business	56%	87%	90%
Education	0%	0%	0%
Entertainment/Sport/Social/Tourism	44%	13%	7%
Usual Workplace	0%	0%	0%
Employer's Business/Deliver Goods	0%	0%	2%

The proportions of purpose show an increase in tendency to entertainment and leisure at the weekend. In this regard this presents nothing unexpected and is consistent with the longer dwell time seen on the Saturday.

Table 8: Journey Purpose on Different Days

	Saturday	Weekday
Shopping/Personal Business	68%	81%
Education	0%	0%
Entertainment/Sport/Social/Tourism	32%	18%
Usual Workplace	0%	0%
Employer's Business/Deliver Goods	0%	1%

6.4 Important Factors When Parking

6.4.1 Characteristics of the Parking Spot

The proximity to the destination was the overwhelming principal reason for selecting where to park for users. About a fifth considered space around the vehicle to be their principal factor. Many respondents gave more than one factor in their response.

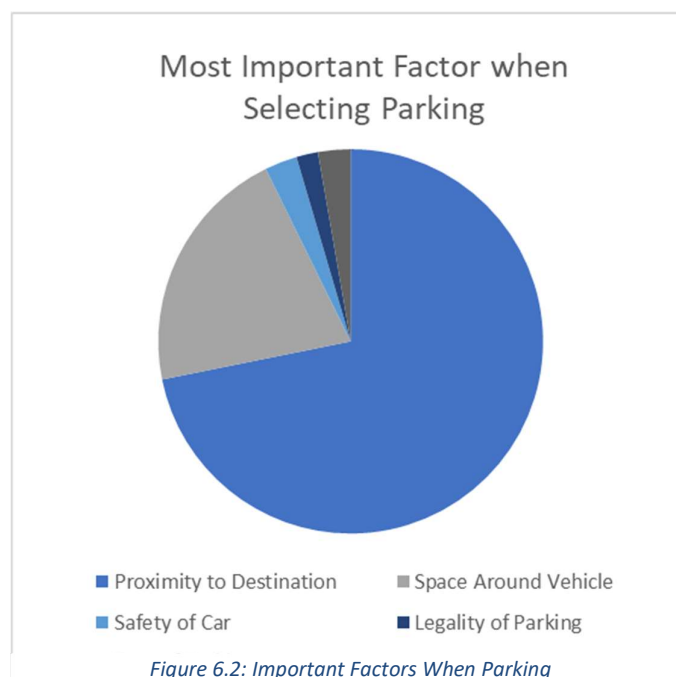


Figure 6.2: Important Factors When Parking

The proportions responding in the way shown were not notably different between the different days of survey.

A small number remarked about the ease of parking, and both through observation supported by comments from users, a number of Blue Badge drivers would look to avoid reversing. The partial closure of St Sampson's Street was mentioned by several users as a concern; the closure not only required them to reverse, but to do so into the potentially busy pedestrianised area around Brown's.

6.4.2 Was Parking Straight-forward?

We asked users whether they had found parking straight-forward. There were no days on which there was a significant divergence from the overall percentage of 90% that said "Yes" achieved across the whole dataset.

6.5 Economic Impacts

Users were asked to consider what they expected to spend during their visit as a group. For those interviewed on their return, this was a more precise value. Any financial commitments made, such as booking a holiday, was included.

The distribution of expected spend between the weekdays and Saturday is shown in the figure below. While many were not expecting to spend anything, especially on the weekdays, it may be that their visit did generate income to a local business; visits to the optician or collecting prescriptions may not themselves incur cost, but generate payments to the local economy.

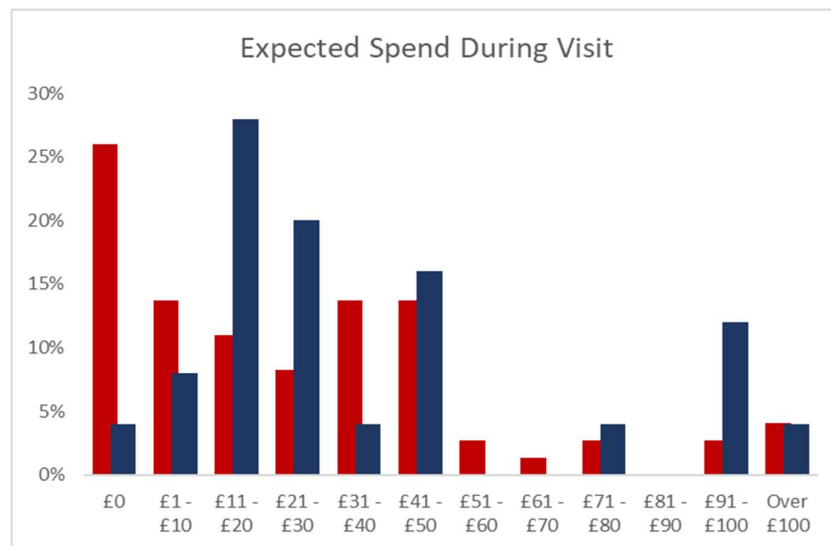


Figure 6.3: Distribution of Spend

The average expected spend for the users interviewed on a weekday was £29. On the Saturday it was £39. Applying these averages to the total number of Blue Badge users observed in the areas surveyed indicates a total annual spend of £910,000. This excludes any spend for Sundays.

7 Users' Comments

Blue Badge users provided some comments and opinions on their parking experience in York. Of the forty-six comments received, several themes emerged, summarised as follows:

Signage. Seven comments were about the limited clarity about where Blue Badge drivers could park and travel. One was unsure of where they could park and relied on hearsay, and several commented that they were somewhat uncertain on what was permitted and simply took advice from or copied others. A few suggested a map of acceptable parking locations would be valuable and others pointed out inconsistent and unclear signs. Mention was made of the continued use of the variable sign at the northern end of Church Street that states entry is restricted to Green Badge holders even though this device has been discontinued; users had come to understand that it was now accepted that entry by Blue Badge was permissible and allowed, but the uncertainty was a concern. Others commented that the road signs generally were difficult to see amongst all the other activities demanding a driver's attention in a pedestrianised area.

- **Partial Closure of St Sampson's Square.** The closure of St Sampson's Square for tables and chairs attracted six specific comments. In particular the closure created difficulty and concerns since it requires drivers to undertake a reversing manoeuvre while in a potentially busy pedestrian area. One driver reported that having arrived earlier before the road closure was in effect, the tables and chairs had been set-up around their vehicle.
- **Closures Timetable.** Allied to the closures, three users made comments suggesting that Blue Badge Users (and others) might be provided or able to access a timetable of planned closures so that they were forewarned and able to avoid driving into a situation which demanded reversing. While it was acknowledged that the Council may display notices to this effect on (a) lampposts in the area, and (b) in the local newspaper, the former were often too high and small to notice and the latter in a font size that could prove difficult to read. One driver suggested that rather than a passive communication regime using notices, these communications could be pushed out to those that chose to subscribe to receive them.
- **Concerns with pedestrian area.** Five respondents raised concerns about driving in general in a pedestrian area.
- **Designation and Allocation of Space.** A few respondents supported a more formal approach, with two requesting designated disabled bays and another that the roads be wider.
- **Arrangement is Good.** Seven respondents appreciated the current arrangement and were pleased or thought it good.
- **Duration of Stay.** A few users wanted longer stays to be permitted; one driver stated that he never worried about how long he stayed and had never received a PCN.

8 Appendix

Date	Time	Location	BB	GB	Surveyor
Veh Reg	Veh Type	Occupants	BB Driver? Y / N / DK	Mobility Aid	

"Good Morning / Afternoon. I am conducting a survey on behalf of York City Council. We would like to know about your experience as a Blue Badge visitor to the central area of York. Would you mind answering a few questions for us?"

1. What is your purpose for coming into the city centre today? *Escorting someone else (confirm purpose of that person) +10*

1. Shopping	4. Entertainment	7. Usual Workplace
2. Personal Business	5. Sport	8. Employer's Business
3. Education	6. Social	9. Collect/Deliver Goods

2. Can you tell me the [shops/places] you will go to? (up to 3; specific street)

1.	2.	3.
----	----	----

3. Where have you come from today?
postcode sector:

This is home? <input type="checkbox"/>	Else what is your home postcode?
--	----------------------------------

4. How long do you expect to stay in town?

5. What will limit you staying longer?

1. parking time limit	4. get bored	Done all I need to do Going on to other shops/location Activities close Other (please state):
2. budget	5. have other commitments	
3. need to rest		

6. If you are content to let me know, how much do you think you may spend on your visit today?

7. How often do you drive into the centre of York for this purpose?

8. How often do you drive into the centre of York in general?

9. Did you find somewhere to park today straight forward?

1. Yes
2. No

10. How long did it take to find somewhere you were able to park that was suitable? *Minutes:*

11. What is most important for you when selecting where you will park?

12. Do you have any comments on what would improve your experience of coming to York today?

Thank you for your assistance today."

Annex G

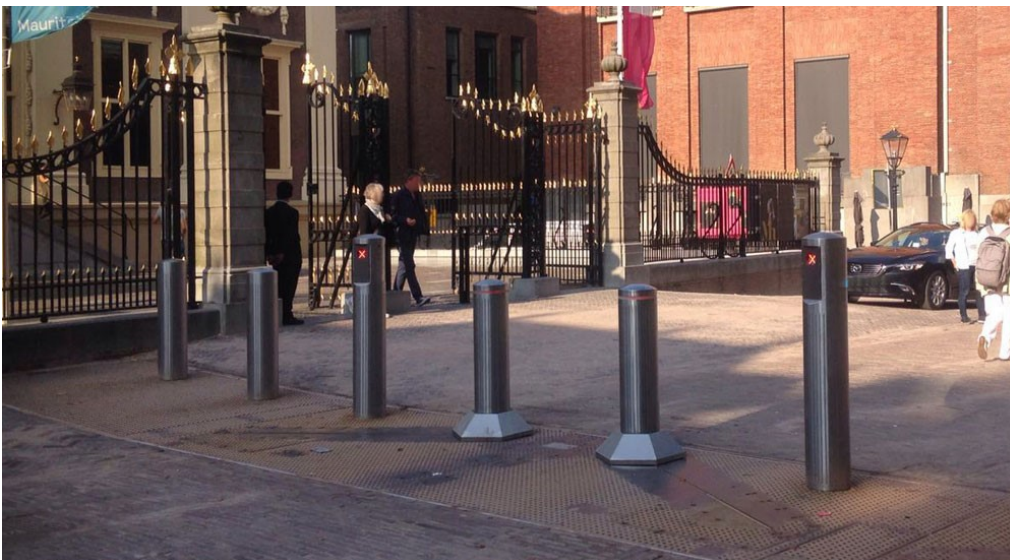
Images of the Matador Sliding Bollard System

The Heald Matador sliding bollard system in the similar design and style that has been developed as a result of the consultations with heritage groups including the York Civic Trust.

The system comprises a large plate on which sit two (or four) automated bollards which slide to open and allow vehicles through plus warning system to make pedestrians aware when opening/closing.



Image above illustrates possible surface finish – bollards above are weathering steel which is designed to rust. Below are stainless steel bollards with steel plate surface.



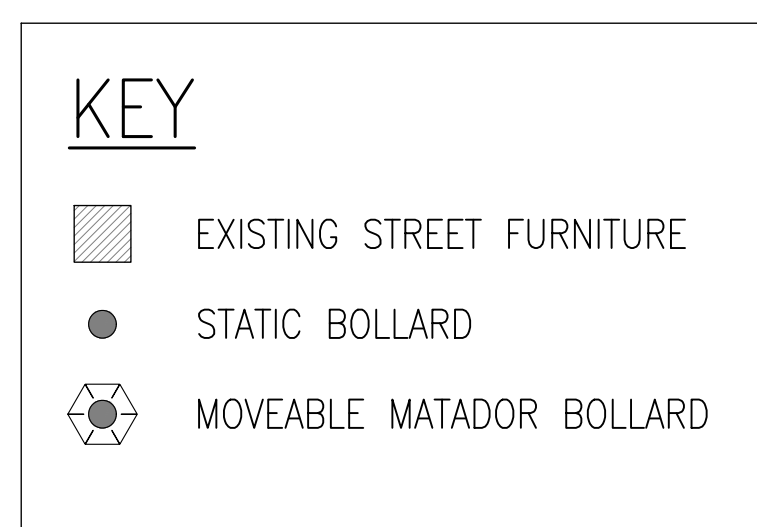
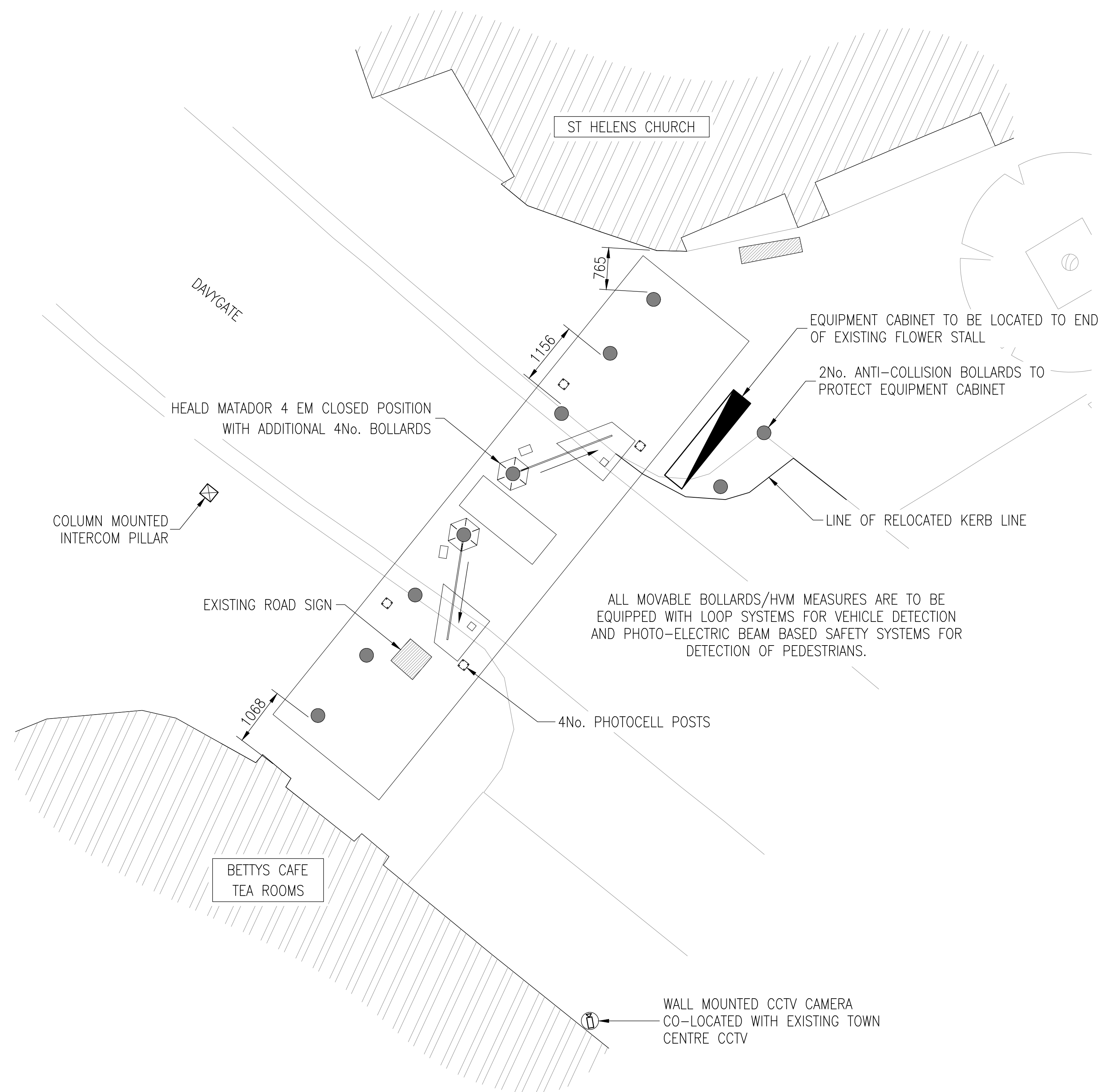


Bollards with inset paving finish to the surface.

The system has already been used in the UK (including Sheffield & Stockton on Tees) as well as widely overseas. The supplier is based in Hornsea.

Annex H

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LOCATIONS SUBJECT TO POSITION OF SERVICES
AND OTHER BELOW GROUND OBSTRUCTIONS TO
BE DETERMINED BY GPR AND OR TRIAL PITS.
GENERAL ARRANGEMENT IS SUBJECT TO
CELLARS AND UTILITIES BEING LOCATED.



HEALD MATADOR

PRELIMINARY



3	12.08.19	FOR PLANNING	WD	NC
2	06.08.19	FOR PLANNING	WD	NC
1	24.06.19	FOR PLANNING	WD	WW
REV	DATE	DESCRIPTION	CAD	CHKD



DATE	22.06.19
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REVIEWED BY	WW
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5206-MFD-00-XX-DR-C-21400

3

1. DO NOT SCALE DRAWING. USE FIGURED DIMENSIONS AND LEVELS ONLY. ALL SIZES ARE IN MILLIMETERS.
2. THE CONTRACTOR IS TO VERIFY DIMENSIONS AND LEVELS ON SITE PRIOR TO STARTING WORK. ANY DISCREPANCY IS TO BE REPORTED TO THE ENGINEER FOR CLARIFICATION BEFORE PROCEEDING WITH THE CONSTRUCTION.
3. ALL SPECIFIED MATERIALS SHALL BE USED IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATIONS.
4. NOMINATION OF PROPRIETARY ITEMS DOES NOT INDICATE EXCLUSIVE PREFERENCE BUT THE REQUIRED PROPERTIES AND PERFORMANCE OF THE ITEM. SIMILAR ALTERNATIVES HAVING THE EQUIVALENT PROPERTIES MAY BE USED.

NOTES CONTINUED

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BACK SWINEGATE

LAS IGUANAS

FINKLE STREET

OSCARS WINE
BAR & BISTRO

1No. PAS 68 50mph
RATED BOLLARD

1267

1267

NOTES

LOCATIONS SUBJECT TO POSITION OF SERVICES
AND OTHER BELOW GROUND OBSTRUCTIONS TO
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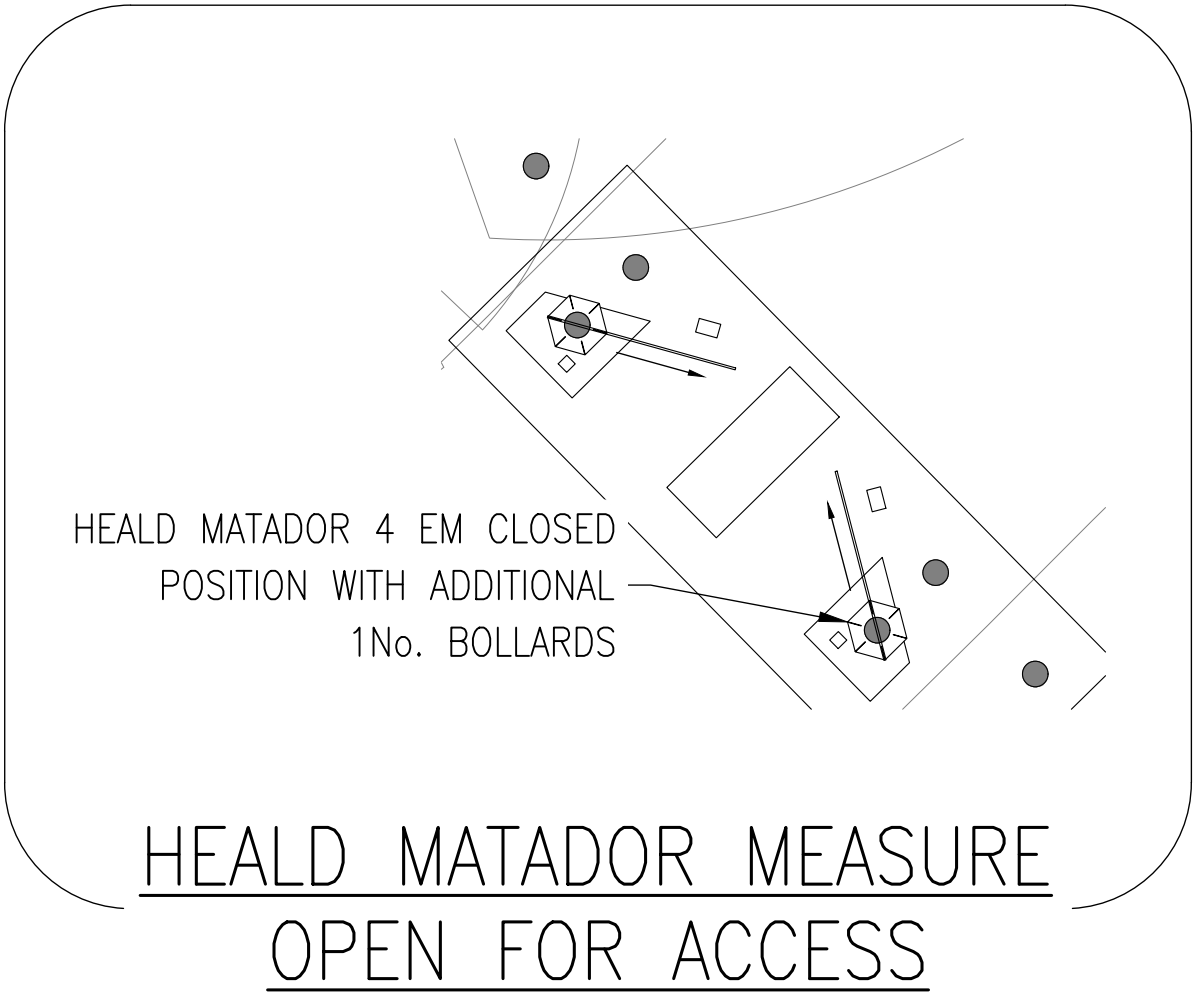
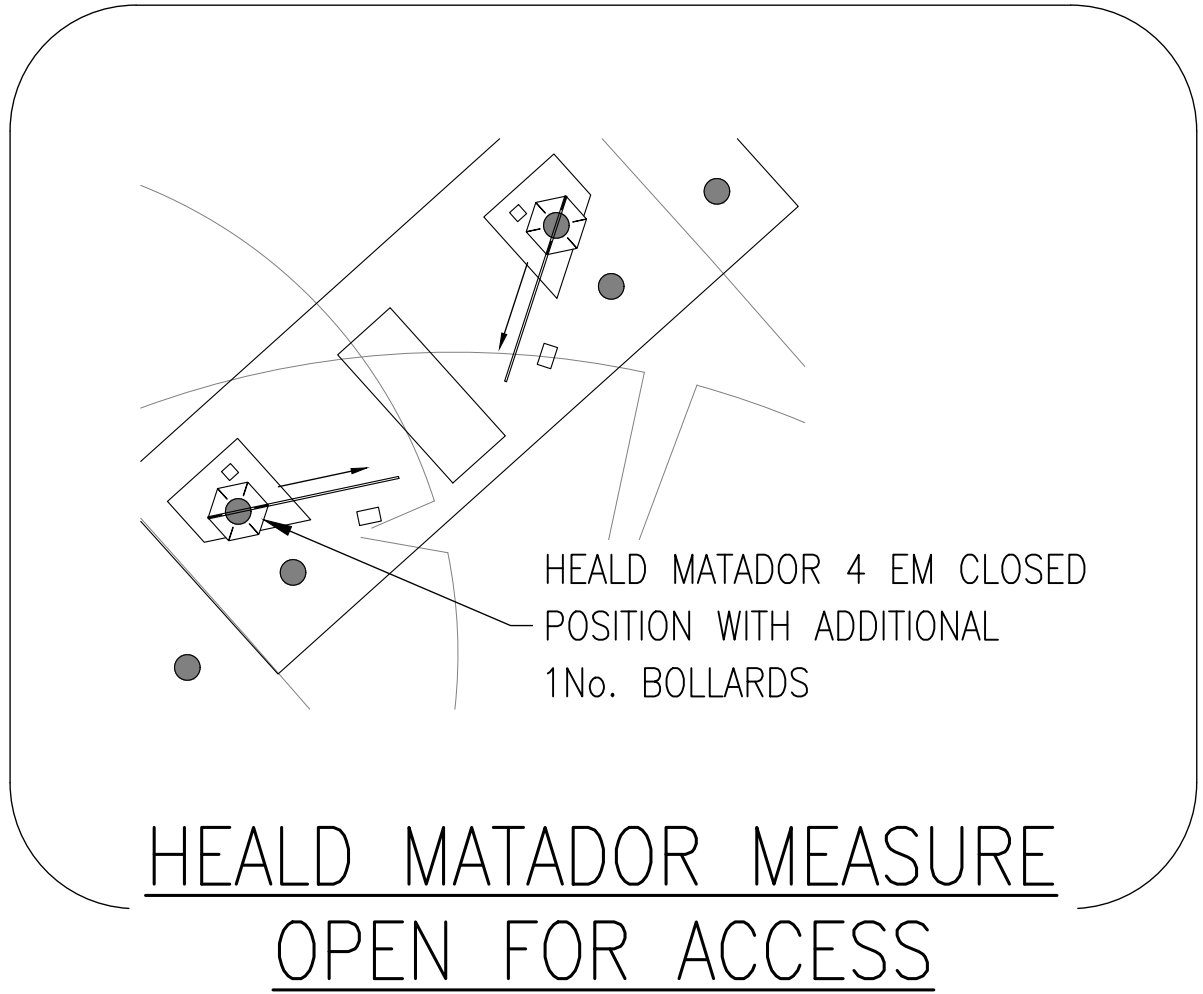
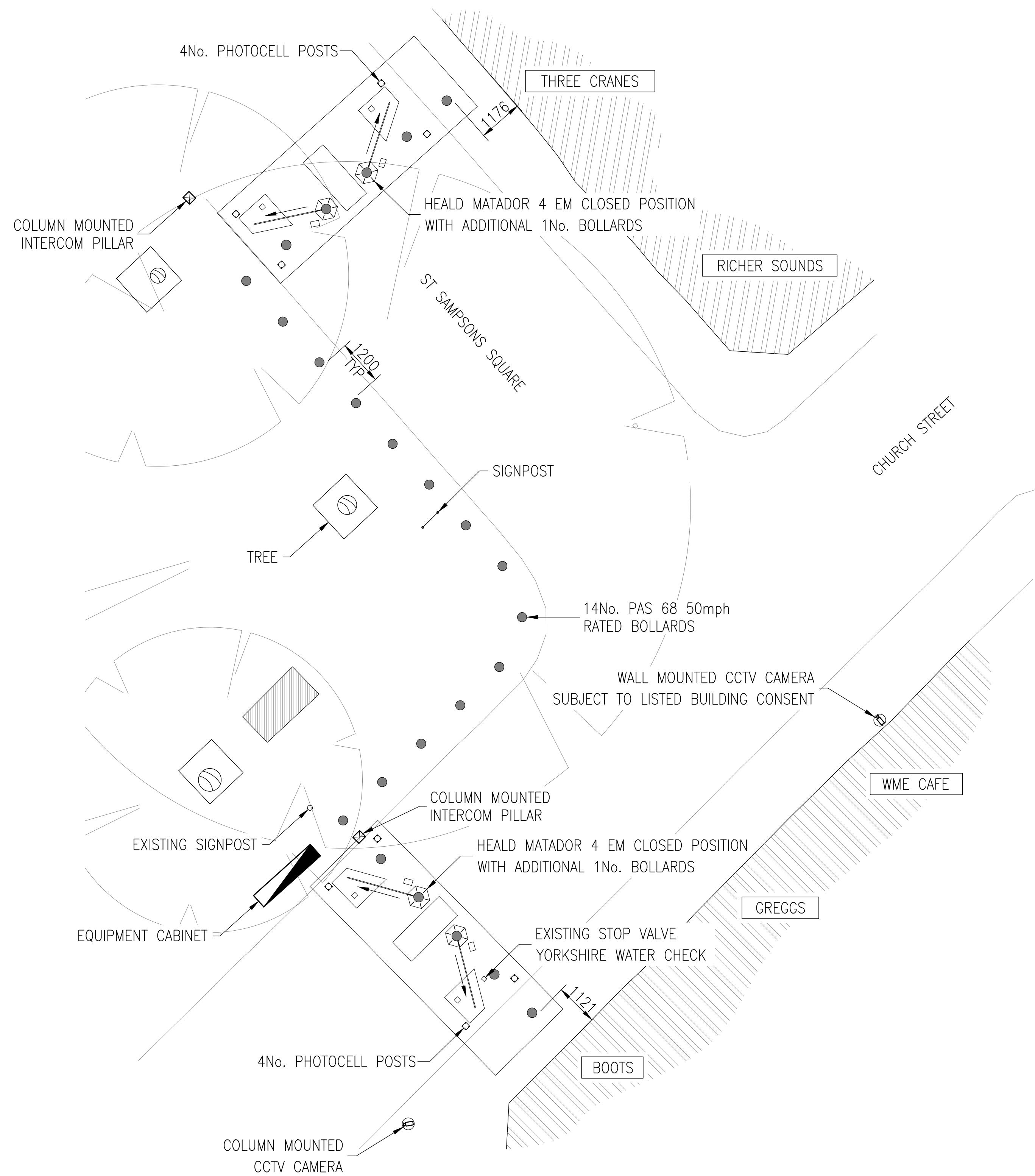
KEY

● STATIC BOLLARD

PRELIMINARY

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NOTES

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GENERAL ARRANGEMENT IS SUBJECT TO CELLARS AND UTILITIES BEING LOCATED.

KEY

- [Hatched Box] EXISTING STREET FURNITURE
- [Solid Circle] STATIC BOLLARD
- [Hexagon with Star] MOVEABLE MATADOR BOLLARD



HEALD MATADOR

PRELIMINARY

		Montfort Lodge Botley Road Romsey Hampshire SO51 5SW United Kingdom		t: +44 (0)1794 516171 f: +44 (0)1794 524460 e: mail@mfdgroup.co.uk w: www.mfdgroup.co.uk	
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2	06.08.19	FOR PLANNING	WD	NCG	
1	24.06.19	FOR PLANNING	WD	WW	
REV	DATE	DESCRIPTION	CAD	CHKD	

CLIENT



PROJECT

YORK CITY CENTRE HVM

TITLE

CHURCH STREET

DRAWING NUMBER

5206-MFD-00-XX-DR-C-22100

REV

3

NOTES

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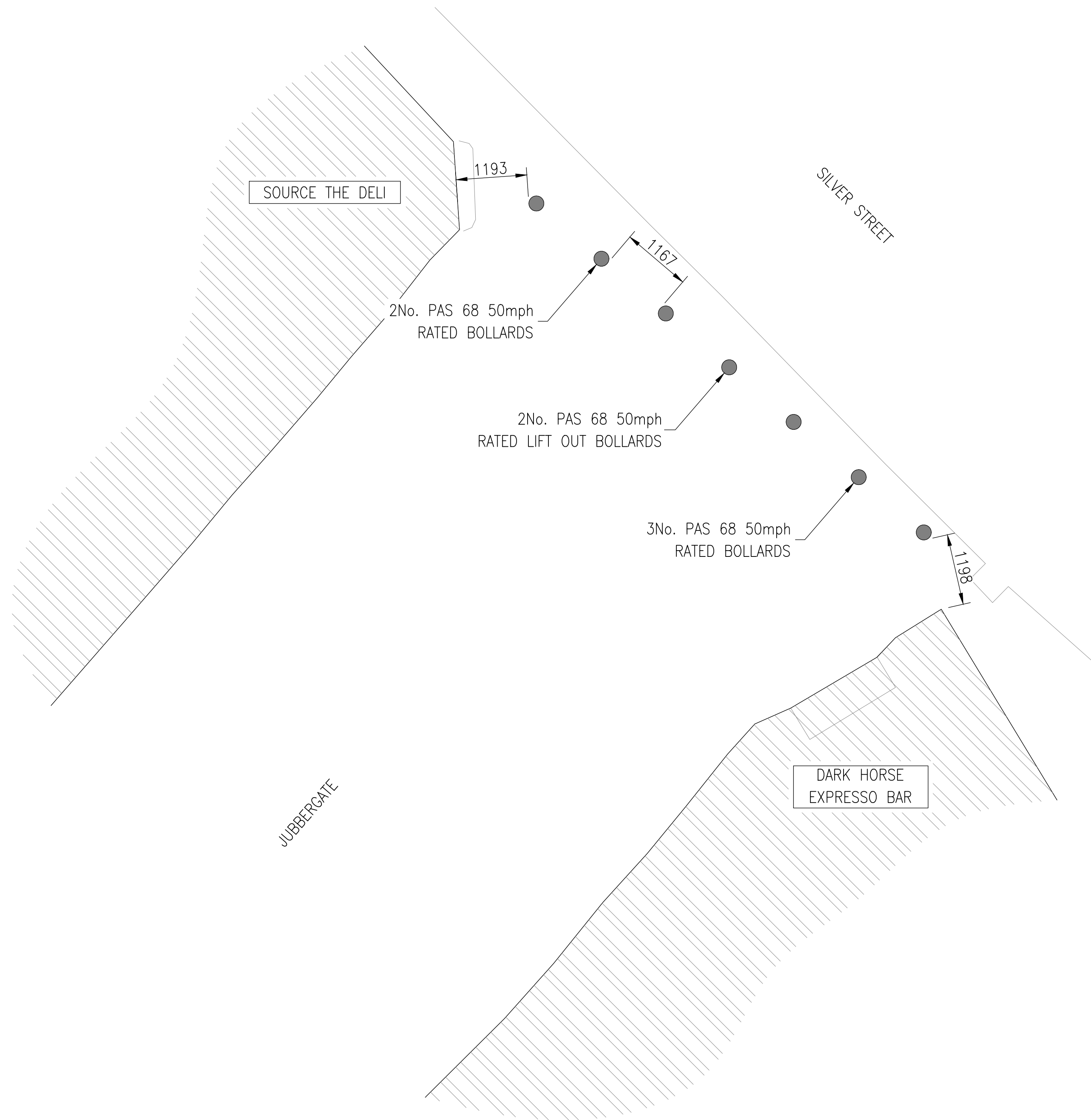
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SCALE	1:150 @ A3	DATE	22.06.19	DESIGN/CAD	WD	REVIEWED BY	WW
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NOTES

LOCATIONS SUBJECT TO POSITION OF SERVICES AND OTHER BELOW GROUND OBSTRUCTIONS TO BE DETERMINED BY GPR AND OR TRIAL PITS.

GENERAL ARRANGEMENT IS SUBJECT TO CELLARS AND UTILITIES BEING LOCATED.

KEY

● STATIC BOLLARD

PRELIMINARY

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HIGH OUSEGATE

ALL SAINTS PAVEMENT

GRAVEYARD

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BOLLARD

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NOTES

LOCATIONS SUBJECT TO POSITION OF SERVICES
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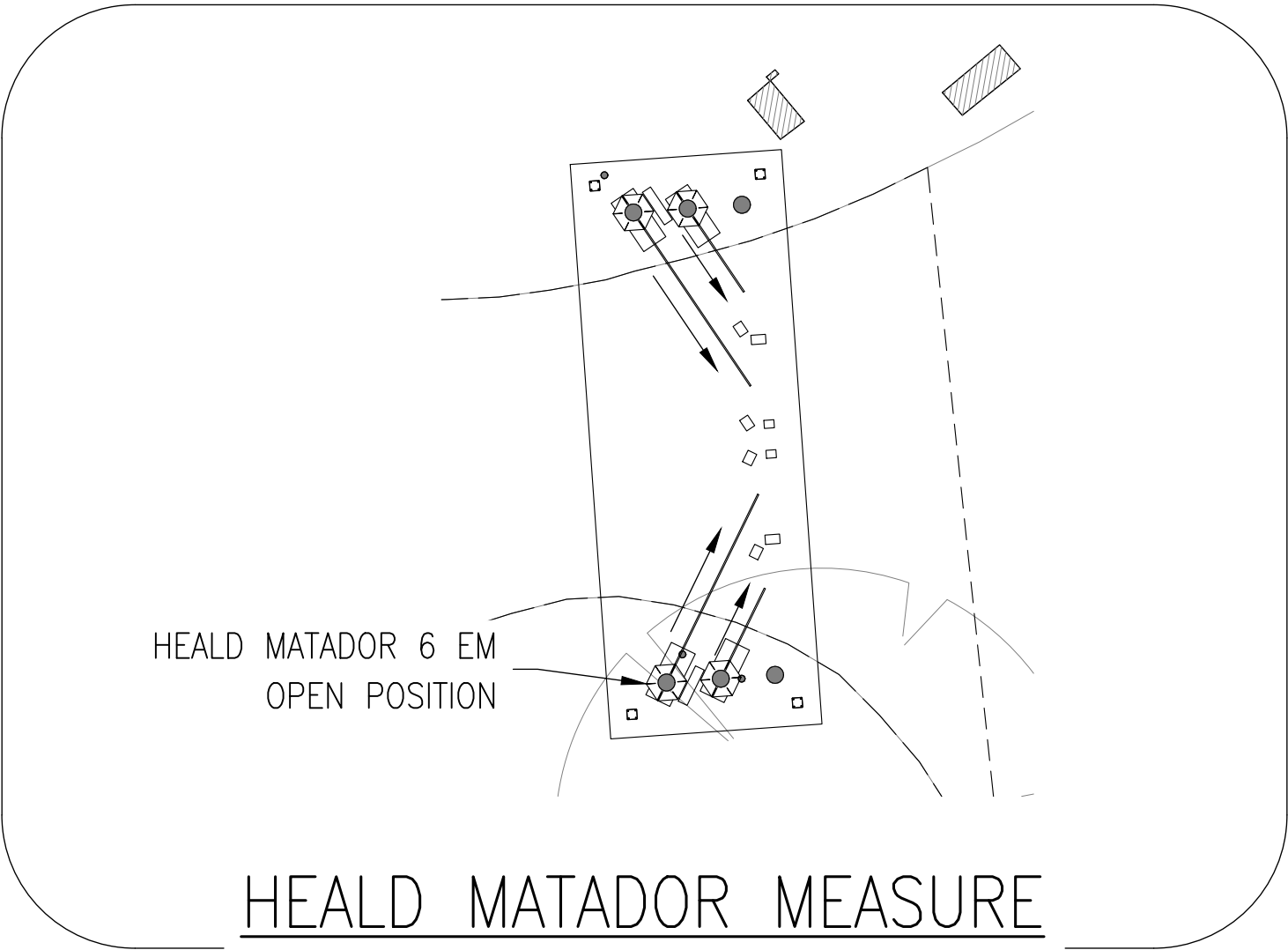
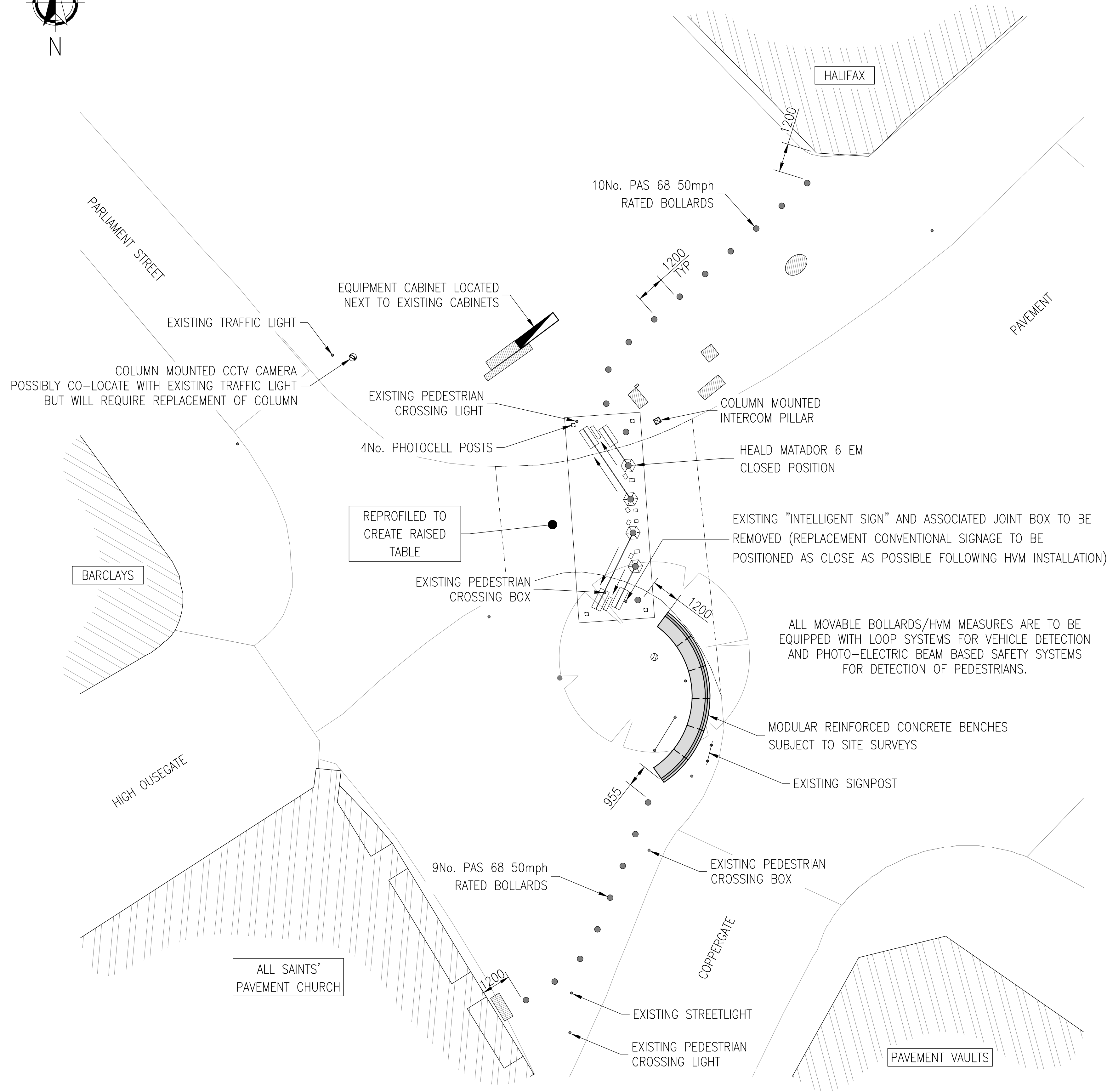
KEY

- EXISTING STREET FURNITURE
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PRELIMINARY

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REV	DATE	DESCRIPTION				CAD	CHKD	SCALE 1:100 @ A3	DATE 22.06.19	DESIGN/CAD WD	REVIEWED BY WW	DRAWING NUMBER 5206-MFD-00-XX-DR-C-22400	REV 3	

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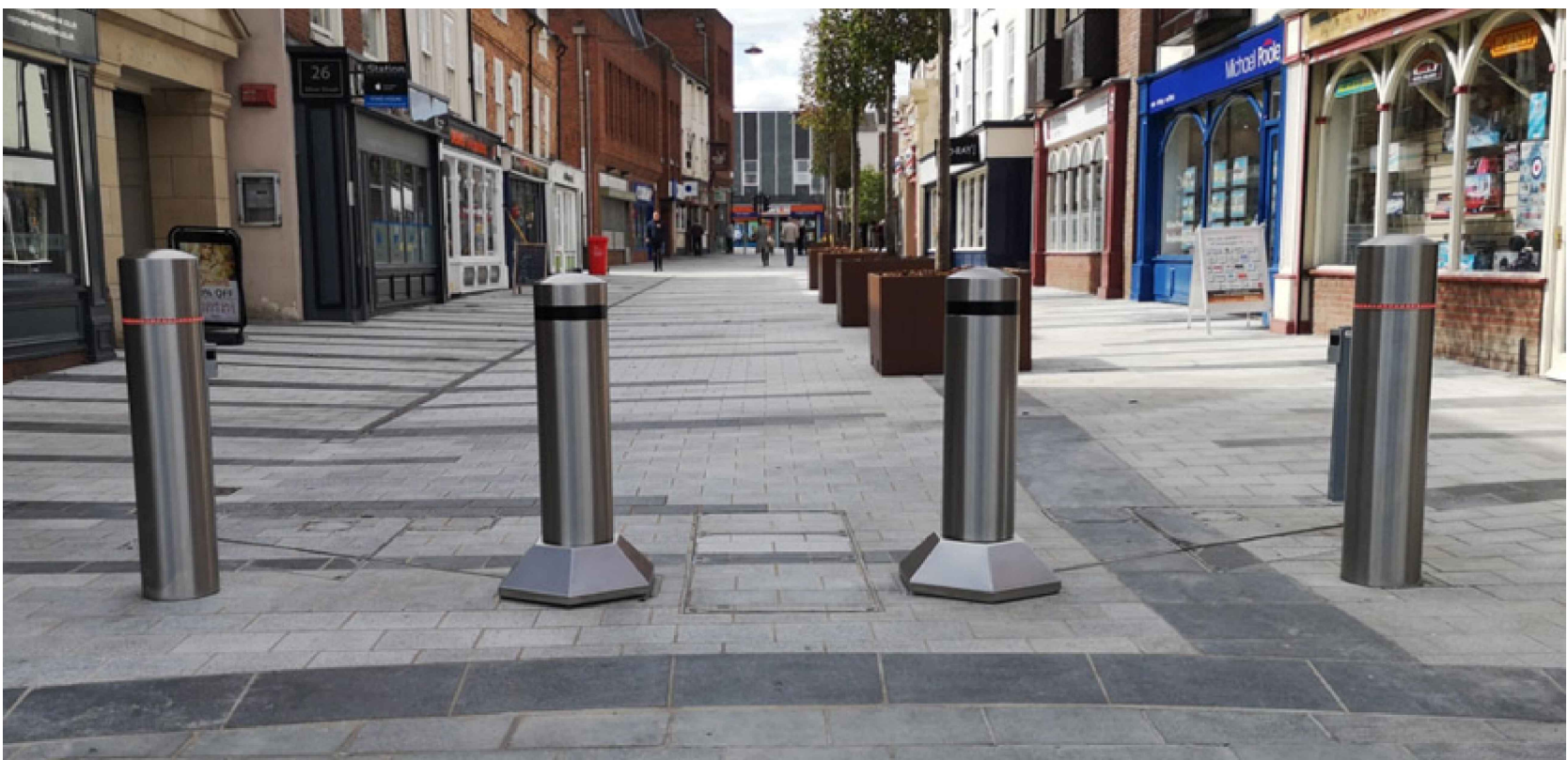
HEALD MATADOR MEASURE
OPEN FOR ACCESS

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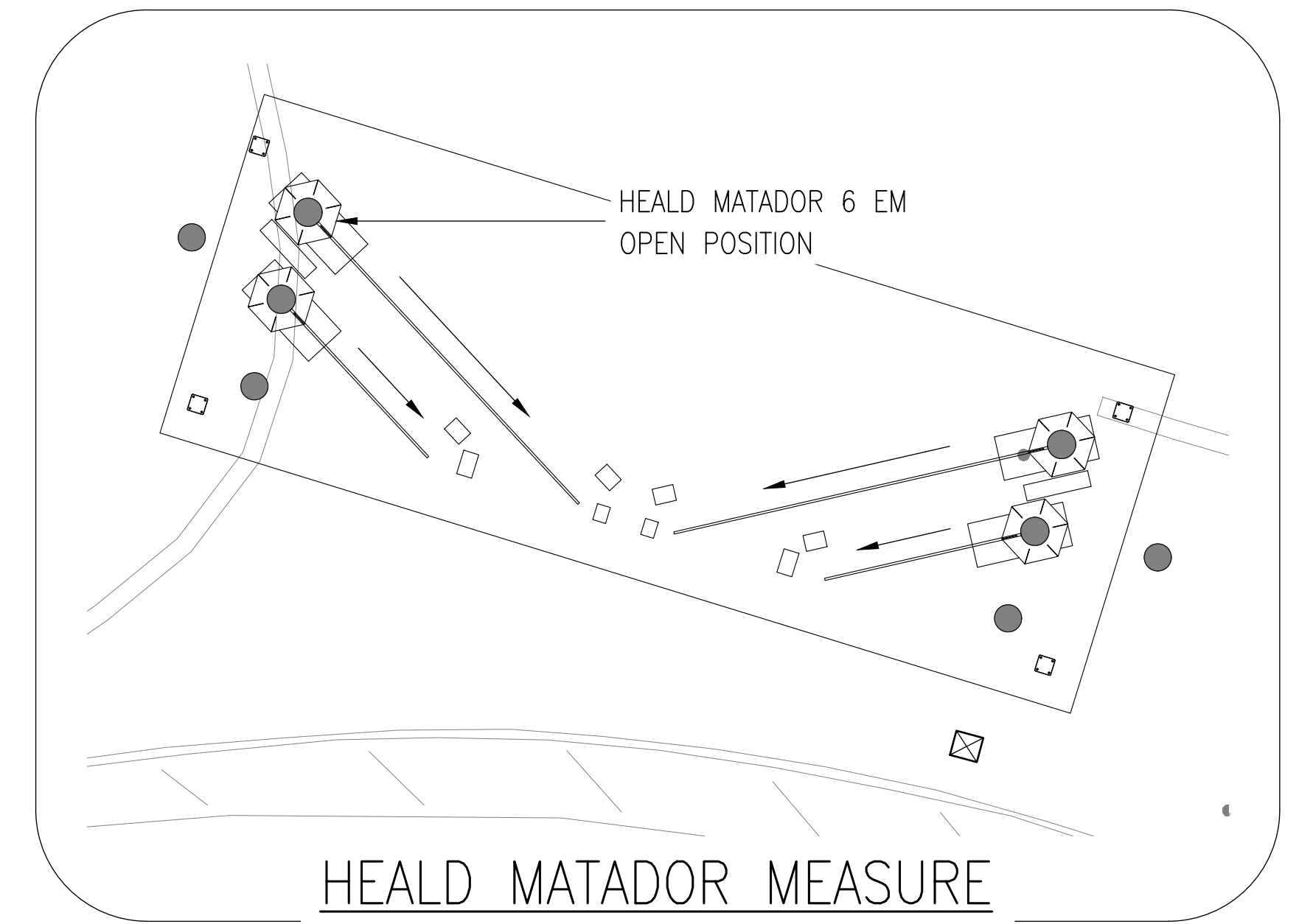
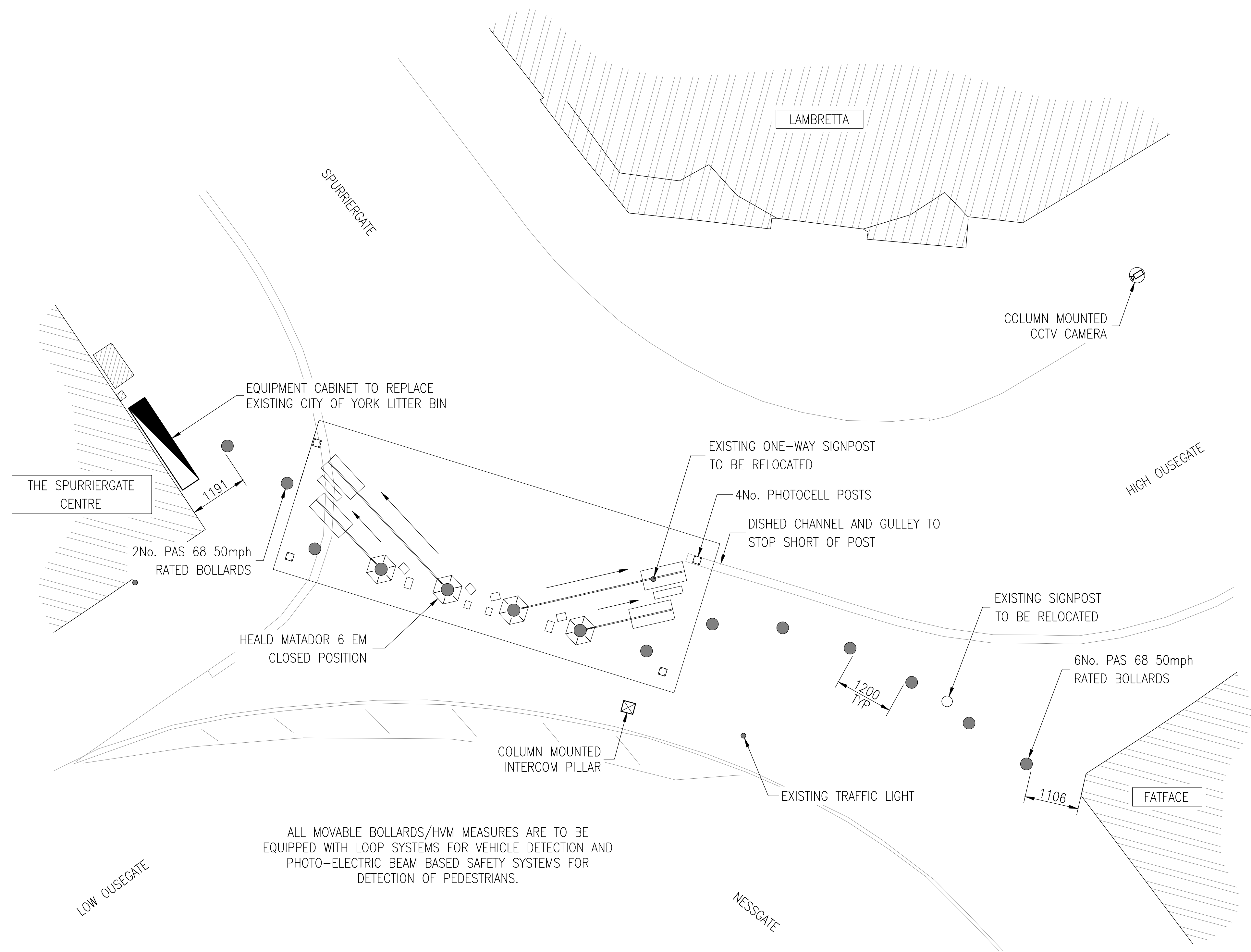


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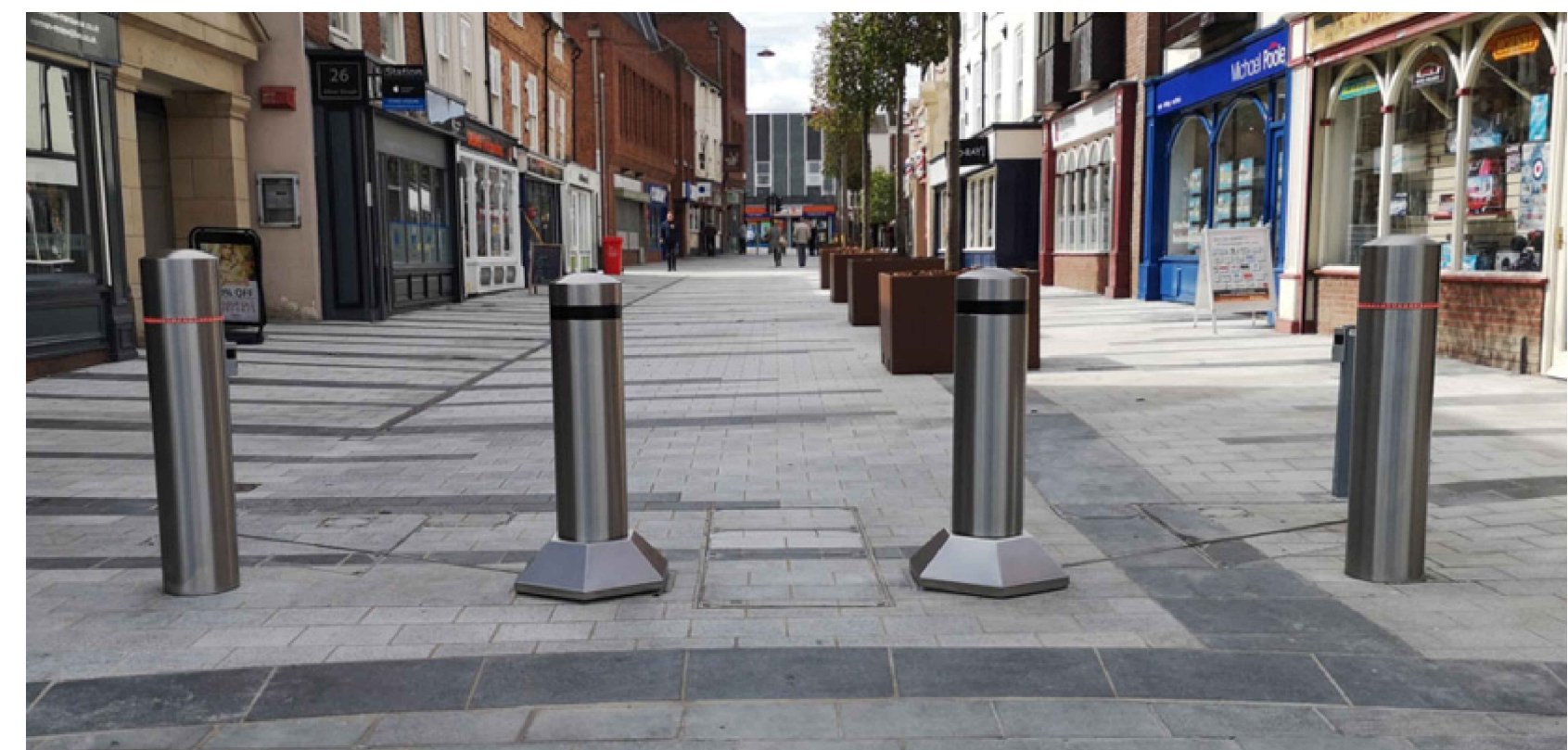
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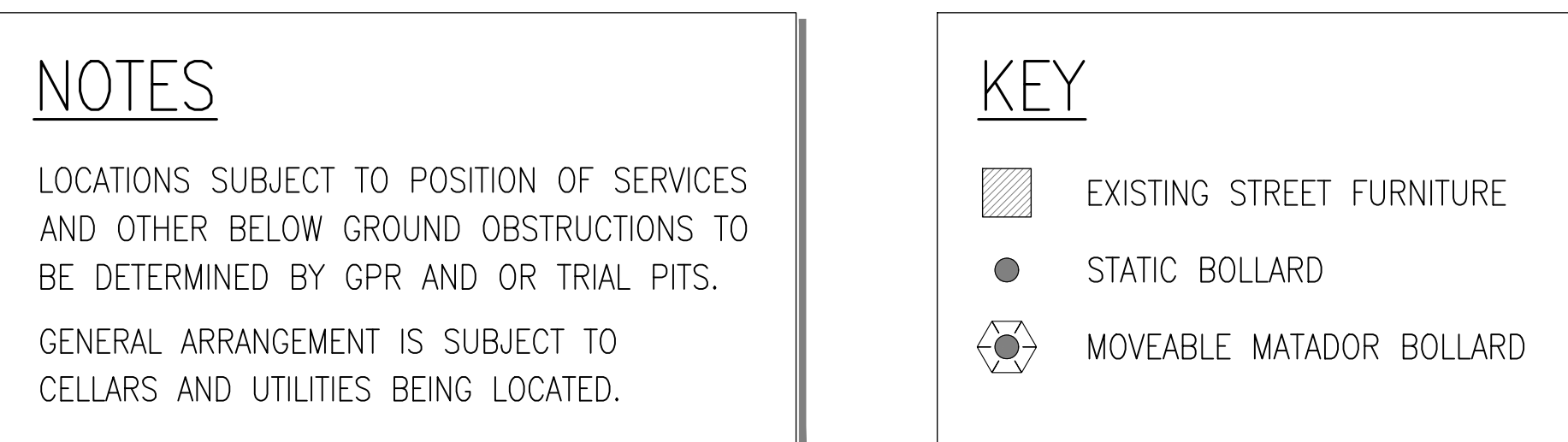
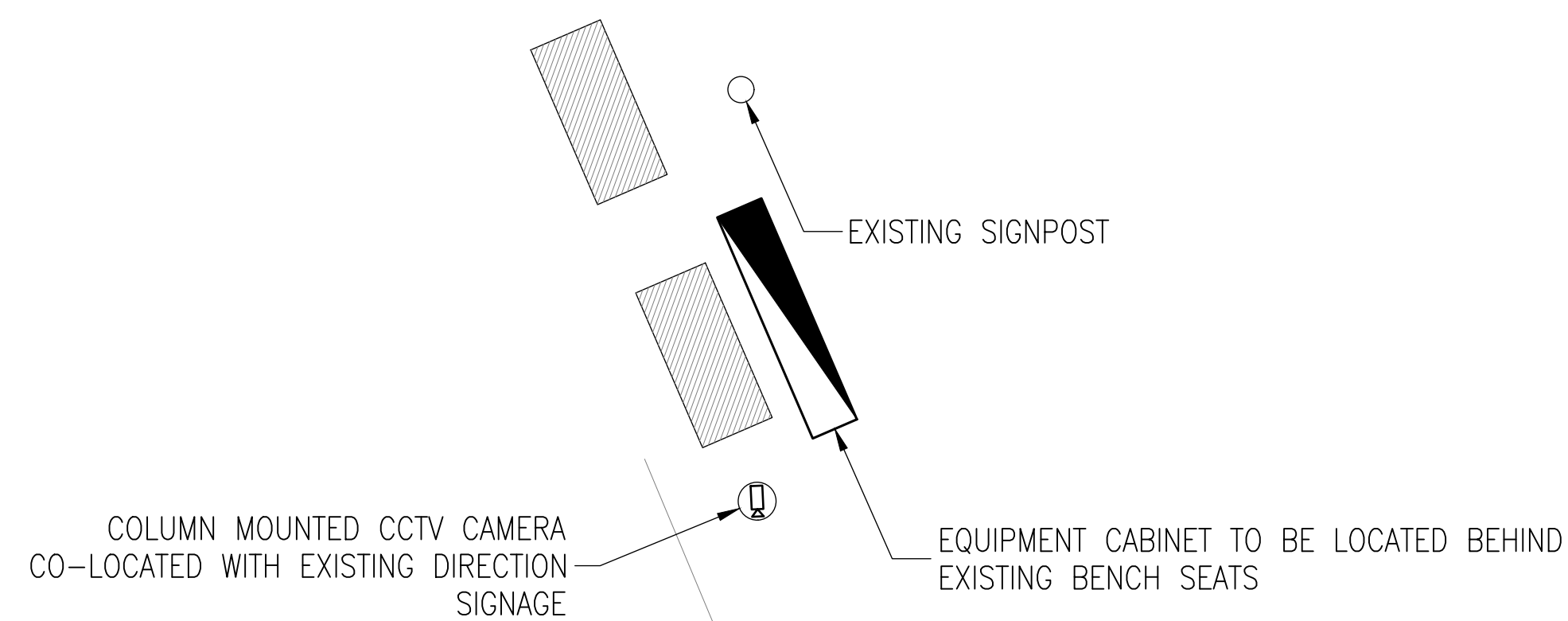


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PRELIMINARY



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REV	DATE	DESCRIPTION		CAD	CHKD



SCALE 1:100 @ A3	DATE 22.06.19	DESIGN/CAD WD	REVIEWED BY WW
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PROJECT	
YORK CITY CENTRE HVM	
DESIGN/CAD	REVIEWED BY
WD	WW

TITLE		
CONEY STREET		
DRAWING NUMBER	5206-MFD-00-XX-DR-C-21300	REV 3

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NOTES CONTINUED

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SECTION 1: CIA SUMMARY

Community Impact Assessment: Summary

1. Name of service, policy, function or criteria being assessed:

City centre access review

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

Protection of the footstreets and event locations from hostile vehicle attack.

3. Name and Job Title of person completing assessment:

Catherine Higgins, Engineer, CYC Transport Projects

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: /08/2018

6. Signed off by:

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

Name:

Position:

Date:

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 review

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)
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 permanent traffic regulation order. The Experimental Traffic Regulation Order permits access for blue badge holders to Church Street and therefore to the centre.	Access to services and employment; Longevity; Health; Standard of living; Individual, family and social life.	P	P

Details of Impact		Can negative impacts be justified?	Reason/Action	Lead Officer	Completion Date
Improved accessibility of the St Sampson's centre for Blue Badge holders, during the foot street hours, will positively impact those over 60 who rely on this facility for social interaction, help and guidance. Reduced parking space for Blue Badge Holders in St Sampson's Square may displace some parking to other surrounding streets such as Church Street and King's Square and may be considered too distant by some.		Y	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.	C Higgins	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)
Loss of disabled parking in the city centre impacts both the disabled blue badge holder and their carers.		Access to services & employment; Productive & valued activities; Individual, family and social life		N	N
The Phase 1 area of the city centre (see annex A) provides					

<p>a significant number of services including retail, food and drink as well as access to business services such as banking and other non-retail businesses.</p> <p>The St Sampson's centre is a community social centre for the over 60s, reduction in nearby parking may prevent use by some of their visitors.</p>				
Details of Impact	Can negative impacts be justified?	Reason/Action	Lead Officer	Completion Date
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.		The need to secure the Phase 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.		

Community of Identity: Disability

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 and their carers.</p> <p>The St Sampson's centre is a community social centre for the over 60s, reduction in nearby parking may prevent use by some disabled visitors.</p> <p>The restricted access into the city centre will effectively reduce the availability of places for blue badge holders to park during the foot street hours, which depending on the severity of the individual's disability may prove to make access into the city centre during the foot street hours more restrictive.</p>		Access to services & employment; Longevity; Health; Standard of living; Productive & valued activities	N	N
An increase in physical barriers around the Phase 1 area of the city centre (see annex A) will likely have an impact on the blind and partially sighted.		Access to services & employment; Health; Standard of living; Individual, family and social life.	N	N
Details of Impact	Can negative impacts be justified?	Reason/Action	Lead Officer	Completion Date
Reduced availability of parking within those areas currently accessible to disabled badge holders (legitimate or otherwise).	Y	The need to secure the Phase 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.		

Reduction in parking near to 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. Reduced parking space for Blue Badge Holders in St Sampson's Square may displace some parking to other surrounding streets such as Church Street and King's Square and may be considered too distant by some.	Y	The need to secure the Phase 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.		
A reduction in access for disabled passengers/drivers with loss of parking will reduce the accessibility of the Phase 1 area in the city centre (see annex A) and access to services located there.	Y	The need to secure the Phase 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.		
Impact on blind and partially sighted due to a large number of new obstacles, particularly the moving bollards within the predominantly pedestrian areas. A row of bollards may make way-finding simpler for some.	Y	The need to secure the Phase 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.		

Community of Identity: Gender

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
No significant impact is anticipated.		No significant impact is anticipated.	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)
No significant impact is anticipated		No significant impact is anticipated	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: Marriage & Civil Partnership

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
No significant impact is anticipated		No significant impact is anticipated	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: Pregnancy / Maternity

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
No significant impact is anticipated		No significant impact is anticipated	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)
No significant impact is anticipated		No significant impact is anticipated	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.		No significant impact is anticipated	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 Phase 1 area of the city centre (see annex A) through loss of vehicular access and parking for disabled blue badge holders.	Y	The need to secure the Phase 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.		
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Community of Identity: Sexual Orientation

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
No significant impact is anticipated		No significant impact is anticipated	None	None
Details of Impact	Can negative impacts be justified?	Reason/Action	Lead Officer	Completion Date



Executive

29 August 2019

Report of the Director of Children, Education and Communities
Portfolio of the Executive Member for Culture, Leisure and Communities

Refresh of Ward Committees**Summary**

1. Ward and neighbourhood level working is at the heart of building resilient communities. Local people are best placed to understand and find solutions to the specific and particular needs of their communities. This paper aims to reduce and remove unnecessary bureaucracy and delay in the council's processes whilst ensuring that effective governance, clarity of role and accountability in the use of public money are in place. The proposals aim to:
 - Empower local communities by devolving more budgets to wards.
 - Introduce a Safer Communities Fund to meet residents' expressed priorities.
 - Give wards more control of spending on highways to ensure that residents' priorities are met within wards.
 - Ensure timely delivery of Housing Environmental Improvement Schemes (HEIP).
2. These proposals build on the success of the council's approach to ward working which:
 - Engages local residents so that their views shape the council's priorities.
 - Increasingly devolves resources for decision making at ward level with residents leading in making better local use of resources.
 - Supports the local community and voluntary sector investing in its capacity as a source of expertise and as service provider.
 - Enables ward members, as informed community champions, to lead ward teams in delivery of well-informed local priorities.
 - Gets residents increasingly involved in local initiatives and volunteering.

- Increases local pride.
- Creates strong links to service and partner organisations e.g. Residents Associations and Parish Councils.
- Increases community capacity so that all communities are able to take up the opportunities open to them.

Recommendations

3. The Executive is asked to:
 - Agree the criteria for the Safer Communities Fund set out in paragraph 6.
 - Agree the proposal for member development set out in paragraph 9.
 - Agree the allocation of highways funding and the draft updated process for identification of schemes set out in paragraph 12.
 - Agree the revised basis for allocation of ward funding set out in paragraph 17.
 - Agree the updated process for HEIP schemes set out in paragraph 18.
 - Endorse the Social Value Engine as a method for evaluating ward schemes.
 - Endorse the proposals for resident engagement and use of *Planning for Real* from paragraph 25 onwards.
 - Endorse the proposals for Parish Liaison.
 - Note the ideas for future development set out from paragraph 38 onwards.

Reason: To support the Council's commitment to working with local communities and devolving power and budgets to residents.

Background

4. The previous administration enhanced ward budgets through a "Pride in York" fund and a "Community Care" fund. These pots were aggregated to give wards a single, flexible budget that they can spend as they see fit within Council policies and procedures, whether to give grants or to buy services. A Ward Highways capital programme was also instituted as well as the Housing Environmental Improvement Programme (HEIP), in wards that have council housing. Over the life of the previous administration wards delivered a diverse range of schemes. Common themes were:

- Active and resilient communities.
 - Addressing social isolation and improving well-being.
 - Community involvement in a cleaner, greener environment.
 - Community Safety.
 - Facilities and activities for children and young people.
5. The shaping of this paper was aided by input from the Children Education and Communities Scrutiny Committee which discussed key questions relating to ward working at its 23 July meeting. The principal issues raised included:
- Safer Communities funding: The additional funding allocated by council was welcomed. Members advised that criteria for the funding should not be too prescriptive but that it was important that clear outcomes for initiatives should be set out at the outset and subsequently monitored.
 - Resident engagement: Engagement methods currently used were discussed. It was felt that some member sessions to exchange best practice on engagement would be helpful, especially with regard to harder to reach groups, as well as on ideas for ward schemes. It was also suggested that Community Involvement Officers could produce updates for members with examples of good practice. It was suggested that the approaches used in recent financial inclusion projects could be extended more widely, e.g. community hubs.
 - Communication methods: It was noted that there is no longer any print communication with residents notifying them of ward engagement events. This was felt to be a significant loss.
 - Ward Highways: An approach that allowed wards to aggregate funding over the four years of the administration was supported. It was felt that it should be stressed that this funding can be spent on wider infrastructure than simply roads.
 - Evaluation: The importance of evaluation was noted. It was felt that sharing case studies also have a role in effective evaluation.

Next Steps

Safer Communities Fund:

6. As part of the council's Supplementary Budget Proposals agreed on 17 July Council, £250k was awarded to wards as a "Safer Communities Fund". The allocation of this funding, in proportion to population in the normal way, is shown in Annex 1. Building on the success of the Community Care fund it is proposed that the Safer

Communities Fund is operated in a similar way in that it is added into ward revenue funds so that it can be used flexibly by wards on any projects that meet residents' priorities in terms of creating safer communities. It is suggested that the planned impact of the spend should be set out in advance and the subsequent outcomes evaluation (see para 25 below concerning evaluation). Evaluation could be developed in partnership with the Community Safety Team who would also be able to provide evidence-based examples of good practice so that we are able to encourage community groups to put forward good proposals within a flexible budget regime which is operated in line with policies and procedures for ward funding. PCSOs could also be consulted as part of the ward team as they will be able to bring useful views to the table and this will provide an excellent opportunity to strengthen ties between wards and the police.

Current position with ward working:

7. Ward working is progressing well. Ward members are in contact with their Community Involvement Officers (CIOs) and in most cases ward team meetings have been set up. Wards have either rolled forward priorities from last year or are developing new priorities with their residents. This will help generate appropriate ward schemes.
8. A total of £157k of ward funding was carried forward from 18/19 into 19/20. The list of carry forward amounts is attached together with 19/20 budget allocations at Annex 1.
9. As ward working was covered only very briefly within the overall member induction it is proposed to run some additional tailored sessions for members. It is suggested that these are run in political groups and cover:
 - Processes around all aspects of ward funding.
 - Getting the best from your CIO.
 - Sharing between members of best practice in engaging residents.
 - Sharing ideas on effective use of ward budgets.
10. As part of the Council's supplementary budget proposals agreed on 17 July, additional capacity was funded within the Communities and Equalities Team, equating to two posts. The first post will:
 - Help with administration of the new funding.
 - Ensure continuation of the hubs developed through the 4Community Growth funding.

- Allowing a better sharing out of the wards amongst CIOs enabling them to be more directly involved in wards and in developing projects.
 - Facilitate efficient delivery of ward, highways and HEIP schemes.
11. The second post is funded from government grant provided to deal with the consequences of Brexit and aims to develop connections with communities most impacted by EU exit. It will:
- Work with York's minority communities in order to seek an understanding of the communities that are present in the city, and map who they are together with their needs, interests and perspectives. The worker will take a community development approach, empowering communities and increasing their capacity to bring about change for themselves. Outcomes, over and above the basic mapping, are likely to include:
 - Intelligence provided to frontline services enabling them to have more effective conversations re service design and informing Equality Impact Assessments
 - Opportunities for conversations and network building between residents of different backgrounds through a range of cultural, participation and public decision-making projects
 - Greater coordination between existing organisations working in the city
 - A “community amplifiers” programme, with local residents acting as researchers, focusing on under-represented groups, to build relationships using participatory techniques

Ward Capital / Highway Schemes:

12. The Ward Highways Capital Scheme is a four-year programme formed from capital resources set aside from the main Highways Capital Programme. It is designed to allow wards to bring forward schemes that are important to local residents but would struggle to be prioritised as part of the main capital programme. A nominal allocation is made to each ward on a population basis. Wards are able to aggregate their allocation by carrying over / bringing forward annual allocations in order to undertake more substantial schemes.
13. Building on the success of the previous Ward Highways Programme it is now proposed to enhance this programme by allocating the following one-off amounts to it:
- £500k to use for highways improvements in respect of Roads and Footways.

- £500k to use for Walking and Cycling improvements.

This is in addition to the on-going £250K in this area.

14. A further report will be brought to Executive to amend the Council's Highways Asset Management Plan to give effect to the following draft proposals.
15. It is recognised that use of this money must be as flexible as possible to meet the needs and aspirations of the Wards whilst taking account of all relevant legislation and statutory guidance as highways are heavily regulated environments. To improve the timely delivery of ward highway schemes the following revised process is proposed:
 - CIOs will liaise with ward councillors, residents and key partners to identify potential highways issues / capital projects in the ward.
 - The Highways team will bring forward data, issues and suggestions for consideration by wards to help inform their decision-making. This will include condition surveys, customer requests and safety audits. It will show the roads in the ward that are to be repaired through the main capital programme and will allow ward members, should they wish, to allocate funds to repair lower priority roads where there is a clear social reason driven by resident need. (Due to the economies of scale achievable through delivering these schemes alongside the main programme, the ward will see good value for money from this approach). Additionally, where the Transport Team have ideas for improvements in the ward in line with council policy, but not the budget to see them fulfilled, they will bring these as suggestions to the Ward Committee / Team. A flow chart demonstrating this process is set out at Annex 4.
 - Ward issues, identified from the two processes above, will be taken to a targeted ward walk about. A highways officer and traffic engineer will join the CIO and ward members on site and will make an initial assessment of ideas, providing broad-brush comments on feasibility, which in turn will lead to a rough cost estimate being produced. Walk abouts (which ward members may operate in a format and with a name appropriate to their particular ward) will need to be undertaken by the end of September each year.
 - CIOs will complete a highways form in respect of all schemes that the ward would like to see acted on, following the walk about, prioritising them where ideas outstrip budget.

- The Highways team will then form the prioritised ideas as far as possible into a coherent capital programme. Where ward schemes are grouped with other schemes ward councillors will be consulted. Smaller or more urgent schemes may not fit this approach and where councillors wish to proceed with schemes independently they will be notified if this has the potential to incur any additional cost.
- The Executive Member for Culture, Leisure and Communities will receive quarterly ward capital schemes briefing. To ensure executive oversight of scheme delivery and ward member engagement.
- The Communities and Equalities Team will maintain a spreadsheet which will be available to all members to peruse which will show the status of each identified scheme.
- A “menu” of example schemes is attached at Annex 3.

16. Key considerations in making this system work effectively will be:

- Wards should plan early if, especially the more complex schemes, are to be delivered. Wards will be encouraged to plan for the full four years whilst remaining flexible with regard to resident demand.
- The funding can only be used for capital schemes.
- Strengthened sign-off processes are required for this significant expenditure to ensure that it is used in line with intended purposes. Where schemes exceed £50,000 the appropriate Executive member and Director should be consulted prior to approval and procurement should be in line with the Council’s procurement policy.
- All schemes will be delivered as quickly as possible whilst ensuring that the capital spend is profiled over the four years of the administration.
- Schemes must be in line with national highway regulations and existing council highways policy. Where a ward scheme and council policy are not aligned a report will be taken to a Decision Session of the relevant Executive Member with responsibility for highways to resolve the matter.
- The Communities and Equalities team will undertake resident consultation on proposed schemes, once confirmed by ward councillors, making sure that all relevant stakeholders are consulted prior to any scheme being signed off. The highways

team will undertake notifications and consultations that are a statutory requirement.

- The Highways team will either deliver schemes in-house or use existing procurement frameworks to deliver the work through external contracts depending on the nature of the work to achieve the most efficient and effective delivery of the programme.

Allocation of Ward Funding:

17. New funding allocated to wards in this financial year will be done in proportion to the number of members per ward in order to ensure a more equitable distribution. Existing allocations will not be affected; however, from 2020/21, all ward funding (other than HEIP) will be allocated on this basis.

HEIP:

18. The Housing Environment Improvement Programme is a four-year programme with funding being allocated to wards in proportion to the number of council housing properties in the ward. HEIP funds physical improvements to council housing land and property. It is managed by the Communities and Equalities Team with projects delivered by council teams or a contractor appointed in line with procurement processes. Projects must:
 - Benefit a group of council housing tenants (not a single property).
 - Have a life expectancy of at least 3-5 years.
 - Have no significant, ongoing cost implications (unless funding can be secured from an alternative source).
19. A six stage process is proposed:
 - i. Ideas generation: Residents, councillors and residents association can all suggest projects to the CIO. Ward Committees may hold events to generate ideas over the four year period of the programme. Complex schemes which may require substantial planning and feasibility studies are best initiated at the start of the programme to allow sufficient time for delivery. Plenty of notice will be given for the “final call” on such schemes.
 - ii. Defining the project: In consultation with the relevant Housing Management Officer and ward councillors, an initial opinion-gathering exercise will take place, gathering the views of residents living close to the project. This will gauge overall

support for the scheme and will be undertaken by the Communities and Equalities Schemes Coordinator and CIO.

Tenant walkabouts may be held. (Potential highway-related projects will also be included in the ward walkabout (see above)).

- iii. Approval of the project: The HEIP will follow the flexible arrangement outlined in respect of Highways Capital above. The CIO will compile a list of all potential schemes to be discussed by the Ward Committee / Team. The Ward Committee will be asked to prioritise schemes and indicate which ones they want to take forward for implementation. A list of schemes will be prepared for the Director of Health, Housing and Adult Social Care to approve. Approval will take place on a monthly basis on the Thursday before the Housing Scrutiny Panel Meeting (which replaces the HEIP panel).
 - iv. Planning and consultation: A project plan will be developed for each scheme and consultation with all residents living in the vicinity of the project will be undertaken.
 - v. Delivery: The scheme coordinator will pass projects to the suitable team or contractor for delivery. They will also prepare a monthly update for the Housing Scrutiny Panel and ward councillors.
 - vi. Evaluation: Following sign off, a project evaluation will take place. Outcomes will be shared with the Ward Committee and Housing Management Officer.
20. Project delivery, from sign-off by the Head of Housing, will be as follows, other than in exceptional circumstances. Identification of works should be immediate and there is the potential for any identified works to be carried out very quickly. However, one of the principles of changing to the HEIP approach was to achieve value for money recognising that there is work of a similar nature across the city. Fencing is a good example of this kind of work. By packaging up work of a similar type in one contract economies of scale can be achieved. The experience of the previous round of work shows that 15% savings were achieved on the fencing work and 45% (equating to around £15k) on the fabrication and installation of storage containers). There may be some delay whilst the work is commissioned but the savings achieved stretch the number of improvements that can be made.
21. The timescales below therefore represent a maximum:

Car parking bays	Up to 24 months
Hard landscaping	Up to 12 months
Fabrication and installation of storage containers	Up to 12 months
Soft landscaping	Up to 6 months
Fencing	Up to 6 months

22. Schemes must be in line with existing council housing policy. Where a proposed scheme and council policy are not aligned a report will be taken to a decision session of the Executive Member of Housing and Safer Neighbourhoods to resolve the matter.
23. A system will need to be put in place so that ward members and residents are able to see the current status of each proposed scheme.

Resident Engagement:

24. There are many excellent examples of innovative methods used by members to engage their residents, including focus group sessions, stakeholder meetings, action days, drop-ins, a Christmas market place, cycle abouts, joint events with the local primary school, surveys, etc. From June to September we have an intern from University of York working with us to research how councillors engage successfully with ward residents, covering all demographics including, age, race, faith, income, occupation, education and sexual orientation. The research will be based in a representative sample of six wards and will involve talking with councillors, residents and community groups with a view to identifying suitable methods of engagement for particular areas and demographics. The aim will be to develop a toolkit, which can be used by councillors, city-wide, to inform their choice of engagement methods both with their ward as a whole, and with particular groups within it.
25. There is also potential to invest in more formalised methodologies such as “Planning for Real” (PFR) where schemes are of the appropriate scale. This is a nationally recognised community planning process that enables residents to register their views on a range of issues, to work together to identify priorities and, in partnership with local agencies, to develop an action plan for change. The process involves the creation of a large-scale map of the area together with 3D models of key buildings and landmarks. The map can be created with community groups, in schools, in sessions in community venues, etc. or it can be prepared in advance to facilitate

issue-based consultations. The facilitation uses prioritisation cards. The Communities and Equalities Team has previously been trained to facilitate PFR sessions as trained practitioners. Back in 2003 PFR exercises were undertaken in each ward over a period of a couple of months. This gave a good amount of information to ward members and wider ward teams to consider as part of their ward priority setting and action planning.

26. There would be potential to train the current team in this tried and tested methodology if there was interest from members. It needs to be noted that it is a fairly labour intensive process and requires quite an investment in time in creating the maps/models, taking them out into communities, facilitating the sessions and then capturing of the feedback gathered; however, the additional capacity created in the Communities and Equalities Team would make this possible.

Proving the value of ward working:

27. The Public Services (Social Value) Act 2013 requires people who commission public services to think about how they can also secure wider social, economic and environmental benefits. Social Value is a type of analysis that can be used to measure the outcomes of a particular project or to evaluate the benefit of a particular piece of service delivery.
28. The Council has obtained a licence to use the Social Value Engine (SVE), an online calculator-style tool, created by Rose Regeneration and East Riding of Yorkshire Council. This aims to provide a universal measure of outcome, expressing it in terms of a monetary benefit. In this way, it facilitates comparison between projects; for example, the social value produced by a project which tackles social isolation could be measured against that of a project which funds youth provision in the summer holidays. Whilst a case study can help point up the benefit and impact of a project or scheme, social value analysis goes beyond this, providing impact measurement in 'cost-savings' terms. Thus, it can be used to make better decisions.
29. The SVE can also be used to make geographically-focused decisions, as it can be used to predict where a project or service has most social value, i.e. where there is no other similar provision and where the outcome would not be achieved without the particular intervention. The SVE is therefore a great tool to avoid replication of services, and to prioritise where an intervention can have the most positive impact. It is helpful in evidencing the value of seed- and match-funding, which is particularly helpful in the context of ward funding.

30. In short, the SVE can be used to forecast, monitor and evaluate. It can be used during procurement and as part of the decision-making process in respect of funding bids. Provided that good quality data is fed into it, it is robust and stands up to scrutiny. The SVE incorporates 'deflators' in its calculations which deflate rather than inflate the measurement of impact. Deflators account for the contribution to the outcome from other services as well as from the probability that the outcome would be achieved without this intervention – e.g. from individuals' own initiative or from statutory services or other groups. This ensures that the social value is not over-claimed.
31. In a pilot conducted last year, nine projects that had received ward funding were analysed using the tool, alongside case studies and testimonies. Since then, we have expanded social value analysis within CYC, using the SVE within Family Learning, Work Wellness, Adult Social Care, Falls Prevention, Public Health, and procurement. We have also analysed a full financial year of revenue spending in respect of two wards, and have used it in evaluating and forecasting for highways and HEIP schemes.
32. From this work, we have learnt that unique and bespoke services with modest costs, or little service replication tend to have very high social value and return-on-investment. Organisations and charities that rely on volunteers and have minimal running costs tend to have the highest social value. One example of this is Older Citizens' Advocacy York. From the data gathered we can show the average social value return for ward projects. Examples are shown in the table below.

Type of project	ROI: £s returned in social value per £ invested
Green spaces or gardening	£4.89
Elderly music, crafts or arts groups	£7.52
Community Club or coffee mornings	£6.09
Advocacy for older citizens	£12.40
Youth provision or sports youth clubs	£9.34

33. As Social Value is already taking off within several council departments, there is potential to incorporate it more consistently into practices and processes, such as grant applications and monitoring forms, and to use it more extensively in decision-making. The context for this is a need to develop a broad range of commissioning skills amongst CIOs. Focusing on the commissioning cycle would ensure that residents and communities are placed at the heart of all elements of the ward funding process and would bring a more systematic

approach to identifying ward need, identifying gaps in current provision, linking need to broader council policies, conducting options appraisals, developing business cases, managing and monitoring projects, developing appropriate performance measures, setting targets and measuring outcomes. This more systematic approach would ensure that learning is gained from projects and lead in turn to the delivery of stronger future projects with more robust outcomes.

Governance Issues:

34. An audit report was produced earlier this year on ward funding. This found that a thorough grant application process is in place; however, in some cases records of applications were found to be incomplete. Recommendations were made with regard to record keeping, monitoring and managing potential conflicts of interest. Actions subsequently taken were:
- A new record retention policy has been implemented with respect to ward grants.
 - A database has been put in place to track processing of grants decisions and monitoring information received.
 - A new process has been introduced to check the quality of grant information.
 - The grant agreement form has been updated in consultation with legal services to make sure it is sufficiently robust to enable claw back of funding where necessary.
 - A monitoring report will now be produced recording organisations that have not returned the grant monitoring forms.
 - A new report will be developed listing organisations which have not submitted appropriate monitoring reports.
 - Minutes will be taken at ward committee meetings where grant applications are to be agreed and minutes will then be published.
 - All ward grant decision will be recorded on a Ward Grant decision record which will record conflicts of interest and clearly outline who was present when the decision was made. These will be published in a timely manner.
 - All decisions will be made in accordance with the existing scheme of delegation.

Parish Liaison:

35. Soon after its formation, City of York Council entered into a charter with the 32 local councils (parish and town councils) setting out how

the Council and parishes would work together and communicate. The main objectives were to:

- Set out how the parties aim to work together and to continue existing best practice.
- Continually review and establish improved ways of working.
- Confirm the principles of democratic local government.
- Continually review and improve the system of local democracy.
- Encourage greater public participation in the system.
- Promote sustainable social economic and environmental development.

36. A Parish Council Liaison Group was maintained, with the Yorkshire Local Councils Association (York Branch) electing a number of representatives, to discuss key issues on a thematic basis with officers and key members.
37. These arrangements recently fell into abeyance. There is now a real opportunity to refresh the liaison and partnership working arrangements, building on best practice from what has gone before, by working with parish council representatives to design a process which works for everyone. A first step will be to consult parish councils on how they would like to see liaison happen and then convening an appropriate event to feedback on this consultation and co-design new arrangements. It would also be appropriate to re-introduce training on understanding parish councils and other initiatives such as tenant engagement, resident associations and planning panels as part of the Council's workforce development offer.

Other Possible Future Developments:

38. York has a strong tradition of resident engagement at a ward level, initially through neighbourhood forums covering the central wards and, since 2001, through ward committees covering all wards in the city. The York model of ward committees has inspired and informed the approach of a number of other local authorities to resident engagement on a local basis. The key to the success of York's ward committee process has been a commitment to the core processes:
- Ward Councillor leading regular public engagement to discuss local issues.
 - Devolved budgets for ward activities and local improvement schemes to address local priorities and need.
 - Ward Teams facilitating partnership working at a ward level and maximising the impact of available resources.

39. A 2018 report by the National Association of Neighbourhood Management revealed that, partly in response to austerity, neighbourhood working has been flourishing across the country and has become more strategic and ambitious in its approach and the range of issues it seeks to address. Strategic locality working is being used to address some of the most challenging issues facing the UK, such as mental health and wellbeing, adult social care, skills and employability, financial inclusion, digital inclusion, loneliness and social isolation. Most authorities using neighbourhood working described its primary purpose as “resolving practical issues”. A lower proportion of authorities devolve budgets or decision-making to the local level.
40. Most authorities use structures for neighbourhood working that have elements in common with York, with, for example, resident forums, locality partnerships or networks, community grants and commissioning budgets. Many take a “strengths based” approach where councillors provide local leadership in building on things that work in the locality and encouraging residents to get involved in volunteering and other forms of local action. Budgets and services devolved to the local level are, of course, appropriate to local needs but interesting examples that this council might want to reflect on including devolving decision-making on Community Infrastructure Levy and Section 106 funding.
41. For this authority, it is proposed that the current system of ward working continues to be developed with particular emphasis on:
 - Continuing to increase resident engagement and understanding of the ward committee process developing more high profile media and comms around ways to engage / have your say
 - In addition to local consultations and ward profiles making the most of the results of other resident engagement methods and consultations, e.g. Talk York, and My Castle Gateway.
42. The Council’s approach to integrated local area working will also support work at ward level by informing members about the cross-cutting issues relevant to their ward so that they can direct ward funding to projects that meet priority needs. The Council has delineated three areas for the purposes of taking forward this approach. Relevant services including Local Area Teams, Local Area Coordinators and Housing Management have organised themselves on the basis of these areas. (The Police have also reorganised on these lines). Annex 2 shows the areas that wards should be

engaging with. Ward members will be provided with the names of the respective local area managers.

43. Integrated local area working is already starting to connect up work, for example:

- The Public Health Wellbeing team are working with Housing in Clifton offering free home safety visits for older residents who want practical help and advice to reduce the risk of falls in their home.
- Housing and Adult Social Care members of staff are collaborating with the 60+ Housing Specialist Officer facilitating accommodation options for older people, including by using volunteers, to facilitate hospital discharge.
- The local-area based financial inclusion project (4Community Growth York) has taken a multi-agency approach enabling communities to design local solutions and to address cross-cutting issues like helping people to get on-line or mobilising communities through switching campaigns to reduce energy costs.

44. Our local area approaches will help build resilient communities by:

- Working with partners to build community capacity, supporting the growth of social networks and social action, bringing all sectors together in projects that deliver on local priorities.
- Taking an “asset based” approach, starting from the positive resources and skills found in individuals and communities rather than from problems.
- Ensuring that people have appropriate advice and information to keep them resilient, independent, happy and healthy.
- Supporting people and communities to find the help they need to maintain their resilience and independence and participate fully in community life - led by intelligence.
- Working with partners to intervene early with those at risk of losing their independence or with escalating levels of need.
- Ensuring that, where people have longer-term need for additional support, this is delivered in the most appropriate, personalised way, using community provision in the area as far as possible.

45. The approach will be supported by the city’s new volunteering strategy, *People Helping People*, launched last autumn. With partners across the city this focuses on “impact volunteering”, scaling-up social action in order to meet shared city priorities.

Implications

46. **Finance:** Ward budgets for 2019/20 and 2020/21 are shown in Annex 1.
47. **Equalities:** The equality impact assessment points to the need for a wide variety of methods being required to enable the engagement of all residents in ward priorities and action planning. It also suggests the need for multiple channels of communication.
48. There are no additional Property, Legal, Human Resources, Crime and Disorder, or Information Technology implications arising from this report.

Corporate Objectives

49. The Council Plan is currently being developed for the period 2019-2023. This will set out eight outcomes which collectively describe good place, providing a good quality of life for York's residents. The outcomes are not prioritised – all must be addressed to achieve a balanced and sustainable city. The Council Plan will provide a useful framework for Ward Committees to assess the broader contribution of their activities to the wider quality of life for residents, alongside the social value engine.

Risk Management

50. In compliance with the Council's risk management strategy the main risks that have been identified associated with the proposals contained in this report are those which could lead to the inability to meet business objectives and to deliver services, leading to damage to the Council's reputation and failure to meet stakeholders' expectations. The level of risk is assessed as "Low". This is acceptable but means that regular monitoring is required of the operation of the new arrangements.

Annexes:

- 1 – Allocation of ward budgets including carry forward amounts.
- 2 – Integrated local area working boundaries.
- 3 – Menu of highways schemes.
- 4 – Highways / capital schemes flowchart.

Contact Details

Authors:	Chief Officer responsible for the report:			
Charlie Croft Assistant Director (Communities and Culture)	Amanda Hatton Director of Children, Education & Communities			
Report Approved ✓ Date: 14 August, 2019				
Specialist Implications Officers:				
Wards Affected:			All	✓

For further information please contact the author of the report

Background Papers: Equality Impact Assessment

Allocation of Ward Budgets

ANNEX 1

Wards	No. of Ward Councillors	Core Budget 2019-20	Pride in York 2019/20	Safer Communities Fund*	TOTAL	Carry Forward from 2018-19	Grand TOTAL 2019-20	Core Budget 2020/21*	Pride in York 2020/21*
Acomb	2	6,769	9,026	10,638	26,433	7,819	34,252	6,383	8,511
Bishopthorpe	1	2,958	3,944	5,319	12,221	3,577	15,798	3,191	4,255
Clifton	2	7,490	9,987	10,638	28,115	-2,335	25,780	6,383	8,511
Copmanthorpe	1	3,131	4,175	5,319	12,625	5,037	17,662	3,191	4,255
Dringhouses & Woodthorpe	3	8,395	11,193	15,957	35,545	8,515	44,060	9,574	12,766
Fishergate	2	7,075	9,434	10,638	27,147	12,012	39,159	6,383	8,511
Fulford & Heslington	1	3,393	4,524	5,319	13,236	345	13,581	3,191	4,255
Guildhall	3	10,422	13,895	15,957	40,274	23,975	64,249	9,574	12,766
Haxby & Wigginton	3	9,117	12,156	15,957	37,230	6,537	43,767	9,574	12,766
Heworth	3	10,179	13,572	15,957	39,708	-7,331	32,377	9,574	12,766
Heworth Without	1	3,048	4,065	5,319	12,432	14,004	26,436	3,191	4,255
Holgate	3	9,466	12,621	15,957	38,044	21,447	59,491	9,574	12,766
Hull Road	3	9,494	12,658	15,957	38,109	9,197	47,306	9,574	12,766
Huntington & New Earswick	3	9,170	12,227	15,957	37,354	3,526	40,880	9,574	12,766
Micklegate	3	9,479	12,639	15,957	38,075	379	38,454	9,574	12,766
Osbalwick & Derwent	2	5,451	7,268	10,638	23,357	13,247	36,604	6,383	8,511
Rawcliffe and Clifton Without	3	9,410	12,547	15,957	37,914	8,865	46,779	9,574	12,766
Rural West	2	5,934	7,912	10,638	24,484	11,801	36,285	6,383	8,511
Strensall	2	6,163	8,217	10,638	25,018	367	25,385	6,383	8,511
Westfield	3	10,309	13,755	15,957	40,021	15,872	55,893	9,574	12,766
Wheldrake	1	3,145	4,194	5,319	12,658	566	13,224	3,191	4,255
TOTALS	47	149,998	200,009	250,000	600,007	157,422	757,429	150,000	200,000

* allocated by number of ward councillors

Ward Highways / Capital Allocations

Wards	No. of Ward Councillors	Allocation of £250k 2019/20	Allocation of Additional £1m*	Allocation of £250k 2020/21 onwards*	4 Year TOTAL	Original 4 year budget	Spend	Program med Works Carried Forward	Carry Forward Balance	4 Year GRAND TOTAL
Acomb	2	11,282	42,553	10,638	85,750	45,128	7,531	19,420	18,177	103,927
Bishopthorpe	1	4,931	21,277	5,319	42,165	19,724	4,992	1,200	13,532	55,697
Clifton	2	12,484	42,553	10,638	86,952	49,936	17,207	11,264	21,465	108,417
Copmanthorpe	1	5,218	21,277	5,319	42,452	20,872	16,815	6,104	-2,047	40,405
Dringhouses & Woodthorpe	3	13,991	63,830	15,957	125,693	55,964	55,786	3,500	-3,322	122,371
Fishergate	2	11,792	42,553	10,638	86,260	47,168	25,986	1,500	19,682	105,942
Fulford & Heslington	1	5,655	21,277	5,319	42,889	22,620	20,533	1,103	984	43,873
Guildhall	3	17,369	63,830	15,957	129,071	69,476	26,897	37,520	5,059	134,131
Haxby & Wigginton	3	15,196	63,830	15,957	126,898	60,784	30,938	21,591	8,255	135,154
Heworth	3	16,965	63,830	15,957	128,667	67,860	12,867	0	54,993	183,660
Heworth Without	1	5,081	21,277	5,319	42,315	20,324	10,411	0	9,913	52,228
Holgate	3	15,776	63,830	15,957	127,478	63,104	34,029	32,457	-3,382	124,096
Hull Road	3	15,823	63,830	15,957	127,525	63,292	8,891	0	54,402	181,927
Huntington & New Earswick	3	15,284	63,830	15,957	126,986	61,136	50,659	3,000	7,477	134,463
Micklegate	3	15,799	63,830	15,957	127,501	63,196	984	40,000	22,213	149,714
Osbalwick & Derwent	2	9,085	42,553	10,638	83,553	36,340	28,200	5,600	2,540	86,093
Rawcliffe and Clifton Without	3	15,684	63,830	15,957	127,386	62,736	20,513	32,310	9,913	137,299
Rural West	2	9,890	42,553	10,638	84,358	39,560	1,175	0	38,385	122,743
Strensall	2	10,271	42,553	10,638	84,739	41,084	44,743	0	-3,659	81,081
Westfield	3	17,181	63,830	15,957	128,883	68,724	44,124	34,203	-9,603	119,280
Wheldrake	1	5,242	21,277	5,319	42,476	20,968	11,938	0	9,030	51,506
TOTALS	47	249,999	1,000,000	250,000	1,999,999	999,996	475,218	250,772	274,006	2,274,005

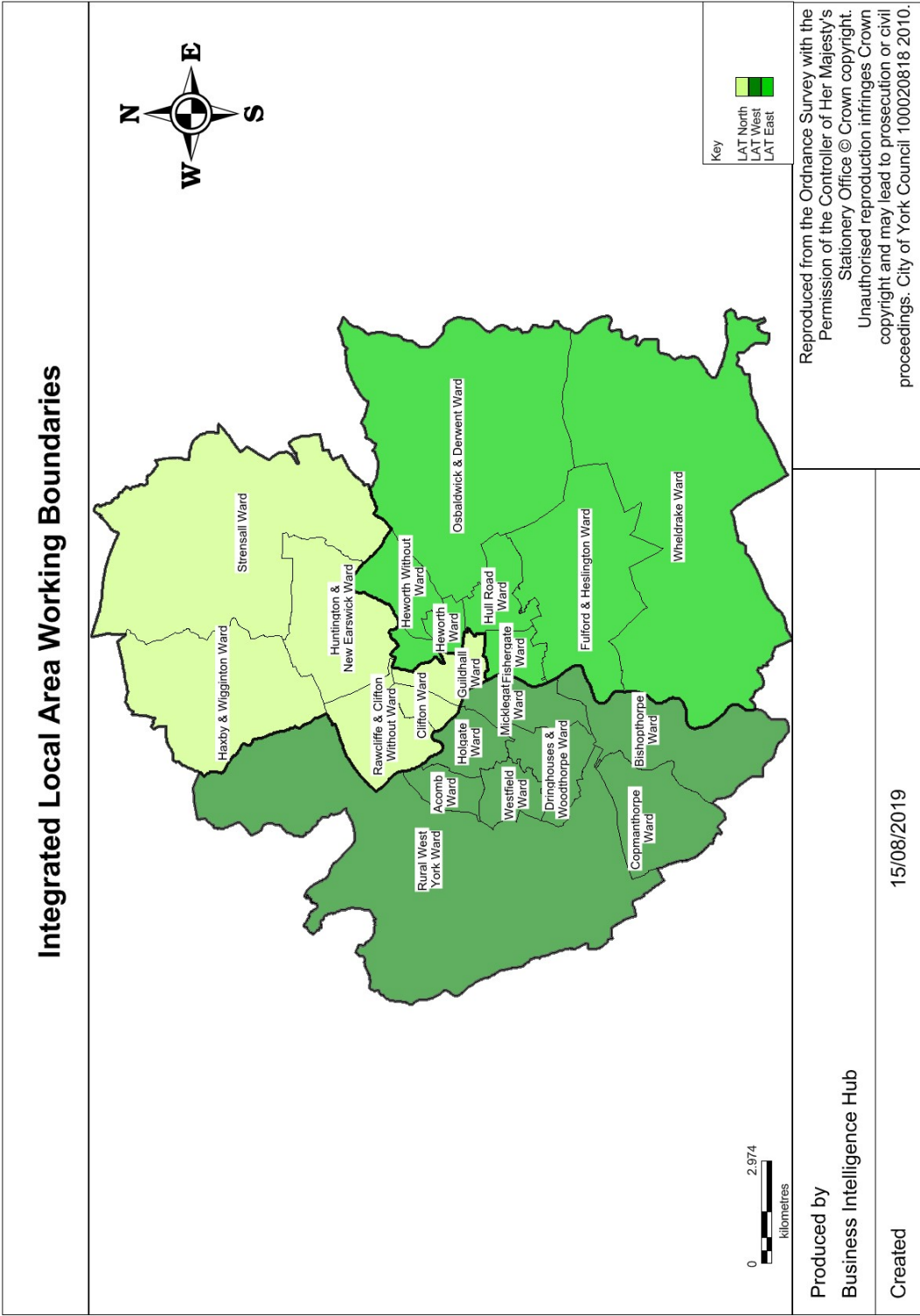
* allocated by number of ward councillors

HEIP Allocations

Ward	% of Allocation	19/20 Allocation	4 year TOTAL
Acomb	5	8,500	34,000
Bishopthorpe	1	1,700	6,800
Clifton	12	20,400	81,600
Copmanthorpe	1	850	3,400
Dringhouses	5	8,500	34,000
Fishergate	2	3,400	13,600
Fulford	2	2,550	10,200
Guildhall	10	16,150	64,600
Heworth	17	28,050	112,200
Holgate	6	10,200	40,800
Hull Rd	9	15,300	61,200
Micklegate	8	12,750	51,000
Osballdwick	1	1,700	6,800
Rural West	1	1,700	6,800
Westfield	22	37,400	149,600
Wheldrake	1	850	3,400
TOTALS	100	170,000	680,000

TOTAL AVAILABLE TO WARDS OVER 4 YEARS: £4,761,434

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ANNEX 3

Guide to the Cost of Capital / Highway Work

Introduction

This is a guide to the cost for the provision of highway works. It is intended to help Ward Committees when they are considering such issues in their area. Costs are approximate and do not include the fees involved with design and implementation, which could add about 20% to the costs given. The cost of any legal procedures is not included unless stated. The diversion and protection of public utility apparatus may be required where excavation is required and this can add significant costs.

Procedure

All requests for highways works will be considered in the context of CYC policies and in conjunction with other programmes such as Local Safety Schemes and Speed Management. Proposals need to comply with legislation such as The Highways Act 1980 and The Traffic Signs Regulations and General Directions 2016 and be designed in accordance with national standards.

Any significant changes to the highway will require a number of procedures to be followed. A feasibility study will cost approximately £1,000 and additional surveys are likely to be necessary - both ground surveys and traffic data such as vehicle numbers, speed and pedestrian data. A preliminary design will be required to seek approval from elected members, or the Director of Economy and Place for minor works. This process will include a road safety audit and public consultation, utilities companies will need to determine whether their cables or pipes may be affected and trial holes may be necessary to determine what alterations are required.

Approval of a scheme will be followed by detailed design (materials, kerbs, paving, road markings etc) and further road safety audit (subject to risk assessment) to ensure that a safe design can be constructed.

Once constructed a final road safety audit would check the built facility and this could recommend changes. Inevitably some proposals that are investigated will be found to be undeliverable or inappropriate. Future running and maintenance costs also need to be considered.

Highway Maintenance Works

- Footway tarmac renewal – approx £70 / square metre
- Footway flags replace and relay – approx £70 / square metre
- Carriageway repairs – approx £80 / square metre
- Traffic management may be required and is dependant on each project – approx £200 per week for simple works but could be as much as £2,000 for a complex/lengthy project.
- Kerb replacement £40 per linear meter

Pedestrian facilities

Pedestrian crossing facilities must be considered carefully and may not be appropriate in some locations. Surveys of pedestrian crossing movements and vehicle numbers are likely to be needed to assess what provision may be appropriate. Formal crossing facilities do not necessarily make a crossing point safer, particularly where pedestrian and/or vehicle numbers are low, where there is no natural focal point for crossing movements and where there is no record of recent pedestrian accidents. Pedestrian safety is the prime consideration but the impact on other road users, particularly cyclists must be accounted for.

Formal crossing facilities



Zebra crossing - £20,000 – £25,000

Puffin crossing - £35,000 - £40,000

Toucan crossing (combined pedestrian and cycle crossing) - £40,000 - £50,000 - only appropriate where there are existing off road cycle facilities or they are being provided as part of a scheme.

Informal crossing facilities



Pedestrian refuge - £5,000 - £8,000 provided the road is wide enough - a standard refuge is 2m wide and traffic lanes wide enough for cyclists and cars to pass at the same time should be almost 4m wide.

A road less than 10m wide may require widening which would add a considerable cost. Narrower traffic lanes may be supported where there are very few cyclists.



Dropped kerbs and tactile paving - £1,000 per pair - the crossing point could be further highlighted by including bollards each side of the tactile paving, this increases the cost to approx £1600 per crossing.

Other pedestrian measures



Bus shelter - from £5,000 - not including connection to the electricity supply for lighting within the shelter.

Provision of new footway – a new 1.8m (minimum width) bituminous material footway including kerbs is approximately £125 per linear metre.

Traffic Calming

There are a number of techniques available to achieve traffic calming, every site will require individual consideration via a feasibility study before any scheme can be progressed. Typical scheme costs will range from £10,000 to £100,000.



Village Gateway –



signs, lines and coloured road marking material up to £4000, electrical work is required to illuminate signs or improve street lighting.

Mini roundabout – Without any resurfacing of the carriageway the signs, lines and splitter islands will cost approx. £18,000 to £24,000. It is generally necessary to resurface the carriageway and this will add considerably to the cost which will depend on the area and the existing condition of the road.



Carriageway narrowing - one way priority traffic operation including signs, lines and lighting costs up to £20,000, depending on length



Vehicle Activated Signs - cost £2500 to £7500 depending on size and electrical supply but are only used if the site meets the criteria in CYC policy. Speed surveys are needed to evidence speed management assessments to identify appropriate sites.



Speed table/crossing point - including associated works such as coloured surfacing, street lighting, signing and lining from £10,000 depending on the length and carriageway width.



Raised table junction



Parking Controls



Vehicle Crossing – approx £2,000 for a 4mx5m concreted crossing in a flagged footway or £1,500 constructed in tarmac footway.



Parking bay - A parking bay for four vehicles within existing highway verge from £10,000 (this type of work will often require utility diversion/protection).



Off Highway Bay – approx £80 / metre constructed in eco grid or tarmac



process is required for the usage of double or single yellow lines, this could cost upto approx £1500 plus the cost of the lines and signs and will depend on length and location. It is more appropriate to request schemes to be included in the annual review and this could be cheaper.

Road Markings - consultation/legal

White / yellow lines - approx £1 per metre, hatching approx £7.50 per square metre for new or refreshed markings. Removal of lines is approx £2 per metre. Road studs are £10 - £20 to provide and install. New provision will require the feasibility to be considered.

Street lighting

Provision of a standard street lighting column £1,000, including service connection but costs may be greater where there are specific issues over connections.

This cost can increase significantly if any extra cabling is needed for electricity supply, up to £60 per linear metre.

Repair/renewal where feasible approx £100 per column.

Signs - to erect a warning sign or regulatory sign on a new post costs £150 - £500 dependant on size.

Direction signs on new posts typically cost £200 - £1000 dependant on size.

Any sign that requires external illumination will cost a further £500 to £1000 for the cost of connection to the electricity supply. Solar powered illumination may be possible as an alternative.



Regulatory signs such as speed limit and No Entry signs require a legal order which involves further costs along with specific design

considerations. Speed limit changes would need to be considered in accordance with the CYC speed management programme.



Bollards - the installation of bollards requires assessment to ensure that they are appropriate to the location and do not create a hazard to vehicles or pedestrians.

Wooden bollards are £140 each.

Individual requests for other assets will be quoted i.e. ornamental cast iron bollards



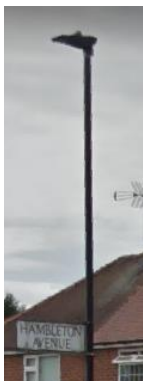
Seat/bench - supply and installation £1,000 per bench.

Grit bin – installation of new £500. £50 per refill.



Painting:

Street light- 8m tall primer and top coat, £200

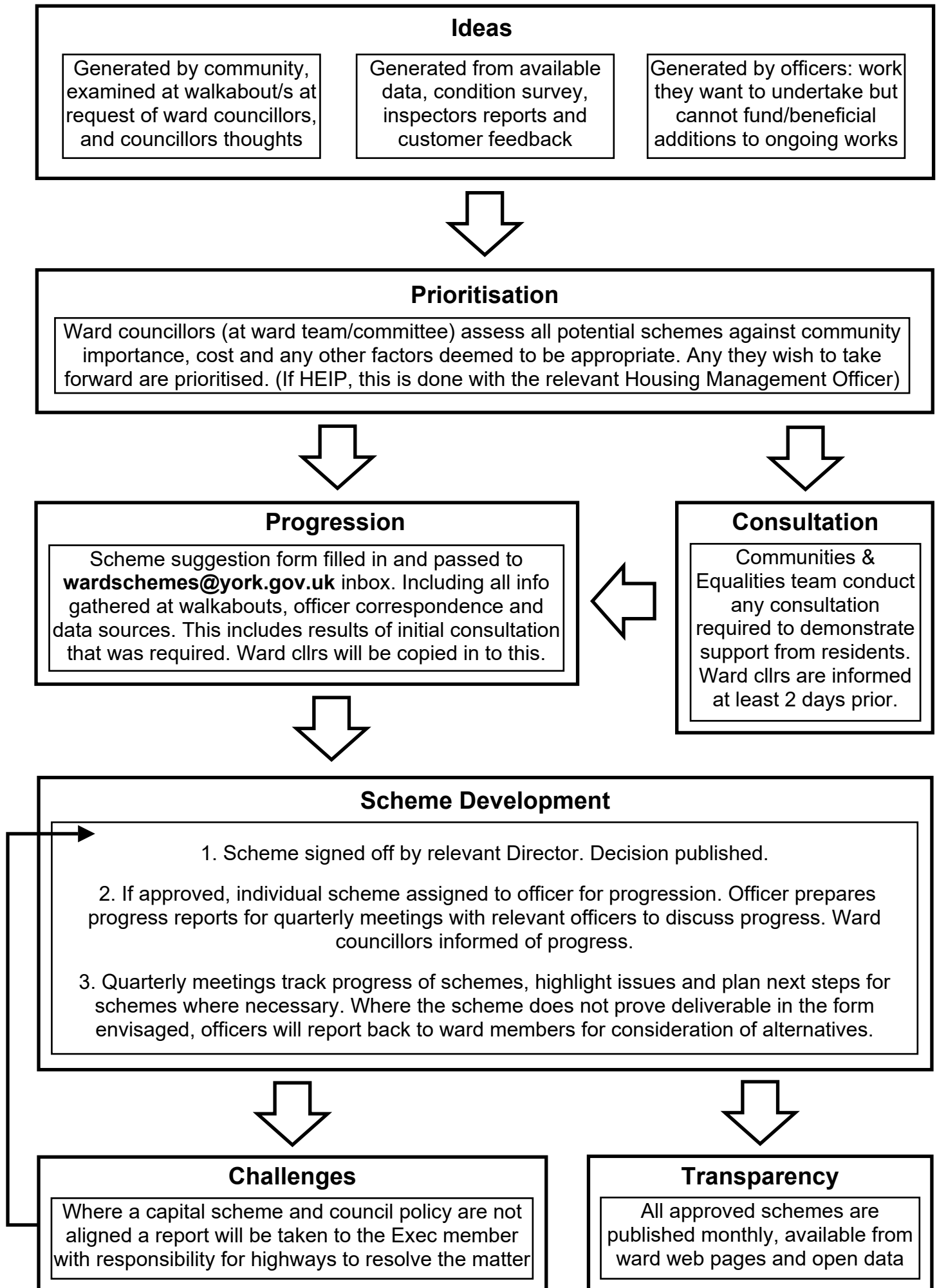


Bollard- Primer and top coat, £75



Sheffield bike rack- single hoop, installed £200

Annex 4: Ward Schemes Flowchart (Capital/Highways + HEIP)



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Executive**29 August 2019**

Report of the Corporate Director, Children, Education & Communities
Portfolio of the Executive Member for Education, Children & Young People

The Danesgate Community – Academy Conversion**Summary**

1. The Danesgate Community has received approval from the Regional Schools Commissioner to convert to academy status and wishes to join the South York Multi-Academy Trust. It is usually the case in an academy conversion that all designated Education land transfers to the MAT.
2. Following discussions between officers of the Local Authority and representatives of the South York Multi Academy Trust, four areas of land have been identified where Member approval is required to resolve matters and enable the conversion to proceed.

Recommendations

3. The Executive is asked to:

- 3.1 ***Area 1 – Road next to Triangle (grassed area)***

Exclude this area from the 125 year lease to the Multi Academy Trust.

- 3.2 ***Area 2 – Triangle (grassed area) of land***

Exclude this area from the 125 year lease to the Multi Academy Trust.

- 3.3 ***Area 3 – road to south of the site***

Approve that the road area is split, with the car parking area on the northern edge remaining education land and therefore being included in the 125 year lease to the Multi Academy Trust (reserving a right of way over it in favour of the council), and the remaining area of road is

excluded from the 125 year lease and is designated a Public Right of Way.

3.4 *Area 4 – Walled Garden*

Approve that this area is leased to the South York Multi Academy Trust as part of the 125 year lease (excluding the storage facility which is currently leased to the Yorkshire Museum Trust).

3.5 *Delegated Authority to Officers*

To give delegated authority to officers:

- (i) Where appropriate, to obtain Academies Act 2010 Schedule 1, and School Standards & Framework Act 1998 Section 77 approval, to allow the transfer of land around this conversion to take place;
- (ii) When consents are obtained, to agree future budget responsibilities;
- (iii) To report back to members on the Public Right of Way application/process in due course.

3.6 *Transfer of Land*

To approve, in the event that academisation of Danesgate does not take place or is delayed, that areas 1 & 2 are no longer designated as land currently used for educational purposes and are therefore removed from being part of the school site and become adopted by the Council

Background

4. The school is currently programmed to convert to academy status on 1 November 2019. In line with the requirements of the Department for Education (DfE), the deadline for agreement and completion of the Commercial Transfer Agreement, and the 125 year lease, is 2 October 2019.
5. At the Executive meeting of 27 January 2017, the Corporate Director, Children, Education & Communities, and the Assistant Director, Legal and Governance, in consultation with the Executive Member for Education, Children & Young People, were given delegated authority to negotiate and conclude both the Commercial Transfer Agreement and any Land Leases relating to an academy conversion for a York School,

where there are no proposals to change the designation of land currently used for educational purposes. In circumstances where the Council intends to apply for a change of use for land formerly used for educational purposes, the decision to apply for disposal will be taken by members of the council's Executive.

6. Where approvals under Section 77 of the School Standards & Framework Act (SSFA) 1998, and under the Schedule 1 of the Academies Act 2010, may be required, these can be sought post academy conversion. For the purposes of the academy conversion, the red line plan, which shows the areas of land to be transferred as part of the 125 year lease to the MAT, is what is required to be agreed.
7. Appendix A shows the area of existing education land on the Danesgate site.
8. Appendix B shows the proposed area to be included in the 125 year lease to the Academy
9. Appendix C shows the areas for consideration, numbered as per below:

Areas of Land to be considered for Inclusion/Exclusion in the Academy Lease

10. *Area 1 – road next to Triangle (grassed area)*

Current Position

This is currently education land. The proposal is that this piece of road is excluded from the 125 year lease. Issues to consider:

- Danesgate and the South York MAT have stated that they are in favour of removing this from the lease.
- Ward Members have stated that they want to extend a proposed Residents Parking Scheme to this area of road
- The road is not currently adopted. An assessment of the road will be required to ensure the road is up to adoptable standards before being transferred from Education Land to the Council.

Analysis

- Whilst this area is currently designated as Education Land, it is a small strip of road outside of the school's perimeter fence and has therefore never been used by the school for educational purposes.
- The recommendation to exclude the area from the 125 year lease means that a proposed residents parking scheme could be extended to cover this area, to benefit residents.
- It is recognised that pending the outcome of an assessment of the road there may be some cost implications to bring the road up to adoptable standards. This would be met from the education capital maintenance budget. If the road is adopted and is excluded from the 125 year lease there will be on-going maintenance costs. These costs would then fall under the responsibility of highways maintenance budgets.

11. Area 2 – Triangle (grassed area) of land

Current Position

This is currently Education land. The proposal is that this area of land is excluded from the 125 year lease. Issues to consider:

- Danesgate and the South York MAT have stated that they do not have a use for this area of land and are in favour of it not being included in the lease.
- The school have sufficient outdoor space to meet DfE requirements on site if this area of land is excluded
- There is currently play equipment on the site which has been maintained by the Council

Analysis

- Whilst this area is currently designated as education land, it has not been used by the school.

- Excluding the area from the 125 year lease would not present any risks in terms of sufficient outdoor play space for the school.
- It is recognised that responsibility for any maintenance and/or replacement of the play equipment on the area would be the responsibility of the council, with potential costs incurred.
- Although it is education land, the Council have been paying for the maintenance of the equipment (£200 per year) and grass cutting during spring & summer (approximate costs £300 per year), hence there will be no additional costs from those already incurred.

12. Area 3 – Road to south of the site

Current Position

- This is currently Education Land and the road provides access to the allotments, a residential property, the Walled Garden (Area4), school playing field, and public and cycle access to the riverside path
- The proposal is that this area of road is split, with the car parking area on the northern edge remaining education land and being included in the 125 year lease to the Multi Academy Trust, and the remaining area of road is excluded from the 125 year lease and is designated a Public Right of Way
- Danesgate and the South York Multi Academy Trust have stated support for this proposal.
- The road is not properly surfaced, as only a small number of vehicles use it. There will be some small cost implications for future maintenance but these will be shared with the South York Multi Academy Trust and the residential property.

Analysis

- The Multi Academy Trust is requesting that the car parking area of this road is included in the 125 year lease, remaining as Education land. This would mean that they would be responsible

for the maintenance of this area. The council would seek to reserve a right of way over this area within the terms of the lease.

- If the remaining road area were excluded from the 125 year lease, then the Council, along with the Multi Academy Trust and residential property owner, would be jointly responsible for any future maintenance. There has been limited expenditure on maintaining this road over the last 10 years totalling less than £1k
- If this area was included in the 125 year lease, the lease would include clauses to ensure that current rights of access and egress are maintained.
- The car parking area is used by the school to facilitate the curriculum and differing timetables of its' pupils, enabling its' most vulnerable young people to be picked up and dropped off in a secure location, giving direct access to the site.

13. Area 4 – Walled Garden

Current Position

This area is under Council ownership but not currently designated as education land. The proposal is that this area of land is leased to South York MAT as part of the 125 year lease. Issues to consider:

- Danesgate and the South York MAT have stated that they wish to retain use of this area
- The area is currently used to deliver education provision on site, for the varied curriculum required to support pupils
- It has been used for educational purposes for more than 10 years, and has a locked gate
- Community groups have shown an interest in using this area
- There is a storage facility within this area which is owned by the Council and currently leased to Yorkshire Museums Trust. The current lease for this between the Council and Yorkshire Museum Trust expires in 2023

Analysis

- This area is currently not designated as Education land, but it is recognised that Danesgate use it, and will continue to need to use this area to deliver their curriculum. Including this area in the 125 year lease would ensure this provision can continue.
- Legal advice is that as the school have been using this area for more than 10 years, it is not classed as public open space and as such would be viewed as part of the school site.
- Any requests for community use of this area could be made to the Multi Academy Trust and formal community use agreements would be between the Multi Academy Trust and the third party.
- The interests of current users, Yorkshire Museum Trust, will be protected as the lease will stay with the council, and the area of their storage facility will be excluded from the 125 year lease. However access rights will be required and this will be included in the lease.

Consultation

14. All of the issues raised within this report have been discussed with representatives of The Danesgate Community and the South York MAT. Further consultation and advice has been sought from representatives of the Academies Group within the Department for Education.
15. Ward Councillors have been involved in discussions relating to the land proposals, along with the implications of a proposed Residents Parking Scheme in the surrounding areas of the school site.

16. Council Plan

A council that listen's to residents – the proposed Residents Parking scheme detailed in paragraph 10 is at the request of local residents.

17. Implications

- **Financial** – It is recognised that there will be cost implications for the Public Right of Way process and road and play equipment

maintenance. The road maintenance and play equipment costs have incurred minimal expenditure over the past few years. More details are contained within the relevant sections of this report.

- **Human Resources (HR)** – None
- **One Planet Council / Equalities** – Please see attached one planet document
- **Legal** –
 - (i) Section 77 & Academies Act Approval is required for areas 1, 2 & 3 if the recommendations are approved;
 - (ii) Where land is held specifically for Education purposes or has been used for education purposes in the last eight years and is not included in the Academy lease then the land is still subject to the Academies Act 2010 Schedule 1 and can be called upon to be used for Academy purposes – even if it was by another academy elsewhere;
 - (iii) Where land not included in the Academy lease is identified as playing field then in addition to the position under the Academies Act 2010 the land, if required for another use or transfer to another party for a different use, would require both consent under the Academies Act 2010 and s77 of the School Standards and Framework Act 1998.
 - (iv) Where land is Public Open Space (that is to say that for the purposes of S.123 of the LGA 1972 land is ‘open space’ within the meaning of S.336 of the TCPA 1990 if it falls within any of the following 3 categories:
 - Land laid out as a public garden or
 - Used for the purposes of public recreation or
 - Land which is a disused burial ground and a change of use or disposal is envisaged then the statutory process of public consultation through advertisement in the press will have to be made.
- **Crime and Disorder** - None.
- **Information Technology (IT)** – None

- **Property** - Property Implications are included in this report.
- **Other** - None

Risk Management

- 18.** The recommendations proposed reflect the appropriate due diligence which has been carried out, and the requirement of the Academies Act to not disadvantage a school when it converts to academy status. If agreement cannot be sought between the council and the MAT, this could cause a delay to the conversion process.

Contact Details

Author:

Chief Officer Responsible for the report:

Mark Ellis
Head of School Services
 01904 554246

Maxine Squire
 Assistant Director, Education & Skills

Sarah Kingston
Project & Contract Manager
School Services
 01904 554296

Report ☐ **Date** Insert Date
Approved ☐

Specialist Implications Officer(s) List information for all

Property	Legal
Tracey Carter	Gerard Allen
Assistant Director, Regeneration	Senior Solicitor - Property
& Asset Management	01904 552004
01904 553419	

Philip Callow
 Head of Asset & Property Management
 01904 553360

Wards Affected Fishergate

All ☐

For further information please contact the author of the report

Background Papers:

All relevant background papers must be listed here.

Annexes

All annexes to the report must be listed here.

Appendix A shows the area of existing Education Land on the Danesgate site.

Appendix B shows the proposed area to be included in the 125 year lease to the Academy

Appendix C shows the areas for consideration

List of Abbreviations Used in this Report

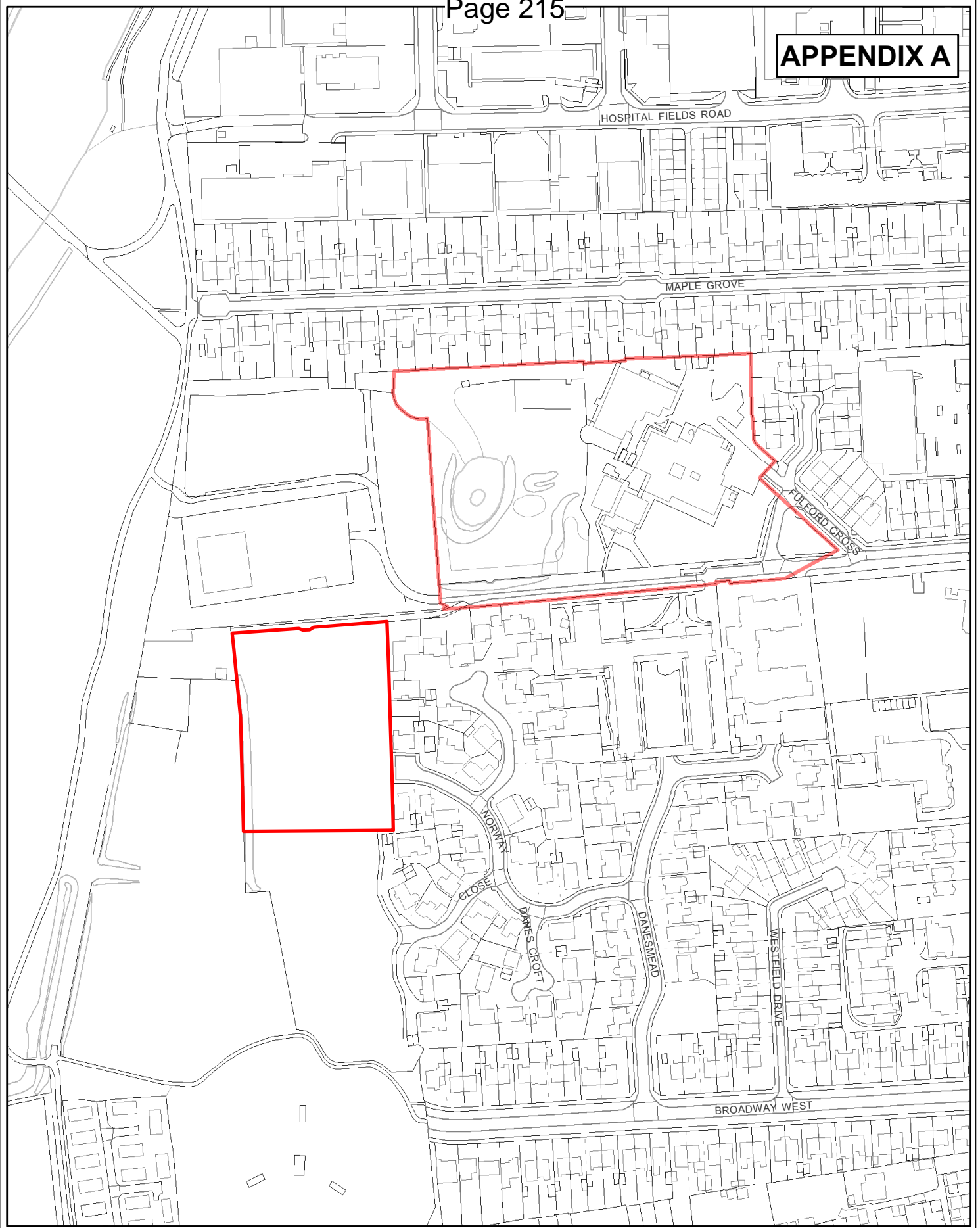
Multi-Academy Trust (MAT)

Public Right of Way (PROW)

Department for Education (DfE)

York Museums Trust (YMT)

City of York Council (CYC)



**Asset & Property
Management**

E00507 Danesgate & E00556 Detached Playing Field

SCALE 1:2,500

DRAWN BY: CC

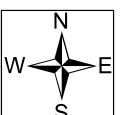
DATE: 13/08/2019

Originating Group:

Asset & Property Management

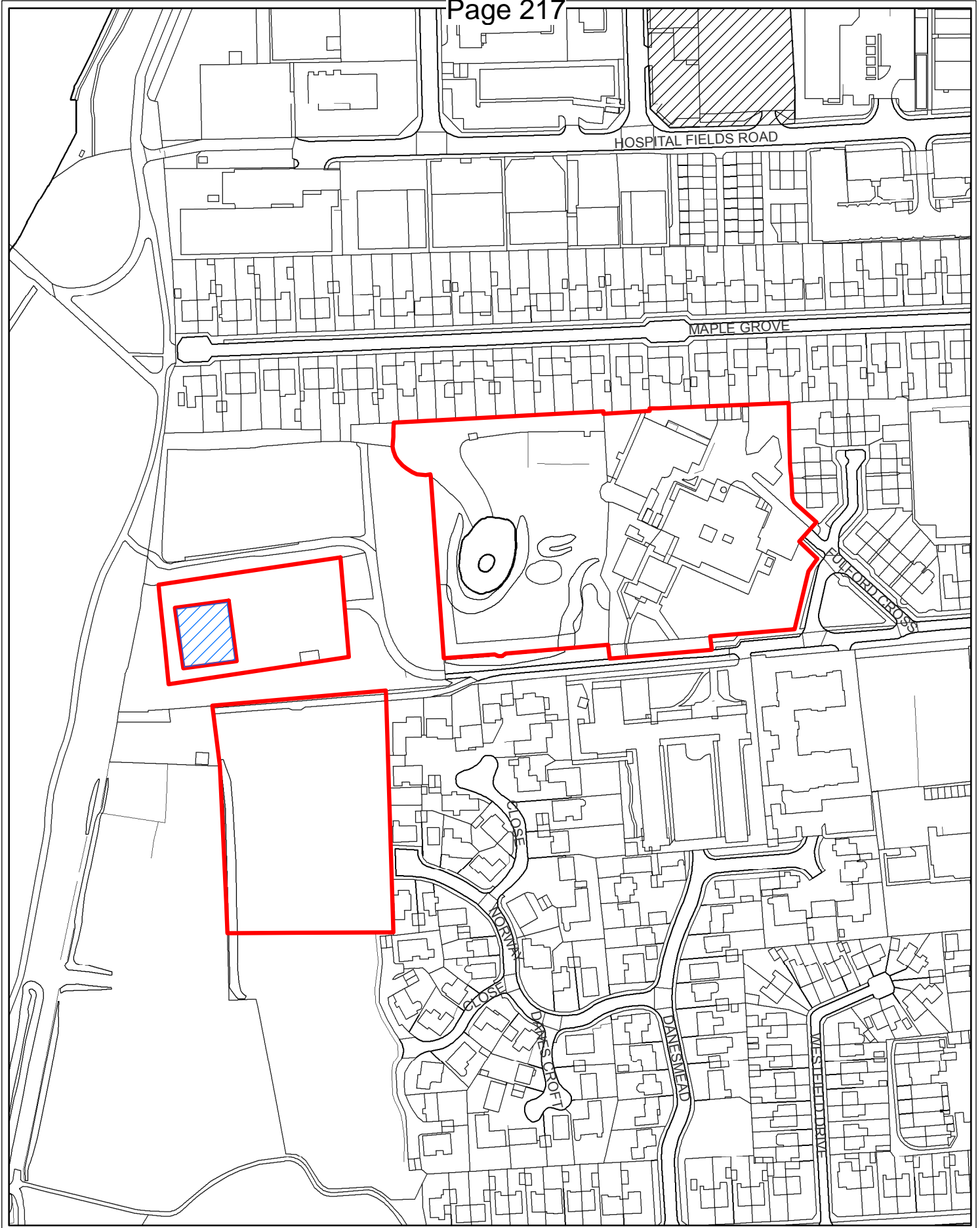
Drawing No.

E00507_2



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City of York Council 100020818

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**Asset & Property
Management**

Danesgate Detached Playing Field & Walled Garden. Lease To S.Y MAT.

SCALE 1:2,250

DRAWN BY: KLM

DATE:25/07/2019

Originating Group:

Asset & Property Management

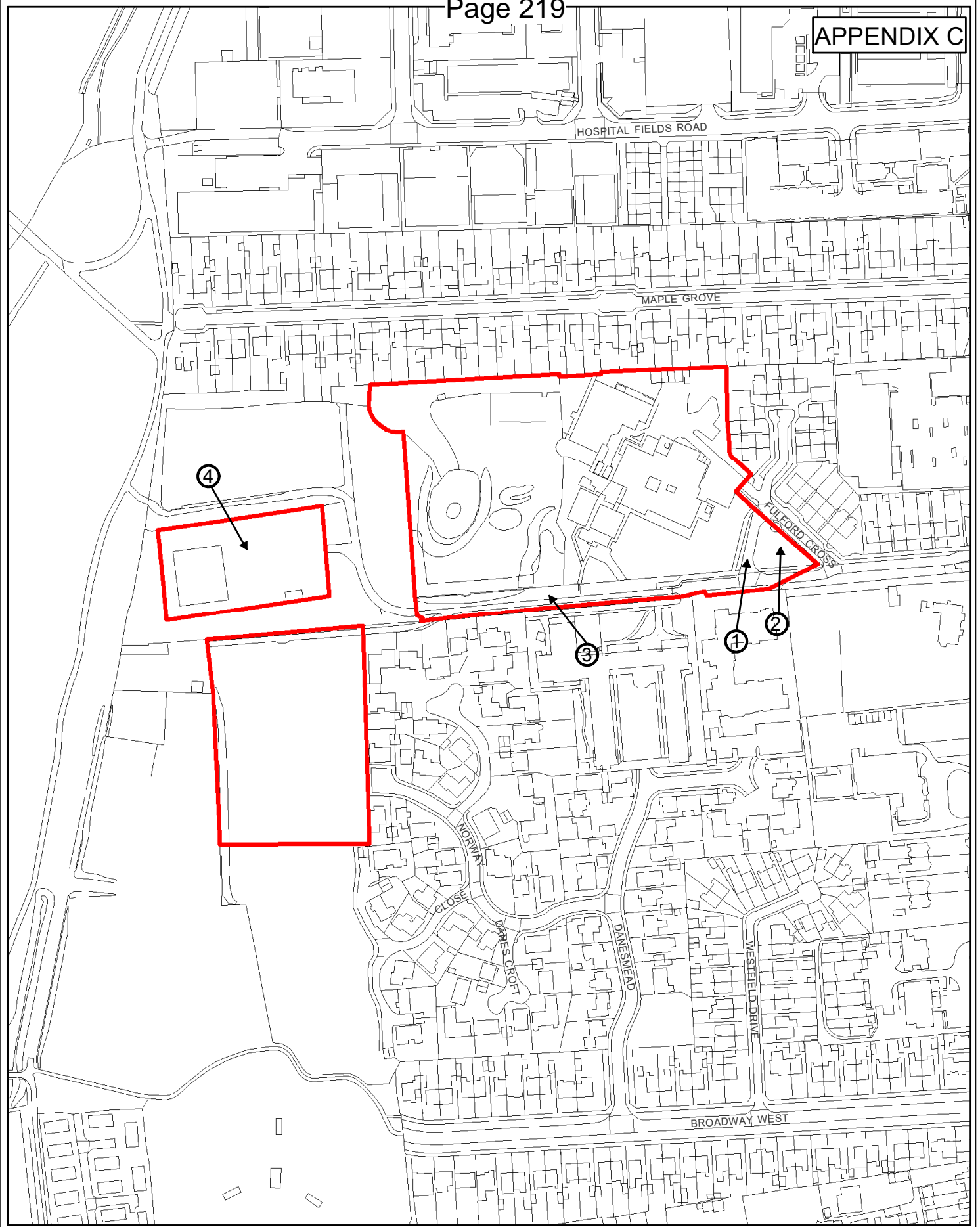
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E00507_5



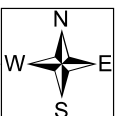
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**Asset & Property
Management**

Danesgate Community Academy Issues - see attached sheet



SCALE 1:2,500

DRAWN BY: CC

DATE: 13/08/2019

Originating Group:

Asset & Property Management

Drawing No.

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The 'Better Decision Making' tool has been designed to help you consider the impact of your proposal on the health and wellbeing of communities, the environment, and local economy. It draws upon the priorities set out in our Council Plan and will help us to provide inclusive and discrimination-free services by considering the equalities and human rights implications of the decisions we make. The purpose of this tool is to avoid decisions being made in isolation, and to encourage evidence-based decision making that carefully balances social, economic and environmental factors, helping us to become a more responsive and resilient organisation.

The Better Decision Making tool should be used when proposing new projects, services, policies or strategies, or significant amendments to them. The tool should be completed at the earliest opportunity, ideally when you are just beginning to develop a proposal. However, it can be completed at any stage of the decision-making process. If the tool is completed just prior to the Executive, it can still help to guide future courses of action as the proposal is implemented.

The Better Decision Making tool must be attached as an annex to Executive reports. A brief summary of your findings should be reported in the One Planet Council / Equalities section of the report itself.

Guidance to help you complete the assessment can be obtained by hovering over the relevant question.

Please complete all fields. If you wish to enter multiple paragraphs in any of the boxes, hold down 'Alt' before hitting 'Enter'.

Introduction

Service submitting the proposal:	School Services
Name of person completing the assessment:	Mark Ellis
Job title:	Head of School Services
Directorate:	Children, Education & Communities
Date Completed:	14/08/19
Date Approved (form to be checked by head of service):	14/08/19

Section 1: What is the proposal?

1.1	Name of the service, project, programme, policy or strategy being assessed? Danesgate Community School - Academisation Land Issues
1.2	What are the main aims of the proposal? To confirm which land areas of the school will remain part of the school when it becomes an academy and joins the South York Multi Academy Trust
1.3	What are the key outcomes? To ensure the school has sufficient land and facilities to deliver the education requirements for those pupils who will attend the school.

Section 2: Evidence

2.1	What data / evidence is available to support the proposal and understand its likely impact? (e.g. hate crime figures, obesity levels, recycling statistics) Numbers, ages and needs of those pupils who attend the school both now and in the future. This will include the special educational need requirements for some of those pupils
2.2	What public / stakeholder consultation has been undertaken and what were the findings? Danesgate School Governing Body as part of the academisation process had to consult with its parental community and staff before deciding it wanted to convert to become an academy.

2.3	Are there any other initiatives that may produce a combined impact with this proposal? (e.g. will the same individuals / communities of identity also be impacted by a different project or policy?)
	No



Section 3: Impact on One Planet principles

Please summarise any potential positive and negative impacts that may arise from your proposal on residents or staff.
This section relates to the impact of your proposal on the ten One Planet principles.

For 'Impact', please select from the options in the drop-down menu.
If you wish to enter multiple paragraphs in any of the boxes, hold down 'Alt' before hitting 'Enter'.

Equity and Local Economy

Does your proposal?	Impact	What are the impacts and how do you know?
3.1 Impact positively on the business community in York?	Neutral	Initially there will be no impact but the site does need to redevelopment work. There is the potential therefor that local businesses could be involved in the redevelopment of the site
3.2 Provide additional employment or training opportunities in the city?	Neutral	See above
3.3 Help improve the lives of individuals from disadvantaged backgrounds or underrepresented groups?	Positive	This school does provide education for some of the City's most vulnerable children therefore by enabling them to have access to the full school site as recommended will enable the school to continue to provide a flexible and varied curriculum

Health & Happiness

Does your proposal?	Impact	What are the impacts and how do you know?
3.4 Improve the physical health or emotional wellbeing of residents or staff?	Neutral	Staff and pupils will continue to have access to outdoor space and the local community will be encouraged to make use of the school facilities outside of normal school times
3.5 Help reduce health inequalities?	Neutral	The school does support some of the city's most vulnerable pupils including some with health needs. Access to existing facilities will continue to help support health improvements
3.6 Encourage residents to be more responsible for their own health?	Neutral	The school will continue to have access to playing fields and walled garden meaning it allows the school to support pupils in be responsibility for some of their own health needs
3.7 Reduce crime or fear of crime?	Neutral	Along with all schools across the city Danesgate will provide education to it pupils around subjects such as citizenship, where issues around reducing and the fear of crime will be part of the curriculum
3.8 Help to give children and young people a good start in life?	Positive	The specialist education facilities provided by Danesgate provides will enable those you people to access more specialist facilities for their needs

Culture & Community

Does your proposal?	Impact	What are the impacts and how do you know?
3.9 Help bring communities together?	Positive	There has always been a good relationship between the school and teh local community, recommendations contained within the paper should not affect this.
3.10 Improve access to services for residents, especially those most in need?	Positive	The specialist education provision provided by the Danesgate School will continue available to those youn people and children who require it.
3.11 Improve the cultural offerings of York?	Unsure	Danesgate School will continue to provide an appropriate curriculum which will include cultural elements. The facilities available at the school will enhance this
3.12 Encourage residents to be more socially responsible?	Positive	Some of the type of education provision being offered at Danesgate is around working with some young people who will need the message of social responsibility including within the education packages being provided

Zero Carbon and Sustainable Water

Does your proposal?	Impact	What are the impacts and how do you know?
---------------------	--------	---

3.13	Minimise the amount of energy we use and / or reduce the amount of energy we pay for? E.g. through the use of low or zero carbon sources of energy?	Neutral	The buildings will become the responsibility of the South York Multi Academy Trust enabling them to consider options around energy saving options
3.14	Minimise the amount of water we use and/or reduce the amount of water we pay for?	Neutral	The building and land will become the responsibility of the South York Multi Academy Trust enabling them to look at the issue of water use on the site

Zero Waste

	Does your proposal?	Impact	What are the impacts and how do you know?
3.15	Reduce waste and the amount of money we pay to dispose of waste by maximising reuse and/or recycling of materials?		

Sustainable Transport

	Does your proposal?	Impact	What are the impacts and how do you know?
3.16	Encourage the use of sustainable transport, such as walking, cycling, ultra low emission vehicles and public transport?	Positive	The council will work with the South York Multi Academy Trust to reduce the numbers of vehicles (home to school transport) accessing the site.
3.17	Help improve the quality of the air we breathe?	Positive	By reducing home to school transport vehicles, this will have a positive impact on air quality.

Sustainable Materials

	Does your proposal?	Impact	What are the impacts and how do you know?
3.18	Minimise the environmental impact of the goods and services used?		The project will not impact positively or negatively on the environmental impact of goods and services used

Local and Sustainable Food

	Does your proposal?	Impact	What are the impacts and how do you know?
3.19	Maximise opportunities to support local and sustainable food initiatives?	Neutral	The project will not impact positively or negatively on maximising opportunities to support local and sustainable food initiatives.

Land Use and Wildlife

	Does your proposal?	Impact	What are the impacts and how do you know?
3.20	Maximise opportunities to conserve or enhance the natural environment?	Positive	Within the land transferring to the South York Multi Academy Trust and within the school grounds are the wall gardens and wooded areas which will continue to be used by the school and local residents if required.
3.21	Improve the quality of the built environment?	Neutral	The project will not impact positively or negatively on the built environment
3.22	Preserve the character and setting of the historic city of York?	Neutral	The project will not impact positively or negatively on the historic city of York.
3.23	Enable residents to enjoy public spaces?	Neutral	The project will not impact positively or negatively on enabling residents to enjoy public spaces.

3.40	Additional space to comment on the impacts		

Section 5: Planning for Improvement																							
5.1	What have you changed in order to improve the impact of the proposal on the One Planet principles? (please consider the questions you marked either mixed or negative, as well as any additional positive impacts that may be achievable)																						
	Discussions with the South York Multi Academy Trust around the unique position of the school in and its relationship with the local community have taken place. The Trust recognise this and they therefore will continue to work alongside its local community to enable them where necessary to access the walled garded and woodlands areas. Also enabled previous education land to possibly become available for residents parking area.																						
5.2	What have you changed in order to improve the impact of the proposal on equalities and human rights? (please consider the questions you marked either mixed or negative, as well as any additional positive impacts that may be achievable)																						
	In the short term this project is unlikely to have any immediate impact or improvement on equalities or human rights, however in the longer term the on-going relationship between the South York Multi Academy Trust and the council will allow for high quality specialist education provision to be delivered from Danesgate School																						
5.3	Going forward, what further evidence or consultation is needed to ensure the proposal delivers its intended benefits? e.g. consultation with specific vulnerable groups, additional data)																						
	On-going communication between the South York Multi Academy Trust and the local community																						
5.4	Please record any outstanding actions needed to maximise benefits or minimise negative impacts in relation to this proposal? (Expand / insert more rows if needed)																						
<table><tr><th>Action</th><th>Person(s)</th><th>Due date</th></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr></table>			Action	Person(s)	Due date																		
Action	Person(s)	Due date																					
In the One Planet / Equalities section of your Executive report, please briefly summarise the changes you have made (or intend to make) in order to improve the social, economic and environmental impact of your proposal.																							

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Executive

29 August 2019

Report of the Director of Children, Education and Communities
Portfolio of the Executive Member for Culture, Leisure and Communities

Future of Centaurs**Summary**

1. This report concerns the future of a pair of marble sculptures purchased by the council in the 1940s: *Young Centaur (tempted by love)* and *Old Centaur (bound by love)*, both probably carved by Bartolomeo Cavaceppi (1716-1799) in Rome in around 1755.

Recommendations

2. The Executive is asked to agree to accession the Centaurs into the council's museum collections.

Background

3. These two marble sculptures were commissioned by the Marquis of Rockingham in the 18th Century and housed at Wentworth Woodhouse. They were purchased by York City Council at auction in 1949 as the Wentworth Woodhouse estate was broken up. They were placed in the Assembly Rooms in 1950 in two of the wall niches.
4. In 1975 they were formally loaned to York Art Gallery by the Estates Committee of the council as the Assembly Rooms location was not judged to be appropriate to display them effectively. They were not, however, formally accessioned to the city's museum collections. At some stage the council's museum service put them in storage.
5. In 2012, when reviewing and cataloguing the stored collections, YMT noted that the statues in their storage were not part of the museum collections and sought to return them to their correct owner. It seems that, because the sculptures had once been displayed in the Assembly Rooms, and because the Assembly Rooms had been sold, in 2002, to York Conservation Trust (YCT), YMT transferred them to YCT.

6. The Council's records, however, show that the sculptures were not on site when the Assembly Rooms were transferred, and had not been for many years; they were not mentioned in the sale particulars and they were not listed in the inventory. Nonetheless, YCT have, since 2012, worked on the basis that the sculptures belong to them and have subsequently asserted their ownership of them. The situation was compounded in 2016 when the original wooden plinths for the figures were requested by YCT. As the items were not accessioned into the YMT collections, YMT agreed to transfer the plinths to YCT. YMT informed CYC of this.
7. With the agreement of both YCT and CYC the sculptures were recently sent on temporary loan to YMT for display in the National Gallery Masterpiece Tour 2019: Poussin's 'Triumph of Pan' exhibition at York Art Gallery between 13 July and 22 September 2019. After this exhibition they will be returned to YCT.

Proposal

8. In discussion between council officers and York Conservation Trust it has been established that the YCT board would be willing to transfer the sculptures to the city's museum collections. These collections are owned by the council, and managed by YMT under a long-term loan and management agreement.
9. This would resolve the ownership question in the council's favour and ensure that these works can be publically displayed for the benefit of York residents. These are eye-catching and impressive works that relate to a long history of connoisseurship and collecting, especially in relation to the Grand Tour, and of the attraction of discovering ancient sculpture, of making copies, and of reimagining and combining classical designs. The local links of these works are also important including their previous ownership by Wentworth Woodhouse, prior to their purchase at auction by the council in 1949, and their display history within both the Assembly Rooms and York Art Gallery.
10. The sculptures are aligned with York Art Gallery's collection, particularly in consideration to the position defined in the Collection Development Policy jointly agreed by YMT and CYC. They meet the priorities set out in this policy including: distinctiveness within the collection, making an important contribution to the Gallery's survey of Western art, their creation at a date well within the stated collection period (i.e. post-medieval period to the present day), possessing a Yorkshire connection through their association with Wentworth Woodhouse, and developing our understanding of the existent Fine

Art and sculpture collection, as demonstrated through the current exhibition.

Options

11. The principal options open to the Executive are:
 - To accession the sculptures into the Council's museum collections
 - To seek return of the sculptures from YCT for the purpose of selling them

Analysis

12. Accessioning the sculptures into the city's collections will ensure that the people of York benefit from these outstanding works in perpetuity and that they are properly conserved. It will also resolve the question of ownership.
13. To pursue return of the statues for the purposes of selling them may incur cost, will have an uncertain outcome, and will damage relationships with YCT. Assuming they were returned on this basis, the subsequent sale of the objects would undoubtedly incur reputational damage for the Council as is always the case when councils seek to sell heritage assets from their collections.
14. It would be in the interests of the city to retain these significant assets within the council's ownership and for the benefit of residents and visitors to the city. For these reasons it is recommended to accession the sculptures into the city's museum collections.

Implications

15. **Finance:** It is the Council's policy not to seek valuations of items in its collections for reasons of security; however, the level at which the items have been insured in connection with the current temporary exhibition are shown in the confidential annex.
16. **Legal:**
 - Option 1: accession of the sculptures into the council's museum collections will require Legal Service's input on the negotiation and drafting of an appropriate agreement between the council and YCT which (*inter-alia*) will be subject to compliance with the council's own CPRs and FPRs and the council's current museum loan and management arrangements with YMT.
 - Option 2: pursuing return of the sculptures from YCT may require the instruction of external legal advisers, managed and overseen

by Legal Services, to conduct legal proceedings against YCT for the recovery of the sculptures as well as due diligence to establish proof of ownership (at the time of writing, without having carried out such a full due diligence exercise, it's unclear how successful such a claim may be). Negotiation may be required in relation to an appropriate settlement and transfer of ownership in due course subject to (*inter-alia*) will be subject to compliance with the council's own CPRs and FPRs and the council's current museum loan and management arrangements with YMT.

17. There are no additional Equalities, Property, Human Resources, Crime and Disorder, or Information Technology implications arising from this report.

Risk Management

18. In compliance with the Council's risk management strategy the main risks that have been identified associated with the proposals contained in this report are those which could lead to damage to the Council's reputation and failure to meet stakeholders' expectations. The level of risk is assessed as "Medium".

Annex

Insurance value of the sculptures.

Contact Details

Authors:	Chief Officers responsible for the report:			
Charlie Croft Assistant Director (Communities and Culture)	Neil Ferris Director of Economy and Place Amanda Hatton Director of Children, Education and Communities			
Report Approved ✓ Date: 19 August, 2019				
Specialist Implications Officers:				
Wards Affected:			All	✓

For further information please contact the author of the report

Annex

Each centaur is insured at a value of £125k

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Executive

29 August 2019

Report of the Deputy Chief Executive / Director of Customer & Corporate Services

Portfolio of the Executive Member for Finance and Performance

2019/20 Finance and Performance Monitor 1

Purpose of the Report

- 1 To present details of the overall finance and performance position for the period covering 1 April 2019 to 30 June 2019, together with an overview of any emerging issues. This is the first report of the financial year and assesses performance against budgets, including progress in delivering the Council's savings programme.

Summary

- 2 The financial pressures facing the council are projected at £1,384k. This is broadly in line with previous years forecasts at this early stage in the financial year. However, the council has regularly delivered an under-spend by the year end, demonstrating a successful track record of managing expenditure within budget over a number of years.
- 3 This report highlights a number of known pressures that need to be carefully managed throughout the year, with mitigation strategies being in place and regularly monitored across all directorates. It is expected that, as a result of ongoing monitoring and identification of mitigation, overall the Council will again outturn within the approved budget. There is contingency provision available to cover some of the projected pressures, and it is also anticipated there will be improvement in the position during the year.
- 4 York is maintaining both sound financial management, and delivering priority services to high standards, during a period of continued challenge for local government. In particular, key statutory services continue to perform well, having seen investment in recent years. Whilst there remain challenges in future years, the overall financial and performance position is one that provides a sound platform to continue to be able to deal with the future challenges.

Recommendations

- 5 Executive is asked to
- note the finance and performance information
 - approve the use of grant funding outlined in paragraphs 29 – 32
 - agree the council tax charging proposals for long term empty properties outlined in paragraph 33

Reason: to ensure expenditure is kept within the approved budget

Financial Analysis

- 6 The Council's net budget is £123.3m. Following on from previous years, the challenge of delivering savings continues with £4.3m to be achieved in order to reach a balanced budget. Early forecasts indicate the Council is facing financial pressures of £1,384k and an overview of this forecast, on a directorate by directorate basis, is outlined in Table 1 below. The position will continue to be monitored carefully to ensure that overall expenditure will be contained within the approved budget. The following sections provide more details of the main variations and any mitigating actions that are proposed.

2018/19 outturn		2019/20 Forecast Variation
£'000		£'000
+896	Children, Education & Communities	+594
-282	Economy & Place	-137
-428	Customer & Corporate Services	-200
+946	Health, Housing & Adult Social Care	+2,127
-1,285	Central budgets	-500
153	Total	+1,884
-648	Contingency	-500
-801	Total including contingency	+1,384

Table 1: Finance overview

Children, Education & Communities

- 7 A net overspend of £594k is forecast primarily due to children's social care.
- 8 Based on the current numbers of Looked After Children (LAC) being maintained throughout the rest of the year there is a net projected overspend on placement and associated costs of £384k, including £229k on adoption allowances and £155k on Out of City Placements. There is also a net projected overspend of £451k within The Glen and disability short breaks budgets due to delays in implementing the new model of provision for children with the most complex needs.
- 9 Home to School Transport budgets are currently projected to overspend by a net £290k. The savings targets for the SEN element of home to school transport have not been achieved because of a growth in the number of pupils/students requiring transport and the specialist requirements of that transport.
- 10 Within the Direct Schools Grant (DSG) there is an estimated overspend on high needs costs of £1,500k, particularly in relation to Danesgate alternative provision and post 16/19 placements. This results in a projected deficit carry forward of DSG into 2020/21 of £2,263k which represents an increase of £1,436k.
- 11 A number of other more minor variations make up the overall directorate position.
- 12 The directorate management team are committed to doing all they can to try and contain expenditure with the approved budget and reduce the projected overspend as far as possible by the year end. Dealing with the budget pressures is a standing item at meetings with all options available to further mitigate the current projection being explored. This includes consideration of existing efficiency savings to identify if these can be stretched further or implemented early and continued restrictions on discretionary spending.

Economy & Place

- 13 A small net underspend of £137k is forecast primarily due to cost pressures within waste services and fleet, offset by higher than budgeted income from car parking.
- 14 Income from Car Parks was significantly ahead of budget in 2018/19 (£232k) and that trend has continued into 2019/20. Income to the end of June is 6% ahead of 2018/19 partly due to the effect of a later Easter.

Assuming income levels continue at similar levels to 2018/19 income to year end will be in the region of £360k above budget. In addition, income from Respark charges and season tickets are forecast to be £190k above budget. Whilst the additional income across parking is positive in mitigating overspends it is necessary to consider that this will be required over the medium term as the council has ambitions to rebuild a Multi Storey Car Park at St George's Field and to close Castle Car Park. During construction this will reduce parking capacity and will impact upon revenue with a level of uncertainty about usage in the longer term.

- 15 There is a forecast overspend (£205k) in waste collection. This is mainly due to the deployment of staff above budgeted levels in order to deliver the service. Work is ongoing to review how the service is delivered. There is also a forecast shortfall in income on commercial waste of £83k.
- 16 The requirement for additional expenditure within Fleet services continues from 2018/19 to ensure the operation of a compliant service in line with the standards as directed by Operator Licence requirements, H&S (PUWER) and duty of care to transport users. This includes a review of maintenance and safety arrangements alongside the management and administration of the fleet service. Recruitment to a revised staffing structure is underway which will reduce the use of temporary staffing and help deliver the service more effectively.
- 17 Market activity is subdued which is forecast to lead to an underachievement of budgeted income in both building control (£38k) and Land Charges (£37k). A number of other minor variations make up the directorate position.

Customer & Corporate Services

- 18 Overall the directorate is expected to underspend by £200k. There are a number of minor variations being managed and work will continue to try and identify additional savings to help the overall position.

Health, Housing & Adult Social Care

- 19 A net over spend of £2,127k is forecast for the directorate, mainly due to pressures within Adult Social Care. The majority of the overspend relates to the continuation of existing 2018/19 pressures that have been previously reported. Although significant growth was allocated to ASC in the 2019/20 budget, the majority of this was given to deal with new pressures such as 2019/20 contract price inflation and young adults transitioning from children's services.
- 20 Within external residential care, the average cost per residential care placement has increased by more than the inflationary increase allowed

for in the budget. For example, in learning disabilities this has resulted in a net £8k pa increase in the average cost per client. In addition the number of customers requiring support continues to rise, whereas the assumptions made at the time the budget was set was that initiatives such as the future focus project would result, over time, in fewer customers needing higher level support packages. Together these issues result in a forecast overspend of £1,701k.

- 21 An overspend of £796k is forecast within residential nursing care due to the lack of vacancies in the city which means customers are having to be placed in more expensive placements. In addition, we are receiving contributions from 4 fewer customers than expected in the budget. This is offset by an increase in Continuing Health Care income due to having 3 more CHC customers and the average rate per customer being higher than budgeted for.
- 22 There is a forecast overspend on Supported Living (£763k) as the average cost per customer is higher than provided for in the budget and there is one additional customer since the start of the year. In addition there is an underachievement of CHC income largely due to budget savings not being achieved and the average rate being received per customer being less than budgeted for.
- 23 Community Support is forecasting an overspend of £263k due to an increase in the average hours of care being delivered and an increase in the numbers of customers being supported.
- 24 In order to help mitigate some of the pressures set out above the directorate is developing an action plan. To date potential mitigations totalling £1.1m have been identified including reviewing direct payment contingency levels, investing in improved training and enhanced reviews around securing CHC income and releasing uncommitted resources from the older persons accommodation programme. Work is continuing to identify additional mitigations in order to increase the level of savings before the year end. The mitigations already identified include the expected impact of initiatives funded from the additional resource allocated to ASC within the supplementary budget proposals agreed by Council on 17 July. In recent years, the Government has allocated additional one off funding during the year to meet the financial challenges within ASC. Should this happen again this year, it may significantly reduce the forecast position.

Housing Revenue Account

- 25 The Housing Revenue Account budget for 2019/20 is a net cost of £489k. Overall, the account continues to be financially strong and is forecasting a small overspend of £126k. This is predominantly due to a forecast

overspend of £350k on repairs and maintenance due to an increase in the volume of work on electrical testing in both void and tenanted properties, a more robust gas inspection regime and an increase in water hygiene work. This is offset by a forecast reduction in the bad debt provision of £250k.

- 26 The working balance as at 31 March 2019 was £24.5m. It was agreed in the outturn report that a total of £1,472k of the 2018/19 underspend would be carried forward to 2019/20 to fund capital financing, ICT project and stock condition survey work. Further, the July budget amendment agreed that £2m capital growth for investment in current local authority homes would be funded from the working balance. The forecast outturn takes both these issues into account and means that the working balance will reduce to £24m at 31 March 2020. This compares to the balance forecast within the latest business plan of £25.6m.
- 27 The working balance is increasing in order to start repaying the £121.5m debt that the HRA incurred as part of self financing in 2012. The current business plan assumes that reserves are set aside to enable the debt to be repaid over the period 2023/24 to 2042/43.

Corporate Budgets

- 28 These budgets include Treasury Management and other corporately held funds. It is anticipated that overall a £500k underspend will be achieved, predominantly as a result of reviewing some assumptions on the cash flow position following a review of the profile of planned capital expenditure which will mean less interest being paid than previously anticipated.
- 29 The council has previously been a member of the Leeds City Region business rates retention pilot scheme. As at 31st March 2019 the projected surplus on the pool's retained growth was £1.5m and, in accordance with the Governance Agreement, York's share of this surplus is estimated at £132k.
- 30 As part of the Government's Brexit plans it has established the 'EU Settlement Scheme' which is the mechanism by which EU, EEA or Swiss citizens and their families can apply to continue living in the UK. On the current timetable, applications have to be made by 30 June 2021. The government expects that the majority of applications will be on line but there is an acknowledgement that some residents will require face to face, locally delivered support. The council wishes to support any EU nationals that have come to live in York.

- 31 Discussions about the most appropriate way to deliver this support identified Citizens Advice York as being best placed in terms of location, experience, organisation ability and level of trust to provide support to York EU residents that might need help.
- 32 The council has received a government grant of £210k to deal with any additional costs associated with Brexit. £100k of this funding was allocated in the supplementary budget proposals agreed by Council on the 17th July 2019. It is proposed that a further £9k is allocated to this scheme.

Council Tax

- 33 From 1 April 2019 local authorities have been able to increase Council Tax charges by an additional 100% for domestic properties which have been empty for longer than 2 years. The council currently charges a 100% premium for any property that has been empty for longer than 2 years. Following this change in legislation it is proposed that the following Council Tax increments, as set out in the table below, are charged from 1 April 2020 for properties empty for longer than 5 years. This will raise an estimated additional £63k during the next financial year (2020/21).

2020/21	
Property empty for up to 5 years	+ 100% of annual liability
Property empty for over 5 years	+ 200% of annual liability
2021/22	
Property empty for up to 5 years	+ 100% of annual liability
Property empty for over 5 but less than 10 years	+ 200% of annual liability
Property empty for over 10 years	+ 300% of annual liability

Contingency

- 34 As in previous years a contingency budget of £500k is in place. Members are asked to note that this may be required to deal with some of pressures outlined in this report. Any decisions regarding the allocation of this sum will be brought to a future meeting.

Loans

- 35 Further to a scrutiny review, it was agreed that these quarterly monitoring reports would include a review of any outstanding loans over £100k. There are 2 loans in this category. Both loans are for £1m and made to Yorwaste, a company part owned by the Council. The first was made in June 2012 with a further loan made in June 2017 as agreed by Executive in November 2016. Interest is charged on both loans at 4% plus base

rate meaning currently interest of 4.75% is being charged. All repayments are up to date.

Performance – Service Delivery

- 36 This report is based upon the strategic indicators included in the Performance Framework for the Council Plan (2015-19) which was launched in July 2016. The indicators have been grouped around the new portfolios held by Executive members following the Local Elections in May 2019. For the 2019/20 Q2/3 report there will be a new Performance Framework based on the new Council Plan (2019-2023) approved by Executive and therefore a new suite of strategic indicators.
- 37 The Council Management Team and Executive in the Council Plan (2015-19) agreed a core set of thirty indicators to help monitor the council priorities and these provide the structure for performance updates in the following sections. Some indicators are not measured on a quarterly basis. The DoT (Direction of Travel) is calculated on the latest three results whether they are annual or quarterly.
- 38 Of the strategic indicators where new annual or quarterly data has been provided since the latest reporting period, the following have seen improvements:
- Proportion of adults in contact with secondary mental health services living independently, with or without support (*Para 83*).
 - % of adults (aged 19+) that meet CMO recommendations for physical activity (*Para 89*).

Portfolio - Children, Young People and Education

	2017/18	2018/19	2019/20 Q1	DoT	Frequency	Benchmarks
Children Looked After per 10k (Snapshot)	53	56	61	➡	Quarterly	National 17/18: 64 Regional 17/18: 71
Average Progress 8 score from KS2 to KS4	0.11	(Avail Oct 19)	NC	➡	Annual	National 17/18: -0.03
%pt gap between FSM and non-FSM pupils at 15, who attain a Level 3 qualification by the age of 19 - (Snapshot)	40.30%	(Avail May 20)	NC	⬆ Bad	Annual	National 17/18: 25.7% Regional 17/18: 28.6%
The DoT (Direction of Travel) is calculated on the latest three data points whether they are annual or quarterly.						

Number of Children Looked After - this measure gives an understanding of the efficiency and effectiveness of a key front-line service which has impacts on vulnerability and the life chances of children

- 39 There were 226 children and young people in care at the end of June 2019, the highest number since 2014-15. The rate per 10,000 population remains below the national average, which has seen an increasing trend over the past two years.

Average Progress 8 score from Key Stage 2 to Key Stage 4 - this measure gives an understanding of educational attainment levels within the city

40 Progress 8 is a measure of the progress made by pupils between Key Stage 2 and Key Stage 4. A positive score represents progress above the average for all pupils and a negative score progress below the average for all pupils. In 2018, the average Progress 8 score for Year 11 pupils was +0.11, which is significantly above the national average. The Progress 8 score of +0.11 is the same as 2017 and again puts the city in the top quartile for all Local Authorities.

41 Reducing the attainment gap between disadvantaged pupils and their peers remains one of the City's main priorities. This year, Schools and partner agencies across York have signed up to a city-wide pledge to help disadvantaged pupils achieve at school. Work will prioritise actions needed to improve the outcomes for disadvantaged children in the early years in order to address issues early and close the attainment gap more sustainably. This year, School Improvement Projects which include a focus on narrowing attainment gaps include:

- Reading for Real – 8 Primary Schools
- Inclusion Expert – 4 Primary Schools
- Secondary attendance - 1 Secondary school
- Excellence for all – 2 Secondary and 2 Primary schools
- Making the difference with differentiation - 4 Primary schools
- Empowering the disadvantaged – 4 Primary schools
- Using metacognition and self-regulation training to improve outcomes for disadvantaged students – 2 Secondary schools

42 Early indications show that the percentage of York's pupils leaving Primary school achieving the Expected Standard or higher in the combined Reading, Writing and Maths measure is improved on last year.

%pt gap between FSM and non-FSM pupils at 15, who attain a Level 3 qualification by the age of 19 - this measure gives an understanding of the inequality gap

43 The attainment gap at age 19 is currently 40.3% in York compared to 25.7% nationally. This gap has widened to just less than the 2015 figure after two years of a narrower gap. The % of the York non-FSM cohort attaining Level 3 is consistently more than 4% higher than the national comparator, whilst the % of the FSM cohort attaining Level 3 is consistently below the national comparator and fell by 7.3% (or 7 young people) in 2018. For the % of the York FSM cohort to reach the national comparator an additional 9 pupils would need to attain Level 3 and for the gap to close to the national average, another 14 of the FSM cohort would need to reach Level 3. Hence, the margins are small. Clearly this outcome is fed by indicators at earlier points; achieving a Level 2 outcome at 16 is a prerequisite for following a Level 3 programme post 16. This means that work with younger pupils is critical to sustainable improvement in the long

term. We intend to look at this issue with the new Principal of York College in the next few months.

- 44 2.5% of York's 16-17 year olds were Not in Education, Employment or Training (NEET) at the end of June 2019. However, 87% of those young people are not qualified to Level 2, demonstrating challenges before people are aged 19. Learning and Work Advisers from the council's Local Area Teams provide specialist information, advice and guidance to young people who are in the care of the local authority, those in alternative education provision, those in the youth justice system, and those aged 16-18 who are NEET.
- 45 In 2018, the city built on the momentum created by the 2017 declaration of York as a Human Rights City. Key developments have included supporting the establishment of a Human Rights and Equalities Board for the city which includes political party representatives and a wide range of other stakeholders. In 2018, the Board focused on young people not in education, employment and training (NEET), applying a human rights-based approach to a pressing social issue for the city.

% of residents who have been actively involved in redesigning and delivering services - this measure gives an understanding of residents' recognition about how they are involved in service redesign

Voice of the Children

- 46 Participation opportunities for young people in care and care leavers continue to be delivered via the Children in Care Council (CiCC). This includes monthly Show Me That I Matter panel meetings (13-17 yrs), monthly meetings of the Care Leavers Forum, I Still Matter (17-21 yrs) and fortnightly Speak Up Youth club sessions (10-16yrs). Activity has included;
- taking part in a consultation regarding young people's experiences of residential care
 - talking to the fostering team about how placement moves could be better managed
 - working with the Pathway team to review the Life Skills Assessment Tool and consider how care leavers can be better signposted to mental health services
 - helping to shape the new Guarantee for children and young people in care.
- 47 In April 2019, Speak Up published the results of the 2019 U Matter consultation that 83 care experienced children and young people took part in (aged 11-21). The findings showed that;
- Young people who took part in the survey reported feeling happy and safe in their placements and were able to identify an adult in their life that they could trust.

- Improvements had been seen in young people's experience of having a social worker, with most knowing how to contact their social worker and describing them as being reliable.
- Pathway support was viewed by young people as very positive, with care leavers reporting that they were happy with the support they received, including support with their education, training and employment.
- The majority of young people reported that they had access to the health information they needed and knew who to talk to if they needed support with their emotional wellbeing or access to support in school.
- On the whole, young people in care and care leavers had a good awareness of their rights and entitlements. However, it was suggested that consideration could be given to involving children and young people more in their reviews and Personal Education Plan meetings.

- 48 York Youth Council (YYC) continues to work with colleagues from the North Yorkshire Youth Executive and the North Yorkshire Police Youth Commission. The working group is now known as 'North Yorkshire Young Minds Combined' and they continue to look at ways they can improve the awareness of existing mental health services. Members of YYC are also working with members of Show me That I Matter to create a young persons version of the Human Rights city report.
- 49 Representatives from the YYC attended two events through the British Youth Council during Q1 2019-20 including the youth voice induction and Yorkshire and Humber residential events. The YYC are continuing to encourage schools to take part in their Minding Minds award scheme as part of their mental health campaign.

Portfolio - Culture, Leisure and Communities

	2017/18	2018/19	2019/20 Q1	DoT	Frequency	Benchmarks
% of panel who give unpaid help to any group, club or organisation	66.22%	64.72%	64.98%	➡	Quarterly	National Community Life Survey 17/18: 64%
% of panel satisfied with their local area as a place to live	89.94%	88.61%	88.45%	➡	Quarterly	National Community Life Survey 17/18: 77%
The DoT (Direction of Travel) is calculated on the latest three data points whether they are annual or quarterly.						

% of residents who give unpaid help to any group, club or organisation - this measure gives an understanding of how much volunteering is currently being undertaken within the city

- 50 The results of the latest (Q1 2019-20) Talkabout survey showed that 65% of the respondents give unpaid help to a group, club or organisation which is comparable with the government's Community Life Survey 2017-18 which found that 64% of respondents reported any volunteering in the past 12 months.

% of residents satisfied with their local area as a place to live - this measure gives an understanding of residents' views about the area and the quality of their ward / neighbourhood

- 51 The most recent resident satisfaction survey was sent to residents during June 2019. Results from the Q1 2019-20 Talkabout survey showed that 87% of the panel were satisfied **with York** as a place to live and 88% **with their local area**. Although minor decreases in satisfaction can be seen in these areas, satisfaction continues to be significantly higher than the latest national figures of 77% (Community Life Survey 2017-18) and 81% (Local Government Association Poll February 2019). 73% of respondents feel that York is a safe city to live in and relatively free from crime and violence.
- 52 Where residents indicated that they were dissatisfied **with York** as a place to live, the most common reasons continue to be transport (particularly traffic and bus services), crime and anti-social behaviour (mainly city centre drinking), economy and value for money (largely residents not being at the heart of decision making). Public Realm also featured highly in the Q1 survey.
- 53 Where residents were dissatisfied **with their local area** as a place to live, the most common reasons continued to be public realm and highways, transport also featuring highly. Specifically, these concerns were about the standards of street cleansing (including littering levels), the poor quality of pavement/road surfacing and traffic.
- 54 76% of respondents thought that their local area was a good place for children and young people to grow up. Where residents disagreed that their local area was a good place for children to grow up, the main reasons continue to be safety (largely anti social behaviour and road safety), available activities or services and available green spaces.
- 55 89% of respondents agreed that it was important to feel part of their local area with 78% agreeing that they did belong. These results have both decreased slightly from the previous survey although the latter is significantly higher than the National benchmark score of 62% in the Community Life Survey 2017-18.
- 56 When asked if they agree their local area is a place where people from different backgrounds get on well together the percentage of respondents agreeing has steadily declined over the past three surveys from 75% in Q1 2018-19 to 62% in Q1 2019-20. This is also below the national figure of 82% from the Community Life Survey 2017-18.

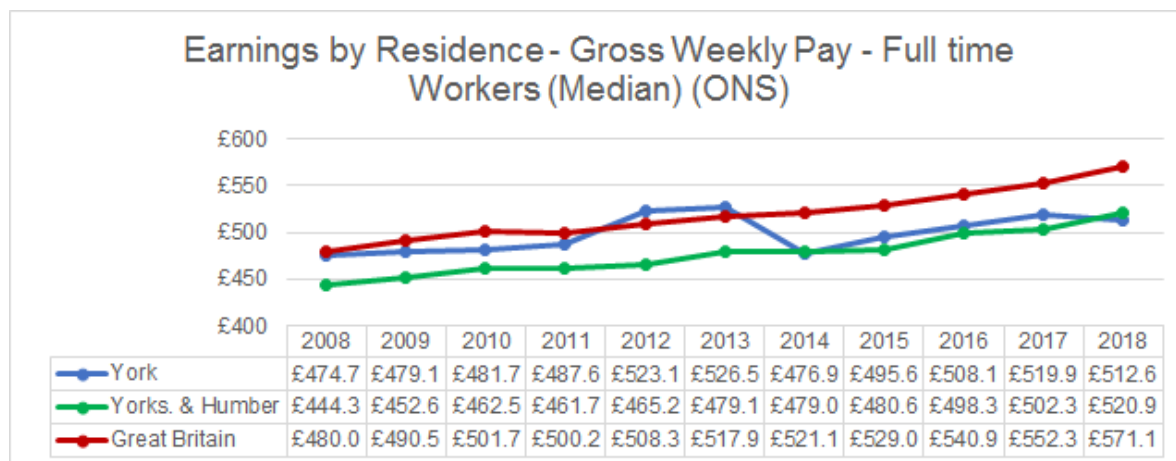
% of residents who think that the Council and partners are doing well at improving the quality of streets/public spaces - this measure gives an understanding of residents' satisfaction with frontline service delivery and the Council's responsiveness to residents' views

- 57 In the latest (Q1 2019-20) Talkabout survey, panellists responded positively to one area indicating they believe the council are doing well in conserving York's heritage. Responses continued to reflect that panellists thought the council and partners could do more to reduce air pollution, improve the quality of streets/public spaces and encourage the use of low emission vehicles. The responses on how well the council is doing to help residents reduce their carbon footprint decreased from an irregular figure of 41% in Q3 2018-19 to a more consistent figure of 21% in Q1 2019-20.
- 58 The Low Emission Strategy (LES), introduced in 2012, has proved particularly effective at tackling emissions from service vehicles such as buses, taxis and Heavy Goods Vehicles which contribute to poor air quality in York. Work to improve the air quality includes the introduction of more electric Park & Ride buses, the continued roll-out of the new taxi licensing policy that specifies minimum emission standards for new or replacement taxis and the delivery of the Strategic Electric Vehicle fast charge network in the city. A mandatory programme of HGV eco driver training has been introduced for CYC drivers to implement fuel efficient driving by changing driving techniques to try and save fuel by at least 10%, making a positive difference to the environment and also good commercial sense.

Portfolio - Economy and Strategic Planning

	2017/18	2018/19	2019/20 Q1	DoT	Frequency	Benchmarks
Median earnings of residents – Gross Weekly Pay (£)	£519.3	£512.6	NC	⇒	Annual	National 18/19: £571.1 Regional 18/19: £520.9
Business Rates - Rateable Value	£254,662,152	£255,782,931	£255,623,506	⇒	Quarterly	Not Available
Net Additional Homes Provided - (YTD)	1296	449	NC	↓ Bad	Half Yearly	Not Available
The DoT (Direction of Travel) is calculated on the latest three data points whether they are annual or quarterly.						

Median earnings of residents – Gross Weekly Pay (£) - this measure gives an understanding if wage levels have risen within the city, a key corner-stone in the cities economic strategy



- 59 In April 2018, the median gross weekly earnings for full-time resident employees in York were £512.60, a decrease of 1.4% (excluding inflation) from £519.30 in 2017. Since the economic downturn of 2008 to 2009, growth (excluding inflation), has been fairly steady, averaging approximately 1.1% per year up to 2017. Nationally the increase was 1.5% and regionally, 1.3% over the same period.
- 60 As our Economic Strategy recognises, York has high levels of employment in low paid work such as retail, food and leisure, and tourism. To make housing in the city more affordable for residents, we need to grow more high paid jobs and support lower paid industries to be commercially successful so that they can increase pay. Our current strategy focuses on growing more jobs in better paid industries, while our city centre economy is driven by tourism, retail, food and leisure. During 2017 there were 5,000 additional jobs created. The majority of these jobs were in the professional, scientific, technical businesses and food and drink sectors.

Job Seekers Allowance (JSA) Claimants

- 61 The JSA figures should be viewed in the context of the number of people receiving Universal Credit in York increasing from 5,174 in May 2019 to 5,390 (provisional) in June 2019 (of which 3,320 (provisional) were not in employment). Figures from the Office for National Statistics showed that;
- There were 165 JSA claimants in York in June 2019 which has remained the same as in May 2019 but is a decrease from 230 in June 2018.
 - The claimant count for York represents 0.1% of the working population, which is lower than both the regional and national figures of 0.7% and 0.5% respectively in June 2019.
 - Recent figures also highlight a fall of 5 in the youth unemployment count since June 2018. The youth unemployment figure is lower than both the regional and national figures of 0.4% and 0.2% respectively.

Department of Work and Pensions

- 62 Data released by the Department of Work and Pensions is published 6 months in arrears and the latest data relates to November 2018. The total number of claimants for either Income Support or Employment Support Allowance in York is 4,810, which is a decrease of 190 from August 2018. The claimant count represents 3.5% of the working population which is lower than both the regional and national figures of 7.3% and 6.5% respectively. Although these figures are the lowest in the region, due to the changes in the benefits system some of the data is transitional. The introduction of Universal Credit, for example, means that some people are still in the process of transitioning over. The Council provides a dedicated Universal Credit support service offering assistance with making a claim, managing a claim, support relating to monthly budgeting and any concerns over money resulting from a claim.

Business Rates - Rateable Value - this measure gives an understanding of how much money the Council is likely to receive to spend on public services

- 63 The Government announced in the Budget on 29 October 2018 that it will provide a business rates scheme (Retail Discount) for occupied retail properties with a rateable value of less than £51,000 in each of the years 2019-20 and 2020-21. The purpose of this new discount is to support the 'high street' which has been affected by changes in consumer spending preferences such as online shopping. The relief is temporary for two years from April 2019. The relief could benefit as many as 1,500 hereditaments across the city on the basis of their current rateable value.

Council Tax Collection

- 64 The 2019-20 collection rate for Council Tax up to the end of June 2019 was 29.1% which is very close to the corresponding period in 2018-19. The collection rate for Business Rates at the end of June was 31.3% which is higher than the corresponding period in 2018-19 and higher than the target collection rate.

Net Additional Homes Provided - this measure gives an understanding of how many new homes have been built in the city

- 65 Figures for 2018-19 shows that, positively, there were 1,628 net housing consents granted which represents a continued high level of approvals. Of these approvals, 96.4% were for traditional housing sites which include the Former British Sugar Corporation Site (up to 1100 new homes), the Former Lowfield School Site (165 new homes proposed) and York St John University Playing Fields Site (outline approval for 70 homes). These approvals represent significant future planned housing developments for the city.
- 66 During 2018-19 there were a total of 449 net additional homes completed (this compares to a yearly average of 850 additional homes completed over the previous five years). Of these additional homes:
- 77.3% were completed on housing sites.

- 8.9% were a result of off campus privately managed student accommodation schemes which comprised the Former Herbert Todd & Son site in Percy's Lane and Abbeyfields Veterinary Centre in Clarence Street.
- 6.2% resulted from 'prior approval' i.e. sites benefitting from relaxed permitted development rights to allow conversion to residential use.
- Changes of use of existing buildings to residential use and conversions to existing residential properties accounted for 34.5% of all completions.
- Development sites including Land at Metcalfe Lane, the Former Grain Stores (Water Lane), the former Oliver House site in Bishophill Senior and the change of use of offices at Rowntree Wharf all provided notable completions over the year.

Planning Applications

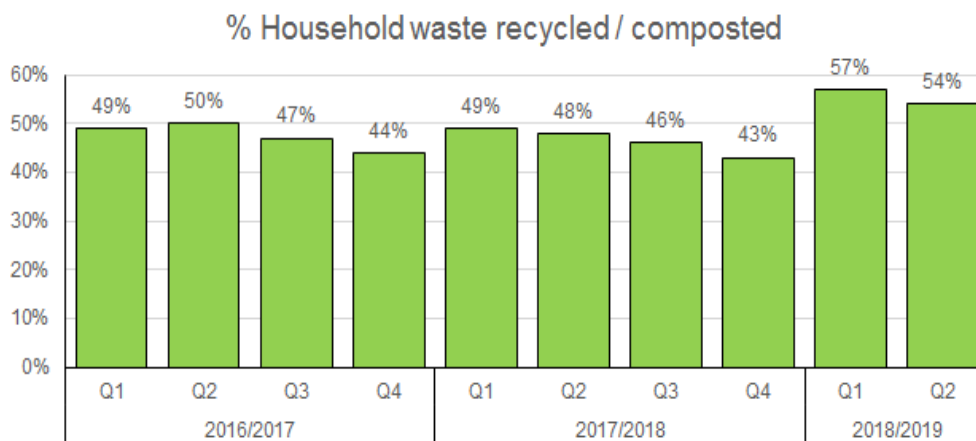
- 67 In the year to December 2018, the latest data available, the number of major planning applications processed within the required timescale (88%) has increased significantly from Q2, is above the 2017/18 year end figures, and is at the same level as the national and regional benchmarks. The number of applications has remained consistently at the same level (around 50 in the year to Dec 2018). In the year to December 2018, minor planning applications processed within the required timescale (77%) is at a similar level to previous years but is still below the national benchmark (85%). Whilst the number of applications has decreased slightly, the 83% performance in Q3 is a positive achievement.

Portfolio - Environment and Climate Change

	2017/18	2018/19	2019/20 Q1	DoT	Frequency	Benchmarks
Household waste recycled / composted - (YTD)	43.00%	(Avail Sep 19)	(Avail Oct 19)	➡	Quarterly	National 17/18: 43.2% Regional 17/18: 42.4%
The DoT (Direction of Travel) is calculated on the latest three data points whether they are annual or quarterly.						

Household waste recycled / composted (YTD) - this measure gives an understanding of a key outcome of the Council plan

- 68 Provisional figures for Q3 suggest the amount of household waste recycled in 2018-19 has increased slightly from 46% in the same period in 2017-18. It is worth noting that recycling rates are usually higher in the first half of the year and therefore could fall by the end of the year.
- 69 The amount of waste sent to Allerton Waste Recovery Park (in order to divert from landfill) in Q3 2018-19, has increased to 38,516 tonnes from 35,870 tonnes during the same period in 2017-18.



- 70 Residual waste (i.e. non recyclable) per household has increased to 427kg per household (410kg in Q3 2017-18) but this should also start to decrease from the initiation of the voluntary pledge, by supermarkets, to eradicate single-use plastics from packaging, with any remaining plastic in use having to be totally recyclable by 2025.

One Planet Council

- 71 In responding to a climate emergency, the Council has taken a number of steps. It has created a new Executive Member role for Environment and Climate Change and set up a Climate Change Scrutiny Committee. More staff resource for helping the city to reduce its environmental impact is being identified. The first step will be to understand the city's current environmental footprint and what actions can make the biggest impact. There are active projects ongoing including:

Air Quality Initiatives

- 72 In June 2019, the Council launched an anti idling awareness and enforcement campaign for Clean Air Day. This included an extensive media campaign and anti-idling patrols and awareness events at schools. It has also produced an Annual Status Report (ASR) which details the trends in air quality across York and updates on progress on the measures to achieve the health outcomes related to this. The Annual Status Report will be published to <http://jorair.co.uk/data-downloads/reports/> once approved by DEFRA.

Improving our own estate

- 73 In the past few months, this has included the continuing feasibility work and roll out of PV (photovoltaic i.e solar panels) projects across Hazel Court, the Crematorium and 30 Clarence Street. There has also been sustainability measures incorporated into a number of key developments including the Burnholme Hub, Community Stadium and Lincoln Court.

Portfolio - Health and Adult Social Care

	2017/18	2018/19	2019/20 Q1	DoT	Frequency	Benchmarks
Delayed transfers of care from hospital which are attributable to adult social care, per 100,000 population (YTD Average) (New definition for 2017/18)	6.4	6.6 (Prov)	5.4 (May 19)	➡	Quarterly	National 17/18: 4.3 Regional 17/18: 3.4
% of panel confident they could find information on support available to help people live independently	64.81%	72.52%	71.52%	➡	Quarterly	Not Available
Proportion of adults in contact with secondary mental health services living independently, with or without support (YTD Average)	69.00%	84.00% (Prov)	(Avail Sep 19)	⬆ Good	Quarterly	National 17/18: 57% Regional 17/18: 69%
% of adults (aged 19+) that meet CMO recommendations for physical activity (150+ moderate intensity equivalent minutes per week)	76.40%	(Avail May 20)	NC	⬆ Good	Annual	National 17/18: 66.30% Regional 17/18: 64%
The DoT (Direction of Travel) is calculated on the latest three data points whether they are annual or quarterly.						

Delayed transfers of care from hospital which are attributable to adult social care - this measure gives an understanding of how well our health and social care services are integrated

74 A delayed transfer of care (DToc) occurs when a hospital patient is deemed medically fit to be discharged, but cannot be released from hospital because they are waiting for community support to be arranged by the NHS and/or a local authority, or because the patient cannot agree where he/she should reside following discharge. The number of days that hospital patients are delayed in these circumstances are aggregated and measured to show how well NHS and local authority adult social care services are working together.

75 There continues to be a fluctuating trend in the number of days that patients are delayed leaving hospital that are “*attributable to adult social care*”. In the 12 months to the end of May 2019, which is the latest period for which information has been published by NHS England, there were on average 11 beds per day occupied by people subject to delayed transfers of care attributable to CYC’s adult social care. This is lower than in the previous 12 month period (12 beds occupied per day on average). Combined with the fact that patients are staying in hospital, on average, for shorter periods of time, this means that adult social care is getting better at supporting people to get where they want to be quickly, against a backdrop of increasing numbers of unplanned or emergency admissions.

Better Care Fund

76 The Better Care Fund (BCF) provides CYC and the Vale of York Clinical Commissioning Group (VoY CCG) with finances to work together on a range of measures, including delayed transfers of care, aimed at improving outcomes for NHS and adult social care users in the City of York area.

77 The total number of bed days that patients resident in York have been delayed in hospital, for all reasons, during the year to May 2019 (the latest

published information available) was 11,212. This equates to 31 beds each day occupied (on average) because of DToC across the health and social care system. In the last 3 months, this figure was 3,115 bed days which equates to 34 beds each day. Current challenges are:

- Recent changes to the Continuing Healthcare 'discharge to assess' pathways have had unintended consequences in that they have increased the amount of DToC attributable to the NHS.
- The closure of two large nursing homes in the city has impacted on the ability of Adult Social Care to place and assess patients quickly.
- The residential and nursing care markets continue to provide challenges as there is limited capacity for people to enter these homes.

% of residents confident they could find information on support available to help people live independently - this measure gives an understanding of residents' ability to support themselves in line with new adult social care operating model

- 78 The most recent resident satisfaction survey was sent to residents during June 2019. Results from the Q1 2019-20 Talkabout survey showed that 72% of residents were confident that they could find information on support available to help people live independently. When asked where they would go to find information on support to live independently, advisory services such as charities and internet searches were the most frequent answers. The creation of the Live well York website during 2018, an information and advice community website for adults and families, along with the use of Talking Point venues across the city may have contributed to this level of confidence.

Admissions to Residential Care Homes

- 79 Avoiding permanent placements in residential and nursing care homes is a good measure of how effective packages of care have been in ensuring that people regain control of their lives. Research suggests that, where possible, people prefer to stay in their own home rather than move into residential care.
- The rate at the end of Q1 2019-20 for younger adults (aged 18-64) requiring permanent residential and nursing care is lower than a year earlier, with 2.96 younger adults per 100,000 population being placed into these homes, compared with 6.71 per 100,000 population during Q1 2018-19.
 - For older people, aged 65 or over, the rates of those assessed as needing to go into residential care during Q1 2019-20 was lower than in Q1 2018-19 (89 per 100,000 population in Q1 2019-20 compared with 240 per 100,000 population in Q1 2018-19).

- 80 There are 1,421 registered care beds in York. Of these, 588 are residential care and 833 are nursing care, with the majority (around 80%) of these beds are specifically for older people. This is an increase from

that previously reported, due to available new capacity in the city with care accommodation being developed in Fulford, New Earswick, Acomb and at Burnholme.

- 81 The Older People's Accommodation Programme is focused on providing and enabling appropriate accommodation, technology and support which make whole life independence possible. The programme is currently working on extending and modernising the extra care scheme at Marjorie Waite Court and the independent living scheme at Lincoln Court. Work is ongoing to support and enable other providers to develop independent living, extra care and residential and nursing care schemes across the city. The programme is now focused on a consultation and engagement programme to identify what is important to the city's residents about how, and where, they live in older age. This information will then be used to determine the future of the programme.

Proportion of adults in contact with secondary mental health or learning difficulties services that are living independently - this measure gives an understanding of adults' social care users perception of their ability to support themselves

- 82 Improving employment and accommodation outcomes for adults with mental health and learning difficulties are linked to reducing risk of social exclusion and discrimination. Supporting someone to become and remain employed is a key part of the recovery process, while stable and appropriate accommodation is closely linked to improving people's safety and reducing their risk of social exclusion.
- During Q1 2019-20, 8.3% of those with learning disabilities were in employment, the same rate as reported during Q1 2018-19.
 - The percentage of those with learning disabilities living in their own home, or with family, was at similar levels in Q1 2019-20 (75%) compared to Q1 2018-19 (76%).
- 83 At the end of Q4 2018-19, the latest data available to CYC, 22% of all clients in contact with secondary mental health services were in employment, which represents a much higher level compared with Q4 2017-18 (13%). The percentage of all adults in contact with secondary mental health services living independently, with or without support, was 84% at the end of Q4 2018-19, which also represents a much higher level compared with Q4 2017-18 (69%).

% of residents who have been actively involved in redesigning and delivering services - this measure gives an understanding of residents' recognition about how they are involved in service redesign

Future Focus

- 84 The Adult Social Care community led support model continues to develop and as part of this, by the end of July 2019, there will be a total of 6 Talking Points in operation with two more planned to start in September. Talking Points are community locations that offer residents the opportunity

to have a face to face conversation with social care staff. As the second year of the programme continues, 229 Talking Point appointments have been successfully completed and 127 customers have been seen as 'drop-ins' at Talking Point sessions. In the last quarter of activity (April to June 2019) there were 56 completed appointments and 28 drop-ins compared to average quarterly figures of 43 appointments per quarter and 25 drop-ins per quarter in the first year.

- 85 In May 2019, the Customer Access and Assessment Team and the Long Term Team in Adult Social Care amalgamated to form the new ASC Community Team. One of the effects of this change is to broaden the pool of staff delivering Talking Point sessions which will help maintain the widening choice of locations and times available and to further embed the Talking Points as a central part of Adult Social Care operations. As a result of new ways of working, very positive results are being seen in relation to the waiting list for social care workers and managers. As at the start of July 2019, in 7 weeks, the waiting list has reduced by 45% from 130 to 71 cases. The new streamlined community led support paperwork will be implemented shortly which will enable staff to reduce the amount of time spent on paperwork, offering a more person-centred and efficient service to people accessing Adult Social Care.
- 86 This goes alongside the continued success of the Talking Points in providing timely access to staff with the average waiting time between first contact and meeting with a member of staff at a Talking Point only slightly increased to 8.9 days over the lifetime of the programme. The baseline waiting time for a first contact was previously 8-9 weeks. The quick response reduces the risk of customers experiencing a crisis situation and enables the social care team to provide a more proportionate response earlier on in the social care process.
- 87 Other indicators reflecting the overall success of the programme have been maintained during Q1. For example:
 - 96.5% of people giving feedback on their Talking Point visit have said they were satisfied with the experience and, most importantly, their outcomes from attending an appointment.
 - More than 95% of residents seen also said they would recommend the Talking Point option to others and more than 99% reported feeling welcome when visiting a Talking Point.
- 88 Moving further into 2019/20, work is starting around how people who are receiving support from Adult Social Care are currently reviewed and developing new ways of working in relation to this. There is currently a deficit based, service led focus around undertaking reviews which does not lend itself to a strengths based way of practice. In addition, a piece of work has now started with the learning disabilities team, looking at how

community led support can be embedded in the team and with people and families accessing support from learning disabilities services.

% of Physically Active Adults - this measure gives an understanding of the overall health of the cities residents

- 89 The latest data from the Adult Active Lives Survey for the period November 2017 to November 2018 was published in April 2019. 492 people in York aged 16 and over took part in the survey and reported higher levels of physical activity, and lower levels of physical inactivity, compared with the national average. Positively:
- 73.1% of people in York did more than 150 minutes of physical activity per week compared with 62.6% nationally and 64.9% regionally.
 - 14.4% of people in York did fewer than 30 minutes per week compared with 25.1% nationally and 22.5% regionally. Positively, this figure is considerably lower than the 19.4% reported for the period of May 2017 to May 2018.
- 90 Latest figures from the Public Health Outcomes Framework for 2017-18 (published in April 2019) show that 76.4% of York adults were physically active, compared with 66.3% nationally and 64.0% regionally. On a continued theme, only 13.8% of York adults were physically inactive compared with 22.2% nationally and 24.1% regionally. The data also shows that York has the 5th highest physical activity level and the 3rd lowest physical inactivity level in England.

Portfolio - Housing and Safer Neighbourhoods

	2017/18	2018/19	2019/20 Q1	DoT	Frequency	Benchmarks
Number of Incidents of ASB within the city centre ARZ	1934	2059	(Avail Aug 19)	➡	Quarterly	Not Available
Number of days taken to process Housing Benefit new claims and change events (DWP measure)	3.20	2.67	2.44	➡	Quarterly	National 18/19 Q3: 9.37 days

The DoT (Direction of Travel) is calculated on the latest three data points whether they are annual or quarterly.

Number of Incidents of Anti-Social Behaviour within the city centre - this measure gives an understanding of the impacts of Anti-Social Behaviour on Leisure and Culture and therefore the "attractiveness" of the city

- 91 Data for 2018-19 (the latest available) indicates a small increase in anti-social behaviour within the city centre, following a gradually decreasing volume in the last three years. An example of this is a rise in the number of cases of offensive graffiti reported from 26 in 2017/2018 to 51 in 2018/2019 and a rise in the number of non-offensive cases from 107 in 2017-18 to 132 in 2018-19.

- 92 Overall crime levels in York in 2018-19 have risen to 13,579 crimes compared to 11,958 in 2017-18 and this is due to a small increase in crime reports across a wide range of categories.
- 93 The number of service calls received due to “flytipping” concerns reduced from 2,276 in 2016-17 to 2,151 in 2017-18. Final figures for 2018-19 show a further reduction in calls received to 1,995. Figures for 2018-19 show that whilst the number of warning letters and formal cautions issued for fly tipping has reduced since the previous year, the number of prosecutions has increased.

Number of days taken to process Housing Benefit new claims and change events - this measure gives an understanding of the efficiency and effectiveness of a key front-line service

- 94 Due to improvements in digital processes, performance in this area remains consistently strong in York with the average number of days taken to process a new Housing Benefit claim, or a change in circumstance, less than 3 days during Q1 2019-20. York performance is also the best out of all other local authorities that we are benchmarked against (North and East Yorkshire, Lincolnshire and the Humber) and much higher than the national average of 9.4 days (2018-19 Q3).

Portfolio - Policy, Strategy and Partnerships

	2017/18	2018/19	2019/20 Q1	DoT	Frequency	Benchmarks
% of panel who agree that they can influence decisions in their local area	26.87%	28.95%	27.37%	➡	Quarterly	National Community Life Survey 17/18: 26%
The DoT (Direction of Travel) is calculated on the latest three data points whether they are annual or quarterly.						

% of residents who agree that they can influence decisions in their local area - this measure gives an understanding of residents' recognition about how we are listening and reacting to residents views

- 95 The most recent resident satisfaction survey was sent to residents during June 2019. Results from the Q1 2019-20 Talkabout survey found that 27% of panellists agreed that they could influence decisions in their local area which is slightly higher than the latest national figure of 26% (Community Life Survey 2017-18). 92% of respondents think it's important that residents can influence decisions in their local area.

Earswick Neighbourhood Plan

- 96 The Localism Act 2011 introduced new powers for community groups to prepare neighbourhood plans for their local areas and the council has a statutory duty to assist communities in the preparation of such plans and to take plans through a process of examination and referendum. The Earswick Neighbourhood Plan has been prepared by Earswick Parish Council with on-going engagement with the local community and the council. The plan had been through various stages of preparation and Executive agreed that the plan could proceed to a referendum which was

held during May 2019. Over 94% of voters wanted to accept the plan and at the Executive meeting held in June, members agreed to formally 'make' the plan and bring it into full legal force as part of the Development Plan for York.

Talk York consultation

97 Throughout June, funded by Leeds City Region Business Rates Pool, residents, visitors, businesses and students were asked what they thought made York special. Responses will be used to inform how York attracts investment and visitors to help rebalance the local economy, in order to enhance the regional, national and international perception of York. The aims are to:

- Connect residents and commuters to the whole city
- Nurture existing talent in York
- Unlock further prosperity in York
- Increase spend in the tourism sector
- Attract longer staying visitors
- Inform investors and developers about commercial space opportunities

Portfolio - Finance and Performance

	2017/18	2018/19	2019/20 Q1	DoT	Frequency	Benchmarks
% of panel satisfied with the way the Council runs things	62.13%	57.33%	55.56%	↓ Bad	Quarterly	National LG Inform 18/19: 60%
Overall Customer Centre Satisfaction (%) - CYC	93.13%	94.15%	94.60%	→	Quarterly	Not Available
Red rated Major Projects - CYC	1	0	0	→	Quarterly	Not Available
Amber rated Major Projects - CYC	6	8	8	→	Quarterly	Not Available
Overall Council Forecast Budget Outturn (£000's Overspent / - Underspent)	-£620 (excluding contingency)	-£153 (excluding contingency)	£1,884 (excluding contingency)	→	Quarterly	Not Available
PDR Completion (%) - CYC - (YTD)	90.40%	86.34%	(Avail Aug 19)	→	Quarterly	Not Available
Staff FTE - CYC Total (Excluding Schools) - (Snapshot)	1972.2	2107.85	2,094.17 (May 19)	→	Quarterly	Not Available
Average sickness days lost per FTE - CYC (Excluding Schools) - (Rolling 12 Month)	11.5	11.3	11.1 (April 19)	→	Quarterly	CIPD (Public Sector) 18/19: 8.5 days
Voluntary Turnover (%) - CYC Total (Excluding Schools) - (Rolling 12 Month)	7.55%	7.82%	8.36% (May 19)	→	Quarterly	Not Available
% of external calls answered within 20 seconds - CYC	89.75%	87.70% (2018-19 Q1)	NC	→	Quarterly	SSAC Industry Standard 17/18: 80%
Digital Services Transactions / Channel Shift	Narrative Measure			→	Quarterly	Not Available
% of staff who would recommend the council as a good place to work	NC	72.00%	NC	→	Quarterly	Not Available
% of staff who believe action will be taken following this survey	NC	32.00%	NC	→	Quarterly	Not Available
% of complaints responded to within 5 days	58.76%	56.90% (2018-19 Q4)	56.90% (2018-19 Q4)	→	Quarterly	Not Available
FOI & EIR - % In time - (YTD)	89.20%	90.86%	90.86% (18/19)	→	Quarterly	Not Available
The DoT (Direction of Travel) is calculated on the latest three data points whether they are annual or quarterly.						

% of residents satisfied with the way the Council runs things - this measure gives an understanding of residents' satisfaction with frontline service delivery and the Council's responsiveness to residents' views

- 98 The most recent resident satisfaction survey was sent to residents during June 2019. Results from the Q1 2019-20 Talkabout survey showed that 56% of respondents were satisfied with the way the Council runs things which is a reduction compared to previous survey results. Satisfaction levels continue to be similar to the LG Inform benchmark figure of 60% for February 2019. Where residents indicated that they were dissatisfied with the way the council runs things, the most common reasons were waste, in particular recycling, and value for money. Public realm and highways also featured highly.
- 99 The Council aims to deliver financial sustainability whilst improving services and outcomes for York residents and 43% of respondents agree

that the Council provides value for money which is similar to the LG Inform benchmark figure of 44% for February 2019.

Overall Customer Centre Satisfaction (%) - CYC - this measure gives an understanding of the quality of our face to face, phone and front office customer services (and in future our digital services through the CYC website)

- 100 The Customer Centre offers advice and information on many services including benefits, council tax, housing, environmental, transport, educational, social care and planning. At the end of phone enquiries customers have the opportunity to complete a short phone based customer satisfaction survey or, when visiting West Offices, rate their experience via a feedback terminal. Customer Satisfaction remains high at the end of Q1 2019-20, with 95% of people rating the service as either good or very good.

Major Projects - this measure gives an understanding of the performance of the large projects the Council is currently working to deliver

- 101 At the end of June 2019 there were 20 major projects in progress, the same as at the end of March 2019.
- 102 Each project is given a status to give an overview of significant risks and provide assurance as to how individual projects are being managed. 8 projects are rated "Amber" and 12 are rated "Green".

Staffing PDR Completion Rates - this measure gives an understanding of how we making sure that the organisations strategic aims, goals and values are being passed to all employees

- 103 City of York Council is committed to developing confident, capable people working positively for York. As part of that commitment, all colleagues are entitled and encouraged to reflect on their performance and discuss future aspirations and work goals through regular one to ones and an annual Performance and development Review (PDR) appraisal. The annual PDR process for 2019-20 started in May 2019.

Staff Total - this measure gives an understanding of total numbers of staff, and our staffing delivery structure

- 104 At the end of May 2019 there were 2,547 employees (2,094 FTEs) working at City of York Council (excluding schools), a decrease of 27 individuals (14 FTEs) from the end of March 2019.

Average sickness days lost per FTE (12 Month rolling) - this measure gives an understanding of the productivity of the organisations employees

- 105 At the end of April 2019 the rolling 12 month sickness days per FTE figure has decreased to 11.1 days (from 11.3 at the end of March). Proposals for tackling absence were agreed to Executive in Autumn 2018 on the future use of a dedicated external team to focus on attendance and work with managers and employees on a timely return to work. Work to procure this service is underway.

Staffing Turnover - this measure gives an understanding of the number of staff entering and leaving the organisation

- 106 Total staff turnover has increased slightly to 13.0% (from 12.4% at the end of March 2019) over the rolling 12 months to May 2019 whilst voluntary leavers have increased slightly to 8.4% at the end of May 2019 (7.8% at the end of March 2019). This level of staffing turnover is expected and in line with the council's changing service delivery models.

External Calls answered within 20 seconds - this measure gives an understanding of speed of reaction to customer contact

- 107 The latest available data (2018-19 Q1) shows that the percentage of all external calls answered within 20 seconds was 88% which is well above the industry benchmark of 80%.

Customer Centre

- 108 Our Customer Centre is the main point of contact for residents and business visitors. During Q1 2019-20, the number of calls received increased to 59,387 (55,564 in Q4 2018-19), with 92% answered (54,843). The increase in demand is seasonal and expected in part due to Council tax annual billing, housing benefit annual statements, Local and EU Parliamentary elections and the commencement of garden waste collections. During peak periods customers may experience increased waiting times and, although calls are typically not held in a queue for more than 65 seconds, customers can make use of the call back facility.

Digital Services Transactions/Channel Shift

- 109 The number of residents who came to West Offices during Q1 2019-20 reduced to 10,433 (10,716 in Q4 2018-19). The average wait time was 6 minutes and 83% of residents were seen within the target wait time of 10 minutes. 11,951 business visitors came to West Offices during Q1 (13,345 in Q4). In addition to speaking with customers over the phone and face to face, the customer service team also responded to 10,045 emails.
- 110 Customers are also opting to access services using alternative ways;
- 2,269 made payments using the auto payments facility,
 - 20,454 people used the auto operator (transfers to individuals and teams without speaking with a customer service team member),
 - 54% of street lighting and street cleansing issues were reported by customers on-line
 - 255 customers used the self serve option in the customer centre to access services
 - Circa 8,300,000 pages of our website were reviewed (If a visitor visits a page more than once during the same session or in the relevant period, it is re-counted).

Staff Satisfaction - this measure gives an understanding of employee health and their satisfaction with the Council and a place to work and its leadership, management and practices

- 111 Throughout 2018/19, the council engaged with staff to understand their views across a range of topics in order to identify concerns and challenges faced by staff on a day to day basis. Employees completed six short surveys covering a range of topics including 'values and behaviours' and 'leadership and management'.
- 112 Response rates to the surveys averaged around 35% and there was a significant amount of positive feedback covering areas such as fairness within the workplace, structures for feedback and team meetings, wellbeing and peer/managerial support. Areas of challenge that will be considered in detail by the council were managing talented individuals, managing poor performance, visibility of senior officers and managing change.
- 113 In response to concerns raised around the usefulness of team meetings, a monthly managers briefing pack has been created with the aim of managers sharing standard information within teams in a structured way so that the workforce feels more engaged and aware of what is happening across the council.
- 114 In response to concerns raised around recognition, four staff recognition and engagement events took place during May and June, led by the Chief Executive and CMT. The events recognised achievements in the last 12 months and sought staff views. Further focus groups will take place over the coming months on more specific themed areas.
- 115 Two core questions were asked in each of the six surveys. On average, 71% of employees would 'recommend the Council as a good place to work' which compares to a civil service benchmark of 58%. Around 33% of employees felt 'action would be taken forward' following the surveys which compares to a civil service benchmark of 49%.

% of complaints responded to within 5 days

- 116 The latest available data (2018/19 Q4) shows that the council received 348 stage 1 corporate complaints and responded to 56.9% of them within the 5 day timescale. This is a significant improvement from Q1 where 39.6% of complaints were answered within the 5 day timescale. Where timescales were not met, this was due to resource pressures in some service areas.
- 117 Additional resources have been provided to deal with and monitor complaints with work ongoing to;

- Ensure that complaints performance is monitored. Managers now have access to a dashboard of live reports relating to real time complaints and customer performance information;
- Refresh the corporate complaints policy and procedures along with the complaints IT system.

FOI & EIR - % In time - this measure gives an understanding of our speed of reaction to FOI's

118 The latest available data (2018/19 Q4) shows that the council received 571 FOIs, EIRs and SARs. CYC achieved 89.5% in-time compliance for FOIs (Freedom of Information requests), 89.44% in-time compliance for EIRs (Environmental Information Regulations requests) and 77.42% in-time compliance for SARs (Subject Access to records requests). The council has achieved a full year in time compliance performance for FOIs and EIRs of 90.86% which is an improvement from 89.20% in 2017-18. This performance achievement is particularly noteworthy, given that there has been an overall increase in the number of requests received for the full year in 2018-19 of 11.7%, compared to 2017-18.

Annexes

119 All performance data (and approximately 975 further datasets) within this document is made available in machine-readable format through the Council's open data platform at www.yorkopendata.org under the "performance scorecards" section.

Consultation

120 Not applicable.

Options

121 Not applicable.

Council Plan

122 The information and issues included in this report demonstrate progress on achieving the priorities set out in the Council Plan.

Implications

123 The implications are:

- **Financial** are contained throughout the main body of the report.
- **Human Resources (HR)** There are no HR implications.
- **One Planet Council / Equalities** There are no One Planet Council or equalities implications.
- **Legal** There are no legal implications.

- **Crime and Disorder** There are no crime and disorder implications.
- **Information Technology (IT)** There are no IT implications.
- **Property** There are no property implications.
- **Other** There are no other implications.

Risk Management

- 124 An assessment of risks is completed as part of the annual budget setting exercise. These risks are managed effectively through regular reporting and corrective action being taken where necessary and appropriate.

Contact Details

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		Report Approved	✓	Date	12.8.19
Wards Affected: All					✓
For further information please contact the authors of the report					

Background Papers:

None

Glossary of Abbreviations used in the report:

ASC	Adult Social Care	GDPR	General Data Protection Regulation
ASCOF	Adult Social Care Outcomes Framework	HHASC	Health, Housing and Adult Social Care
BCF	Better Care Fund	HRA	Housing Revenue Account
CCG	Clinical Commissioning Group	JSA	Jobseeker's Allowance
CHC	Continuing Health Care	LAC	Looked After Children
CPIH	Consumer Prices Index including owner occupier housing costs	NEET	Not in Employment, Education or Training
CSC	Children's Social Care	NHS	National Health Service

CYC	City of York Council	PDR	Performance and Development Review
DEFRA	Department for Environment, Food and Rural Affairs	PUWER	Provision and Use of Work Equipment Regulations
DSG	Dedicated Schools Grant	SEN	Special Educational Needs
EAP	Employee Assistance Programme	SEND	Special Educational Needs and Disability
EIR	Environmental Information Regulations	SENDIAS	Special Educational Needs and Disability Information, Advice and Support
FOI	Freedom of Information	VOA	Valuation Office Agency
FSM	Free School Meals	WMC	Working Men's Club
FTE	Full Time Equivalent	WWI	World War 1
GCSE	General Certificate of Secondary Education	YTD	Year To Date

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Executive**29 August 2019**

Report of the Corporate Finance & Commercial Procurement Manager
(Interim S151 officer)
Portfolio of the Executive Member for Finance and Performance

Capital Programme – Monitor 1 2019/20**Summary**

- 1 The purpose of this report is to set out the projected outturn position for 2019/20 including any under/over spends and adjustments, along with requests to re-profile budgets to/from current and future years.
- 2 The 2019/20 capital programme approved by Council on 28 February 2019, updated for amendments reported to Executive and Council in the 2018/19 outturn report and subsequent budget amendments totalling £4.25m made by the new administration resulted in an approved capital budget of £205.478m.

Recommendations

- 3 Executive is asked to:
 - Recommend to Full Council the adjustments resulting in a decrease in the 2019/20 budget of £65.816m as detailed in the report and contained in Annex A.
 - Note the 2019/20 revised budget of £205.478 as set out in paragraph 6 and Table 1.
 - Note the restated capital programme for 2019/20 – 2023/24 as set out in paragraph 17, Table 2 and detailed in Annex A.
 - Agree to increase the gross budget for Assistance to Older & Disabled People programme by £200k funded by a revenue contribution from the HRA as detailed in paragraph 25
 - Agree to the contract award as outlined in paragraphs 57 to 62

Reason: to enable the effective management and monitoring of the Council's capital programme.

Consultation

- 4 The capital programme was developed under the capital budget process and agreed by Council on 28 February 2019. Whilst the capital programme as a whole is not consulted on, the individual scheme proposals and associated capital receipt sales do follow a consultation process with local Councillors and residents in the locality of the individual schemes.

Summary of Key Issues

- 5 A decrease of £65.816m is detailed in this monitor resulting in a revised capital programme of £205.478m. There is an increase of £1.394m in 2019/20 attributable to new schemes added to the programme agreed by members set out in the paragraphs below. This is offset by a £67.210m decrease in 2019/20 due to re-profiling of budgets to future years.
- 6 Table 1 outlines the variances reported against each portfolio area.

Department	Current Approved Budget £m	Projected Outturn £m	Increase (decrease) £m	Reprofile £m	Total Variance £m	Paragraph Ref
Children, Education & Communities	23.233	16.979	0.846	(7.100)	(6.254)	8 - 17
Health, Housing & Adult Social Care – Adult Social Care	7.371	6.670	0.896	(1.597)	(0.701)	18 - 22
Health, Housing & Adult Social Care – Housing & Community Safety	55.860	39.258	(0.408)	(16.194)	(16.602)	23 - 34
Economy & Place – Transport, Highways & Environment	78.219	41.468	2.580	(39.507)	(36.927)	35 - 48
Economy & Place – Regeneration & Asset Management	87.901	82.876	(2.520)	(2.769)	(5.289)	49 - 52
Community Stadium	10.143	10.143	0.000	0.000	0.000	-
Customer & Corporate services	3.482	2.999	0.000	(0.043)	(0.043)	53 - 54
IT Development Plan	5.085	5.085	0.000	0.000	0.000	55

Total	271.294	205.478	1.394	(67.201)	(65.816)	
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Table 1 Capital Programme Forecast Outturn 2019/20**Analysis**

- 7 A summary of the key exceptions and implications on the capital programme are highlighted below.

Children, Education & Communities

- 8 Amendments made as part of this report have resulted in a new reduction in the capital programme of £6.254m in 2019.20 Key variances are summarised in the table below, referenced to further narrative.

Scheme	Amendment	Amount 19/20 £m	Amount 20/21 £m	Further Details – Paragraph ref
Basic Need	Re-profile	(7.000)	7.000	9 - 14
Basic Need	Adjustment	(0.250)	-	9 - 14
Centre of Excellence for disabled children (Lincoln Court)	Adjustment	1.120	-	15
Energise Roof	Re-profile	(0.100)	0.100	16

- 9 The Basic Need programme currently contains a budget of £9.439m in 2019/20. At the Executive meeting of 18th July 2019, the paper titled The Provision of School Places and Allocation of School Capital Budgets outlined the current options and risks associated with the management of place pressures in the secondary phase of education in the south and east of the city, and gained approval to the recommended approach to dealing with these pressures
- 10 The approved strategy entails working with the Pathfinder and South York Multi-Academy Trusts to provide additional places at Archbishop Holgates Church of England Academy and Fulford School, with notional Basic Need allocations of £4.4m and £6m respectively
- 11 It is expected that the scheme at Archbishop Holgate Academy is likely to begin before the end of this financial year, however the Fulford School expansion is at an earlier stage and is not expected to begin until 2020/21. It is proposed therefore to reprofile the funding for this scheme, and for part

of the Archbishop Holgate scheme into 2020/21, a total of £7m. This, together with the transfer to the Centre of Excellence Scheme discussed below, will leave a budget of almost £2.2m in 2019/20, which is likely to be enough to fund works to the end of the financial year

- 12 Also funded from Basic Need is the expansion of St Mary's Primary School. Phase 1 was completed in summer 2018. The remaining budget is to fund Phase 2, which is being carried out over the summer of 2019.
- 13 A significant programme of maintenance and condition works is being carried out in schools, with the majority of the work scheduled for the summer holiday period. A major scheme of investment at Huntington School is in progress, including the second phase of major roofing and windows improvements, and further rewiring and hot water boiler improvements.
- 14 Large schemes are also in progress at Fishergate Primary School (rewiring and boiler replacement), St Paul's Nursery School (roof and structural improvements and some rewiring work), Westfield Primary School (roofing, windows, door and guttering improvements) and Wigginton Primary School (boiler and window replacement)
- 15 The current timeline for the Centre of Excellence is for the main build to be completed by January 2020 with opening scheduled for May 2020. The scheme budget needs updating to reflect the full amount of NHS grant which has now been confirmed to be added to the scheme (an amount of £820k. on top of the £255k already used to fund expenditure in 2019/20). In addition a further £250k has been allocated from Basic Need (approved at the Executive Member for Children, Young People and Education Decision Session of 18th June 2019). The scheme also needs increasing by a further £50k, funding for which is made up of a £20k contribution from the Ebor MAT, and £30k from School Condition and Maintenance funding. The total increase in the scheme in the programme is therefore £1,120k
- 16 Phase 1 of the work on Energise Roof (repairs to the Changing Village flat roof), is due to commence during August 2019, and should be completed before winter. Phase 2 is likely to be carried out in summer 2020 so £100k of the budget needs to be re-profiled into the 2020/21 financial year
- 17 Significant schemes in progress within SEND Enhanced Resource Provision include the provision of a modular building at Danesgate to provide safe spaces for pupils exhibiting challenging behaviours, and alterations at Applefields Special School to provide classroom accommodation for young people requiring bespoke provision, separate spaces and secure outdoor provision

Adult Social Care

- 18 Amendments made as part of this report have resulted in a net reduction in the capital programme of £701k in 2019/20. Key variances are summarised in the table below, referenced to further narrative.

Scheme	Amendment	Amount 19/20 £m	Amount 20/21 £m	Amount 21/22 £m	Further Details – Paragraph ref
OPA – Burnholme Sports Facilities	Re-profile	(0.780)	-	0.780	19
OPA – Lowfields Enabling works	Adjustment	0.896	-	-	20
OPA – Ashfield Estate sports pitches	Re-profile	(0.317)	0.317	-	21
OPE – Community space and Marjorie Waite Court	Re-profile	(0.500)	0.500	-	22

- 19 Improvements and enhancements to the Burnholme sports facility are progressing in line with expected timescales. The Council have appointed a contractor and as such have reprofiled the budget to estimate when this spend is likely to occur. We are awaiting a final contract payment schedule and will reflect the timing of payments in Capital Monitor 2.
- 20 In June 2019 Executive approved a recommendation to increase Lowfields enabling budget to reflect £1.466m Accelerated Construction Fund Grant awarded plus the £593k agreed as part of the original business case. To note the original business case agreed funding of £993k however Executive agreed to move £400k to Ashfield Sports Pitches.
- 21 Works started on the pitches at Ashfield on 10th July 2019 and are due to be completed in 2019/20. Work on the pavilion is likely to start in 2019/20 and complete by September 2019 allowing teams to play football in the venue in the 2020/21 season.
- 22 Within the Community space at Marjorie Waite court element of the OPA programme, funds of £500k equivalent to approximately 50% of costs have been transferred to 2020/21 in line with the Housing element of the overall build.

Housing & Community Safety

23 A number of amendments have been made as part of this report resulting in a net decrease to the capital programme of £16.602m in 2019/20. Key variances are summarised in the table below, referenced to further narrative.

Scheme	Amendment	Amount 19/20 £m	Amount 20/21 £m	Amount 21/22 £m	Amount 22/23 £m	Amount 23/24 £m	Further Details – Paragra ph ref
Modernisation of Local Authority Homes	Re-profile	(0.820)	0.820	-	-	-	24
Assistance to Older & Disabled People	Adjustment	0.200	-	-	-	-	25
MRA Schemes	Adjustment (Budget Amendment)	1.000	-	-	-	-	27
MRA Schemes	Re-profile	(0.335)	0.335	-	-	-	27
Local Authority Homes Phase 2	Adjustment	(3.123)	(2.661)	-	-	-	28
LA Homes – Askham Bar	Adjustment	0.350	-	-	-	-	28
LA Homes - Burneholme	Adjustment	0.350	-	-	-	-	28
Lowfield Housing	Re-profile	(11.600)	7.100	4.000	0.500	-	29
Building Insulation Programme	Adjustment (Budget Amendment)	1.000	-	-	-	-	
Disabled Facilities Grant	Adjustment	(0.474)	(0.420)	(0.358)	(0.287)	(0.207)	30
IT Infrastructure	Re-profile	(0.300)	0.300	-	-	-	31
Shared Ownership Scheme	Adjustment	0.289	-	-	-	-	32
Shared Ownership Scheme	Re-profile	(0.289)	0.289	-	-	-	32
Lincoln Court Independent Living Scheme	Re-profile	(0.750)	0.750	-	-	-	33
Extension to Marjorie Waite Court	Re-profile	(2.100)	2.100	-	-	-	34

- 24 The Modernisation of Local Authority Homes scheme requires funds of £820k to be transferred from 19/20 into 20/21 in relation to Bell Farm Avenue/ Huntington Road, Middleham Avenue Bathroom Extensions. Bathrooms require replacing as they have been found to contain asbestos. Additionally the structural frames of these bathroom extensions are starting to show weakness. The future design of these buildings is being considered as part of the Asset Management Strategy, as such it is unlikely work will be completed in this financial year.
- 25 The Assistance to Older & Disabled People scheme provides adaptations to council dwellings such as ceiling track hoists, ramped access and wet rooms to assist older people to stay in their own homes for longer. There were 30 cases carried forward from 2017/18 mainly around bathing and stair lifts with expected costs of £200k. Last year cases had to be prioritised where there was a health and safety issue e.g. ceiling track hoists to alleviate moving and handling issues and to provide safe access to tenant's homes e.g. ramped access. However there is an impact on the health and wellbeing of tenants who have been assessed to have a shower instead of a bath so that they can bathe safely. To deal with the backlog and the demand this year would potentially see an overspend of £200k, however it is possible to manage the expectations of new customers joining the list and make them aware that it is not possible to complete such works until 2020/21 to bring the programme within budget. Members are asked to support an increase in budget of £200k to be funded from a HRA revenue contribution to the capital scheme rather than 'turn off' the scheme towards the end of the year.
- 26 The Local Authority Homes Modernisation and Major Repairs capital programmes have historically been two separate programmes of work due to the way they were funded in the past. Both these schemes are now funding in the same way from the Major Repairs Reserve and therefore these schemes are to be consolidated together.
- 27 Funds of £335k have been transferred into 2020/21 within the MRA scheme due to the tenants choice programme now being due to be rolled out at Bell Farm & Chapelfields in 2020/21. As such the window replacement programme as been delayed to enable all works to be completed as one programme to reduce the disruption for the tenants.
- 28 The budget for the Local Authority Homes phase 2 scheme has been realigned and reduced to take into consideration the grossing up on budgets in the new build project and team schemes. This includes adding lines in the programme to reflect the decision (Executive July 18) to undertake preparatory works at Burnholme and Askham Bar.

- 29 Within the Lowfields Housing site scheme, total funds of £11.6m have been re-profiled from 2019/20 into the following 3 years. The enabling works to clear the site and form haul roads have now been completed. The Council's Highways team are progressing the work to form the new junction from Tudor Road and widen the access from Dijon Avenue. Wates Construction have been announced as the successful bidder for the construction of 140 homes on the site. Wates are currently finalising design work prior to construction works starting on site.
- 30 The purpose of the Disabled Facilities scheme is to provide adaptations to allow private residents to stay in their own homes for longer. In 2018/19 274 grants were completed in comparison to the 222 the previous year almost a 20% increase. This budget has been reduced to reflect the level of grant now expected to be received to support this scheme. This budget is on track to be fully spent in this financial year.
- 31 The Housing ICT Programme has awarded contract to Capita PLC and the Council is working with this provider to put together an implementation plan. The new Housing IT system is planned to go live in winter 2020 therefore funds of £300k require transferring into 2020/21.
- 32 In quarter 1 within the Shared Ownership Scheme, the Council has acquired one property and sold equity shares in three properties. The target is to purchase 23 properties by the end of 2019/20 and sell the same amount. Capital receipts from the equity sales are to be reinvested in to the shared ownership programme, as such the budget is to be increased by £289k at quarter 1 and the same amount is to be re-profiled to 2020/21 for future purchases.
- 33 During quarter 1 within the Lincoln Court Scheme, the work to relocate all Lincoln Court tenants into alternative accommodation was completed successfully, this has then allowed Sewell's to take possession of the site, undertake site set up and begin enabling works. This has included a full invasive asbestos survey and works to build an access road and car parking for sub-contractors accessed via the Hob Moor primary academy site. All the remaining window replacement works have been completed in this quarter as has the demolition of the single storey extension in preparation for works to begin for the new build extension. The Centre of Excellence and Lincoln Court project teams have worked together to communicate with residents neighbouring the site and also to keep Ward Councillors updated on project progress. £750k budget has been transferred from 2019/20 into 2020/21
- 34 Within the Marjorie Waite Court scheme, the site set-up has been completed as has the demolition of Burton Stone Community Centre. In the process of demolition previously unidentified notifiable asbestos was discovered. The

asbestos has been removed and progress in this quarter has moved from demolition to construction and Hobson & Porter have progressed with piling works, construction of the bungalows and plant room. The Aecom/CYC/Hobson & Porter project team are working closely with housing operational colleagues to manage the disruption the work is causing to existing tenants and staff at Marjorie Waite Court. Due to the reasons above £2.1m of the budget is to be re-profiled to 2020/21.

- 35 At James House, the performance of the contractor has been disappointing resulting in delays in the project. The Council have instructed professional resources to negotiate costs with the contractor and the outcome will be reported in future monitoring reports.

Transport, Highways & Environment

- 36 There have been a number of amendments to this area as part of this report resulting in a net decrease to the capital programme in 19/20 of £36.927m. Key variances are summarised in the table below, referenced to further narrative.

Scheme	Amendment	Amount 19/20 £m	Amount 20/21 £m	Amount 21/22 £m	Amount 22/23 £m	Further Details – Paragraph ref
Highways Infrastructure	Adjustment (Budget Amendment)	2.000	-	-	-	37
Built Environment Fund	Re-profile	(0.562)	0.562	-	-	38
Better Play Areas	Adjustment (Budget Amendment)	0.250	-	-	-	37
Local Transport Plan	Adjustment	(0.756)	-	-	-	39
Hyper Hubs	Adjustment	1.436	-	-	-	40
WYTF - YORR	Re-profile	(10.488)	6.190	3.100	1.198	41
WYTF – Station Frontage	Re-profile	(0.957)	(2.681)	1.638	2.000	42
Wayfinding	Adjustment	(0.350)	-	-	-	43
York Outer Ring Road - Dualling	Re-profile	(27.500)	27.500	-	-	44

- 37 Additional funds of £2m have been added to the Highways Infrastructure scheme, and £250k to the Better Play Areas scheme in line with the budget amendment.

- 38 Funds of £562k have been transferred to 2019/20 in line with progressing the city centre access measures. There is a report elsewhere on the agenda giving further detail in the delivery of these measures
- 39 A reduction of £800k has been made the Local transport plan scheme – this is primarily to reflect the movement of the OLEV funding to the new hyperhubs scheme detailed below.
- 40 Following the successful ERDF bid which has brought in £700k of funding, a new scheme for Hyper Hubs has been added to the capital programme, at a total of £1.500m including the OLEV funding discussed in the paragraph above A report was presented to Executive in March 2019 containing further detail. This scheme will support the implementation of Hyper hubs for electric vehicles at Monks Cross Park and Ride and Poppleton Bar Park and Ride.
- 41 Total funds of £10.488m have been re-profiled across the WYTF York Outer Ring road scheme to reflect expected progress in 2019/20, which is continued work on the Monks Cross and Clifton Moor roundabout schemes.
- 42 Similarly the total budget for the WYTF Station frontage scheme have been re-profiled across the next 4 years to reflect the expected progress in 2019/20, which is to gain planning approval and full business case agreement to allow detailed design and some enabling works before commencing full delivery stage in 2020.
- 43 The Wayfinding scheme has been reduced by £350k in 2019/20. This scheme is jointly funded by York BID and the £700k total budget reflects this joint budget. The scheme will be delivered in 2019/20 by York BID as such the budget is being amended to reflect the payment of the council contribution of £350k to York BID.
- 44 Funds of £27.5m have been transferred from 2019/20 to 2020/21 under the York Outer Ring Road Dualling scheme. There has yet to be an announcement on the funding for phase 1 dualling of the A1237 therefore at this stage the budget is only required for preparatory work including environmental surveys, preliminary design and business case development.

Highway Schemes and Ward Committees

- 45 Full council in July 2019 approved £2,000k additional capital budgets to prioritise investment in highway infrastructure, linked to the development of a new city wide plan for road repair and maintenance and a new sustainable transport plan, allocating £1m to road repairs and £1m to cycling and

walking improvement schemes. Schemes will include removing hazardous pot-holes for cyclists, improvements to footways, pedestrian crossings, dropped kerbs, smart travel and cycle infrastructure

- 46 The capital programme for Highway Maintenance consists of a number of lines shown in annex 1 that are delivering the same outcomes on the highway network. These budgets are all managed by Head of Highways and overseen by the Assistant Director for Transport, Highways and the Environment. The individual schemes being delivered within these capital budgets are determined by officers and reported in the Annual Highways Report each year. It is proposed that these budgets are consolidated into the Local Transport Plan budget and a single Highway Maintenance budget line for the purposes of capital monitoring. The lines and budgets to be consolidated are

- Highway Resurfacing & Reconstruction (Struct Maint)
- Highway Renewal Investment - Highways and TSAR
- Targeted Investment for Highways Improvement Highway, Footway, Cycleway Improvement Acceleration
- Highway Infrastructure (July amendment)
- Walking and Transport Schemes (July Amendment)

- 47 It is proposed to consolidate these budgets into the current highways and transport programmes

	2019/20	2020/21	2021/22	2022/23	Total
	£m	£m	£m	£m	£m
Highway Schemes & Repairs	7.992	6.291	6.177	6.077	26.537
Local Transport Plan	4.535	1.570	1.570	1.570	9.245
Total	12.527	7.861	7.747	7.647	35.782

- 48 Elsewhere on the Agenda there is a report recommending the allocation of £0.5m of Highway Schemes and £0.5m of Transport, Cycling and Walking Schemes to be prioritised by the Ward Committees. In order to monitor and report the spending of these funds it is proposed to include these budgets as a line within the capital programme. Taking into account the funds carried forward from previous years allocated to Ward Committees along with the annual allocation to wards the overall ward funding over the next four years is as follows. The budgets will be reprofiled once priorities are identified within wards.

	2019/20	2020/21	2021/22	2022/23	Total
	£m	£m	£m	£m	£m
Prior Year's budget to Carry forward	0.525	-	-	-	0.525

Roads Schemes	0.500	-	-	-	0.500
Transport Schemes	0.500	-	-	-	0.500
Annual Allocation	0.250	0.250	0.250	0.250	1.000
Total	1.775	0.250	0.250	0.250	2.525

49 The resulting budget lines that will therefore be reported through the Capital Monitoring reports for the new budgets are as follows

	2019/20	2020/21	2021/22	2022/23	Total
	£m	£m	£m	£m	£m
Highways & Transport - Ward Committees	1.775	0.250	0.250	0.250	2.525
Highway Schemes	6.717	6.041	5.927	5.827	24.512
Local Transport Plan	4.035	1.570	1.570	1.570	8.745
Total	12.527	7.861	7.747	7.647	35.782

Regeneration & Asset Management

50 A number of amendments have been made as part of this report resulting in a net decrease to the capital programme of £5.289m in 2019/20. Key variances are summarised in the table below, referenced to further narrative.

Scheme	Amendment	Amount 19/20 £m	Amount 20/21 £m	Further Details – Paragraph ref
Guildhall	Re-profile	(2.495)	2.495	50
Critical Repairs and Contingency	Re-profile	(0.274)	0.274	51
Commercial property acquisition incl. Swinegate	Adjustment	(2.520)	-	51

51 Funds of £2.495m have been re-profiled from 2019/20 into 2020/21 under the Guildhall scheme to reflect the latest spend profile, following a delay in signing the construction contract.

52 In line with this, funds of £274k have been reprofiled into 2020/21 under the Critical repairs scheme, as this budget has been earmarked to contribute towards the Guildhall roof repairs any may not be utilised until the project nears completion.

53 The Commercial property acquisition including Swinegate scheme has been reduced by £2.52m in 2019/20. Although Executive approved a budget to purchase further properties at Swinegate, the current owner has indicated they will only be in a position to sell if they can find an alternative property to purchase. The budget is therefore being returned as this is deemed to be unlikely in the near future. However, if the opportunity to purchase similar

properties in the future arises, a business case will be taken to Executive in the usual way.

Customer & Corporate Services

- 54 The budget for the replacement of 2 cremators has been increased by £213k, funded by capital contingency budget as previously reported and approved in the 2018/19 Outturn report. Following this draw down there remains funds of £512k within the contingency budget.
- 55 The Council has now agreed the final payment terms with the contractor for the Mansion House refurbishment. This is due to be paid in July 2019 and will be within the revised approved budget for 2019/20 of £257k

Customer & Corporate Services - IT

- 56 It is currently forecast that the IT Development plan will spend all of its budget in 2018/19, totalling £4.96m. Progress to date includes:
- Delivering 1Gb superfast broadband connectivity to businesses on The Shambles, dropping fibre cables from the roofs of the buildings and installing them directly into each location.
 - Replaced or upgraded all thin terminals.
 - Replaced aged smartphones to ensure security updates are maintained.
 - Developing a 50 user proof of concept for Microsoft O365.
 - Concluded the ECM / Intranet business case discussions which will see us going out to market to upgrade / replace Documentum in the next quarter
 - Progress made in supporting changes to Web Hosting and work with the Web Team
 - Liaised with NYCC to scope out how to implement their new Health & Safety system across CYC
 - Worked with Be Independent to scope out their digital aspirations for the future aligned to their vision
 - Re-negotiated the Total Mobile contract and on with transitioning to a Software as a Service (SaaS model), mapping out areas for expansion into the future
 - SX3 Housing Revenues and Benefits successfully split into 2 separate systems
 - Concluded input into the procurement of the new Housing system and planning for implementation is underway
 - Commenced the project to upgrade all staff and public PC's at Explore locations to Windows 10 on new hardware

- 57 In December 2017 Executive agreed to the approach to procure a technology provider to deliver the council's essential managed network services, including that authority be delegated to the Deputy Chief Executive / Director of Customer & Corporate Services to approve the procurement process, to approve the terms of relevant legal agreements and to award the resulting contract to the successful bidder.
- 58 This was to include the implementation of a critical and essential Firewall software upgrade with licences, implementation and support to continue the functionality and security of the Council's network. It has been necessary to pull this element of the procurement forward due to the current software become unsupported from 31st August this year. This will be integrated into the managed services arrangement once a new provider is appointed later this year.
- 59 The current Firewalls were last substantially updated when the council moved to West Office in 2012 and whilst they have been regularly updated since then, there has been a significant increase in the volume and also the profile of the cyber threats over the past 6 months that has seen our existing firewalls being stretched to their maximum capabilities. Any new threat that we were unable to repel could have a very high profile and impact on the council's network infrastructure and the developing Public Services Network requirements announced that we need to implement new controls and network traffic separation rules to retain our certification of compliance.
- 60 It is proposed to award a 5 year contract with a total value of £1.1m which can be funded from within the existing budget set aside for this essential infrastructure software.
- 61 Following legal and procurement advice this has been designated a matter for a Contract Change Notice and a routine officer decision, in line with the original Executive approval. The contract award will be made through a compliant framework. Further quotes have also been sought to demonstrate that this contract offers value for money.
- 62 Although it was previously agreed by Executive that this decision is delegated to officers, it is included as a recommendation within this report for transparency and to demonstrate the council's commitment to ensuring it protects its ICT infrastructure effectively given the increased risks outlined above.

Summary

- 63 As a result of the changes highlighted above the revised 5 year capital programme is summarised in Table 2.

Gross Capital Programme	2019/20	2020/21	2021/22	2022/23	2023/24	Total
	£m	£m	£m	£m	£m	£m
Children, Education & Communities	16.979	18.846	10.500	2.000	-	48.325
Health, Housing & Adult Social Care – Adult Social Care	6.670	1.412	1.396	0.638	0.660	10.776
Health, Housing & Adult Social Care – Housing & Community Safety	39.258	65.754	46.054	24.282	36.390	211.738
Economy & Place – Transport, Highways & Environment	41.468	56.306	20.469	11.923	5.225	135.391
Economy & Place – Regeneration & Asset Management	82.876	70.503	27.004	1.448	0.470	182.301
Community Stadium	10.143	-	-	-	-	10.143
Customer & Corporate Services	2.999	0.318	0.250	0.200	0.200	3.967
IT Development Plan	5.085	1.535	1.870	2.070	2.070	12.630
Revised Programme	205.478	214.674	107.543	42.561	45.015	615.271

Table 2 Revised 5 Year Capital Programme

Funding the 2019/20 – 2023/24 Capital Programme

64 The revised 2019/20 capital programme of £205.478m is funded from £111.564m of external funding and £93.914m of internal funding. Table 3 shows the projected call on resources going forward.

	2019/20	2020/21	2021/22	2022/23	2023/24	Total
	£m	£m	£m	£m	£m	£m
Gross Capital Programme	205.478	214.674	107.543	42.561	45.015	615.271
Funded by:						
External Funding	111.628	107.814	29.448	8.486	5.598	262.960
Council Controlled Resources	93.914	106.860	78.095	34.075	39.417	352.311
Total Funding	205.478	214.674	107.543	42.561	45.015	615.271

Table 3 – 2019/20 –2023/24 Capital Programme Financing

65 The Council controlled figure is comprised of a number of resources that the Council has ultimate control over. These include Right to Buy receipts, revenue contributions, supported (government awarded) borrowing,

prudential (Council funded) borrowing, reserves (including Venture Fund) and capital receipts

- 66 During Executive meetings in October 2016 and July 2017, Members decided to ultimately finance the purchase of property at Hospital Fields Road and Swinegate from Capital receipts. Therefore it should be noted that all future capital receipts are assumed to be used for this purpose in the medium term. This strategy will deliver significant revenue savings, and reduce the need for savings within the revenue budget.

Council Plan

- 67 The information contained in this report demonstrates progress in achieving the priorities set out in the Council Plan.

Implications

- 68 This report has the following implications:
- **Financial** - are contained throughout the main body of the report
 - **Human Resources (HR)** – There are no HR implications as a result of this report
 - **One Planet Council/ Equalities** – The capital programme seeks to address key equalities issues that affect the Council and the public. Schemes that address equalities include the Disabilities Support Grant, the Schools Access Initiative, the Community Equipment Loans Store (CELS) and the Disabilities Discrimination Act (DDA) Access Improvements. All individual schemes will be subject to Equalities Impact Assessments
 - **Legal Implications** - There are no Legal implications as a result of this report.
 - **Crime and Disorder** - There are no crime and disorder implications as a result of this report.
 - **Information Technology** – The information technology implications are contained within the main body of the report,
 - **Property** - The property implications of this paper are included in the main body of the report which covers the funding of the capital programme from capital receipts.
 - **Other** – There are no other implications

Risk Management

- 69 There are a number of risks inherent in the delivery of a large scale capital programme. To mitigate against these risks the capital programme is regularly monitored as part of the corporate monitoring process, and the project management framework. This is supplemented by internal and

external audit reviews of major projects. In addition, the Capital Asset Board meet monthly to plan, monitor and review major capital schemes to ensure that all capital risks to the Council are monitored and where possible minimised

Contact Details

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		Report Approved	√	Date	20 August 2019
Wards Affected: All					√
For further information please contact the author of the report					

Specialist Implications:
Legal – Not Applicable
Property – Not Applicable
Information Technology – Not Applicable

Annexes

Annex A – Capital Programme 2019/20 to 2023/24

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	2019/20	2019/20	2019/20	2019/20	2019/20	2020/21	2021/22	2022/23	2023/24	Gross Capital
	Mon 1	Mon 1	Revised Mon 1	Mon 1	Mon 1	Revised Mon 1	Revised Mon 1	Revised Mon 1	Revised Mon 1	Programme To be Funded
	Adj	Reprofile	Budget	Adj	Reprofile	Budget	Budget	Budget	Budget	19/20 - 23/24
	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000
CEC - CHILDREN, EDUCATION & COMMUNITIES										
NDS Devolved Capital	6		234			195	0	0	0	429
DfE Maintenance	-27		2,484			700	0	0	0	3,184
Basic Need	-250	-7,000	2,189		7,000	14,750	8,500	0	0	25,439
St Mary's CE Primary School Additional Teaching Accommodation			223			0	0	0	0	223
Westfield Primary School Kitchen and Dining Facilities Expansion			65			0	0	0	0	65
Universal Infant Free School Meals	-3		0			0	0	0	0	0
Fulford School Expansion			10			0	0	0	0	10
Family Drug & Alcohol Assess/Recovery Facility			100			0	0	0	0	100
Expansion and Improvement of Facilities for Pupils with SEND			762			197	0	0	0	959
Children & Young Peoples services & Building based provision review			12			0	0	0	0	12
Southbank Expansion			930			0	0	0	0	930
Capital Maintenance Works to Schools - Ventilation & Electrical			330			0	0	0	0	330
Centre of Excellence for Disabled Children (Lincoln Court)	1,120		5,098			274	0	0	0	5,372
Healthy Pupils Capital Fund			93			0	0	0	0	93
Schools Essential Building Work			1,800			1,200	0	0	0	3,000
Schools Essential Mechanical & Electrical Work			1,540			1,430	0	0	0	2,970
York Explore - Haxby Library			12			0	0	0	0	12
Haxby Library Reprovision			747			0	0	0	0	747
Castle Museum Development Project			200			0	0	0	0	200
Energise Roof		-100	150		100	100	0	0	0	250
Libraries as Centres of Learning and Opportunity for all: Acomb & Clifton			0			0	2,000	2,000	0	4,000
										-
HH&ASC - ADULT SOCIAL CARE & ADULT SERVICES COMMISSIONING										
Joint Equipment Store			127			131	135	139	143	675
Disabled Support Grant			210			220	230	240	250	1,150
Telecare Equipment			409			244	251	259	267	1,430
OPA - the Centre@Burnholme including enabling works			193			0	0	0	0	193
OPA-Burnholme Sports Facilities		-780	1,553			0	780	0	0	2,333
OPA-Haxby Hall			568			0	0	0	0	568
OPA-Lowfields Enabling Work	896		2,059			0	0	0	0	2,059
OPA-Ashfield Estate Sports Pitches		-317	1,033		317	317	0	0	0	1,350
OPA-Community Space at Marjorie WaiteCourt		-500	518		500	500	0	0	0	1,018
HH&ASC - HOUSING & COMMUNITY SAFETY										
Modernisation of Local Authority Homes		-820	3,006		820	2,932	1,944	1,920	1,962	11,764
Assistance to Older & Disabled People	200		630			440	450	460	470	2,450
MRA Schemes	1,000	-335	6,655		335	7,556	6,330	6,651	6,072	33,264
Local Authority Homes - Phase 1			1,798			0	0	0	0	1,798
Local Authority Homes - Phase 2	-3,123		866	-2,661		2,339	2,000	0	0	5,205
Local Authority Homes - New Build Project			200			27,300	28,100	11,400	23,750	90,750
Local Authority Homes - Project Team			870			1,000	1,050	1,050	1,730	5,700
LA Homes - Askham Bar	350		350			0	0	0	0	
LA Homes - Burnholme	350		350			0	0	0	0	
Lowfield Housing	0	-11,600	4,500	0	7,100	17,600	4,000	500	0	26,600
Duncombe Barracks			2,533			0	0	0	0	2,533
Water Mains Upgrade			0			756	25	25	0	806
Building Insulation Programme	1,000		1,168			0	0	0	0	1,168
Disabled Facilities Grant (Gfund)	-474		1,869	-420		1,873	1,985	2,106	2,236	10,069
IT Infrastructure		-300	620		300	450	0	0	0	1,070
Empty Homes (Gfund)			100			0	0	0	0	100
Housing Environmental Improvement Programme			325			170	170	170	170	1,005
James House			2,349			0	0	0	0	2,349
Shared Ownership Scheme	289	-289	3,899		289	289	0	0	0	4,188
Lincoln Court Independent Living Scheme		-750	3,860		750	750	0	0	0	4,610
Extension to Marjorie Waite Court		-2,100	2,931		2,100	2,299	0	0	0	5,230
Extension to Glen Lodge			379			0	0	0	0	379
ECONOMY & PLACE - TRANSPORT, HIGHWAYS & ENVIRONMENT										
Highway Schemes	3,406		6,717	3,350		6,041	5,927	5,827	2,577 #	27,089
Highways & Transport - Ward Committees	1,775		1,775	250		250	250	250	0	2,525
Special Bridge Maintenance (Struct maint)			930			200	0	0	0	1,130
Replacement of Unsound Lighting Columns			578			122	344	578	578 #	2,200
Highways Drainage Works			176			200	200	200	200 #	976

		2019/20	2019/20	2019/20	2019/20	2019/20	2020/21	2021/22	2022/23	2023/24	Gross Capital Programme To be Funded
		Mon 1	Mon 1	Revised Mon 1	Mon 1	Mon 1	Revised Mon 1	Revised Mon 1	Revised Mon 1	Revised Mon 1	
		Adj	Reprofile	Budget	Adj	Reprofile	Budget	Budget	Budget	Budget	19/20 - 23/24
		£000	£000	£000	£000	£000	£000	£000	£000	£000	£000
Drainage Investigation & Renewal				160			250	0	0	0	410
Highways, Road Adoption and Drainage Fund				125			0	0	0	0	125
Pothole Spotter Trial				113			0	0	0	0	113
Wheeled Bins in Back Lane and Terraced Areas				61			0	0	0	0	61
Built Environment Fund			-562	619		562	562	0	0	0	1,181
Rowntree Park Lodge				122			0	0	0	0	122
Better Play Areas	250			364			0	0	0	0	364
Litter Bin Replacement Programme				302			0	0	0	0	302
Knavesmire Culverts				238			0	0	0	0	238
Better Bus Area Fund				512			0	0	0	0	512
Local Transport Plan (LTP) *	1,180			3,971			1,570	1,570	1,570	1,570	# 10,251
Hyper Hubs	1,500			1,500			0	0	0	0	1,500
York City Walls - Repairs & Renewals (City Walls)				137			90	90	0	0	317
York City Walls Restoration Programme				550			300	300	300	300	# 1,750
Flood Defences				317			0	0	0	0	317
Scarborough Bridge				1,423			0	0	0	0	1,423
Hungate and Peasholme Public Realm				175			0	0	0	0	175
WYTF - YORR			-10,488	5,260		6,190	14,290	7,500	1,198	0	28,248
WYTF - Station Frontage			-957	2,630		-2,681	3,637	3,638	2,000	0	11,905
WYTF - Dualling Study				24			0	0	0	0	24
Potholes				142			184	0	0	0	326
Silver Street & Coppergate Toilets				4			0	0	0	0	4
Osbalwick Beck Maintenance				60			0	0	0	0	60
Fleet & Workshop Operational Equipment	-25			0			0	0	0	0	0
Fordlands Road Flood Defences				500			0	0	0	0	500
National Cycle Network 65 Targeted Repairs				448			0	0	0	0	448
Non Illuminated Structural asset renewal				196			0	0	0	0	196
Hazel Court conversion of storage area to operational hub				99			0	0	0	0	99
CCTV Asset Renewal				176			0	0	0	0	176
Public Realm footpaths				43			0	0	0	0	43
Smarter Travel Evolution Programme				2,535			0	0	0	0	2,535
Electric Bus Scheme				3,300			0	0	0	0	3,300
City Fibre Network				260			100	50	0	0	410
Car Park Improvements				180			150	0	0	0	330
Fleet & Workshop Compliance	25			125			100	100	0	0	325
A1079 Drainage Improvements (A64 to Kexby Roundabout)				260			260	0	0	0	520
Stonegate Natural Stone Renewal				495			0	0	0	0	495
Flood Scheme Contributions				500			500	500	0	0	1,500
Gully Repair Engineering works				700			0	0	0	0	700
Clean Air Zone				1,640			0	0	0	0	1,640
Wayfinding	-350			350			0	0	0	0	350
River Bank repairs				176			0	0	0	0	176
York Outer Ring Road - Dualling			-27,500	500		27,500	27,500	0	0	0	28,000
<u>ECONOMY & PLACE - REGENERATION & ASSET MANAGEMENT</u>											
LCR Revolving Investment Fund				300			0	0	0	0	300
York Central Infrastructure				67,610			59,885	26,527	978	0	155,000
York Central				933			0	0	0	0	933
Holgate Park Land – York Central Land and Clearance				397			0	0	0	0	397
Asset Maintenance + Critical H&S Repairs				664			220	220	220	220	1,544
Community Asset Transfer				175			0	0	0	0	175
One Planet Council - Energy Efficiency				440			250	250	250	250	1,440
Castle Gateway (Picadilly Regeneration)				2,161			0	0	0	0	2,161
Guildhall			-2,495	7,936		2,495	9,867	0	0	0	17,803
Critical Repairs and Contingency			-274	0		274	274	0	0	0	274
Commercial Property Acquisition incl Swinegate	-2,520			1,924			0	0	0	0	1,924
Shambles Health & Safety				46			0	0	0	0	46
Built Environment Fund - Shopping Area Improvements				20			0	0	0	0	20
Air Quality Monitoring (Gfund)				65			7	7	0	0	79
Shambles Modernisation - Food Court				25			0	0	0	0	25
Shambles Modernisation - Power				180			0	0	0	0	180
<u>CUSTOMER & CORPORATE SERVICES - COMMUNITY STADIUM</u>											
Community Stadium				10,143			0	0	0	0	10,143

		2019/20	2019/20	2019/20		2019/20	2019/20	2020/21		2021/22	2022/23	2023/24	Gross Capital
		Mon 1	Mon 1	Revised Mon 1		Mon 1	Mon 1	Revised Mon 1		Revised Mon 1	Revised Mon 1	Revised Mon 1	Programme To be Funded
		Adj	Reprofile	Budget		Adj	Reprofile	Budget		Budget	Budget	Budget	19/20 - 23/24
		£000	£000	£000		£000	£000	£000		£000	£000	£000	£000
CUSTOMER & CORPORATE SERVICES													
Fire Safety Regulations - Adaptations				102				0		0	0	0	102
Removal of Asbestos				187				50		50	0	0	287
Mansion House Restoration				257				0		0	0	0	257
Project Support Fund				527				200		200	200	200	1,327
Registrars				2				0		0	0	0	2
Photovoltaic Energy Programme				240				0		0	0	0	240
West Offices - Major repairs				237				0		0	0	0	237
Crematorium Waiting Room			-25	200			25	50		0	0	0	250
Replacement of 2 Cremators		213	-18	695			18	18		0	0	0	713
Capital Contingency				-				-		-	-	-	
Capital Contingency		-213		552				0		0	0	0	552
CUSTOMER & CORPORATE SERVICES - IT													-
IT Development plan				4,965				1,535		1,870	2,070	2,070	12,510
IT Superconnected Cities				120				0		0	0	0	120
GROSS EXPENDITURE BY DEPARTMENT													
CEC - CHILDREN, EDUCATION & COMMUNITIES		846	-7,100	16,979		0	7,100	18,846		10,500	2,000	0	48,325
HH&ASC - ADULT SOCIAL CARE & ADULT SERVICES COMMISSIONING		896	-1,597	6,670		0	817	1,412		1,396	638	660	10,776
HH&ASC - HOUSING & COMMUNITY SAFETY		-408	-16,194	39,258		-3,081	11,694	65,754		46,054	24,282	36,390	211,738
ECONOMY & PLACE - TRANSPORT, HIGHWAYS & ENVIRONMENT		2,580	-39,507	41,468		0	31,571	56,306		20,469	11,923	5,225	135,391
ECONOMY & PLACE - REGENERATION & ASSET MANAGEMENT		-2,520	-2,769	82,876		0	2,769	70,503		27,004	1,448	470	182,301
CUSTOMER & CORPORATE SERVICES - COMMUNITY STADIUM		0	0	10,143		0	0	0		0	0	0	10,143
CUSTOMER & CORPORATE SERVICES		0	-43	2,999		0	43	318		250	200	200	3,967
CUSTOMER & CORPORATE SERVICES - IT		0	0	5,085		0	0	1,535		1,870	2,070	2,070	12,630
TOTAL BY DEPARTMENT		1,394	-67,210	205,478		-3,081	53,994	214,674		107,543	42,561	45,015	615,271
TOTAL GROSS EXPENDITURE		1,394	-67,210	205,478		-3,081	53,994	214,674		107,543	42,561	45,015	615,271
TOTAL EXTERNAL FUNDING		1,095	-41,162	111,564		-70	33,226	107,814		29,498	8,486	5,598	262,960
TOTAL INTERNAL FUNDING		299	-26,048	93,914		-3,011	20,768	106,860		78,045	34,075	39,417	352,311

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