



Notice of meeting of

Economic & City Development Overview & Scrutiny Committee

To: Councillors Pierce (Chair), Hudson (Vice-Chair),
D'Agorne, Holvey, Hyman, Kirk, Potter and Scott

Date: Tuesday, 26 January 2010

Time: 5.30 pm

Venue: The Guildhall, York

A G E N D A

- 1. Declarations of Interest** (Pages 3 - 4)
At this point Members are asked to declare any personal or prejudicial interests they may have in the business on this agenda. A list of standing personal interests previously declared are attached.
- 2. Minutes** (Pages 5 - 12)
To approve and sign the minutes of the last meeting of the Economic & City Development Overview & Scrutiny Committee held on 8 December 2009.
- 3. Public Participation**
At this point in the meeting, members of the public who have registered their wish to speak regarding an item on the agenda or an issue within the Committee's remit can do so. The deadline for registering is by **5.00pm on Monday 25 January 2010**.

To register please contact the Democracy Officer for the meeting, the details are set out at the foot of this agenda.

4. Executive Leader

The Executive Leader will be in attendance to report on progress to date and forthcoming priorities in relation to his portfolio.
A briefing note will follow.

5. Interim Report of the Water End Task Group (Pages 13 - 40)

This report presents Members with information received to date regarding the review into traffic issues at the junction of the A19 and Water Lane at Clifton Green along with associated traffic issues at Westminster Road and The Avenue.

6. Work Plan 2009/10 (Pages 41 - 50)

Members are asked to review the Committee's work plan for 2009/10. Extracts from the Forward Plan are included for Members' information.

7. Urgent Business

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

Democracy Officer:

Name: Jill Pickering

- Telephone – 01904 552061
- Email – jill.pickering@york.gov.uk

For more information about any of the following please contact the Democracy Officer responsible for servicing this meeting

- Registering to speak
- Business of the meeting
- Any special arrangements
- Copies of reports

Contact details are set out above.

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Scrutiny Committees

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

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

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MEETING OF ECONOMIC AND CITY DEVELOPMENT OVERVIEW & SCRUTINY COMMITTEE

Agenda item 1: Declarations of interest

The following Members declared standing personal interests.

Councillor Holvey - Economic Policy Advisor for Leeds City Council

Councillor D'Agorne - Employee of York College

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City of York Council

Committee Minutes

MEETING	ECONOMIC & CITY DEVELOPMENT OVERVIEW & SCRUTINY COMMITTEE
DATE	8 DECEMBER 2009
PRESENT	COUNCILLORS PIERCE (CHAIR), HUDSON (VICE-CHAIR), D'AGORNE, HYMAN, KIRK, POTTER AND SCOTT
APOLOGIES	COUNCILLOR HOLVEY

24. DECLARATIONS OF INTEREST

Councillor Hyman declared a personal non prejudicial interest in Agenda item 11 (Work Plan 2009/10) as the Council's representative on the Board of york-england.com.

Councillor D'Agorne declared a personal non prejudicial interest in Agenda item 6 (Councillor Call for Action in relation to maintenance, parking and safety issues at Broadway shops) as Ward Member and as the shops were close to his home.

Councillor Kirk declared a personal non prejudicial interest in Agenda item 8 (Interim Report of the Water End Task Group) as she was employed by the Joseph Rowntree Foundation whose premises were close to Water End.

25. MINUTES

Arising out of consideration of the minutes it was reported that the Executive Member for City Strategy would be considering a report on the Westminster Road area consultation and survey results at his Decision Session on 5 January 2010.

In relation to the report to the meeting on the Economic Development Programme it was reported that a pre Council Seminar from Science City York had been held on 15 October 2009. Following this very informative session it had been decided that it would not now be necessary for Science City to address the Committee on the economic development of the city (Minute 22 (ii) refers). It was agreed that the information provided by Cllr D'Agorne to the meeting on 29 September should be forwarded to the Economic Development Unit.¹

RESOLVED: That the minutes of the last meeting of the Committee held on 29 September 2009 be approved and signed by the Chair as a correct record subject to the following amendment:

In resolution i) of Minute 19 the deletion of the word 'appeased' and its replacement with 'resolved'.

Action Required

1. Forward information to EDU.

TW

26. PUBLIC PARTICIPATION

It was reported that there had been one registration to speak under the Council's Public Participation Scheme from Doris Fewster as Chair of Broadway Area Good Neighbour and Residents' Association (BAGNARA) in relation to Agenda item 6 (Feasibility and Assessment Report – Councillor Call for Action in relation to maintenance, parking and safety issues at Broadway Shops).

Mrs Fewster stated that she wished to let Members know the views of the community in relation to problems encountered by residents in visiting this parade of shops. She confirmed that parking and safety problems had existed here for a number of years but that recently parking had become much worse. She stated that following the closure of a number of Post Offices this had increased usage of the Broadway branch and that residents with prams, young children, buggies and shopping trolleys were finding it increasingly difficult to manoeuvre around parked vehicles. Reversing of vehicles and bad sight lines resulting from parked vehicles were also hazardous to pedestrians.

27. 2009/10 FINANCE AND PERFORMANCE MONITOR 2 REPORT

The Committee considered a report, which provided details of the 2009/10 forecast outturn position for both finance and performance in City Strategy and Housing Services.

The following outturn positions were reported:

- City Strategy Directorate – projected overspend of £+239k on a total net budget of £7.8m
- Housing General Fund – projected overspend of £+52k on a net budget of £1,407k

Officers updated that scrutiny of Licensing and Regulation Services now fell within the Community Safety Overview and Scrutiny Committee's remit. It was also reported that the additional costs involved in issuing bus tokens and bus pass reimbursements would reduce from 1 December with the introduction of a revised reimbursement rate by the North Yorkshire Concessionary Fare partnership. It was indicated that preliminary notice of the Housing and Planning Delivery Grant was lower than had been expected, although the reasons for this were unclear at the present time.

Members questioned and commented on the following aspects of the report:

- Breakdown of road traffic accidents between cars and motorcycles and whether the reduction in accidents related to policy initiatives or chance;
- If information was collected on Park and Ride passenger journeys detailing the number of visitors and commuters;
- If there had been any change in car occupancy at the Park and Ride sites;

- Success of York's Car Free Day;
- Cheaper Tuesdays and the increase in pay and park by text;
- Progress with introduction of pay on exit at Piccadilly car park;
- Vacancy management measures and redeployment of staff.

Members thanked all the officers for their comprehensive report and updates.

RESOLVED: That the forecast outturn information report be noted.

REASON: To update the Scrutiny Committee of the latest financial and performance position.

28. EXECUTIVE MEMBER FOR CITY STRATEGY

The Executive Member for City Strategy was in attendance and he presented his report on progress to date and forthcoming priorities in relation to his portfolio.

Members commented on and questioned the following aspects of the report:

- Local Development Framework slippage in relation to the timetable;
- LTP3 and main pressures on the city at the present time;
- York Central and the bid for consideration as an Accelerated Development Zone;
- Progress towards achieving air quality objectives;
- Details of the City Region Urban Eco Settlement proposal on the York Northwest site;
- Details of the York Renaissance Team as 'lead companion' involved in major developments in the city;
- Whether the reductions in CO₂ emissions were related to the decline in manufacturing industries in the city.

Members thanked Councillor Galloway for his detailed report and updates.

29. FEASIBILITY AND ASSESSMENT REPORT - COUNCILLOR CALL FOR ACTION (CCFA) IN RELATION TO MAINTENANCE, PARKING AND SAFETY ISSUES AT BROADWAY SHOPS.

Consideration was given to a report which asked Members to consider a Councillor Call for Action (CCfA) submitted by Councillors D'Agorne and Taylor in relation to maintenance, parking and safety issues at Broadway shops in Fishergate Ward. A copy of the registration form had been attached to the report at Annex A.

Details of work undertaken in an effort to resolve the safety issues being experienced at the shops was also set out in the report. Officers confirmed that they had been aware of problems in the area since 2004. They stated that improvements for public safety were difficult due to the fact that the shop forecourts and access road were on private land. The only works that the Local Authority could therefore undertake were emergency works.

Councillor D'Agorne pointed out that it was important that the authority encouraged the engagement of all parties and arranged a collective meeting with all shopkeepers. He confirmed that this was a safety issue on private land which was in a number of different ownerships although some shop owners displayed A boards and planters in front of their premises to provide a clear path for pedestrians.

The Scrutiny Officer circulated photographs, provided by BAGNARA, which illustrated the problems being experienced.

Members considered the following options that were open to them:

- Option A Proceed with the CCfA and progress this topic to review
- Option B Suggest alternative avenues that could be explored by the Ward Councillors to assist with resolving the current issues i.e. a round table discussion between all parties
- Option C Do not progress the topic to review

Members stated that it appeared all reasonable options had been exhausted and that the Committee should lend their support to arranging a meeting with all parties in an effort to resolve the current issues. It was also suggested that a timescale should be included but that proceeding with the CCfA and progressing the topic to review would still be an option should no suitable resolution be found.

RESOLVED: That, in the first instance, and in order to offer some support from Scrutiny, Members of the Committee agree to proceed with Option B of the report, and arrange to facilitate a round table discussion between all willing parties with a report back to the Committee in March 2010. ¹.

REASON: To address the concerns raised in this CCfA in light of the difficulties pertaining to private land ownership and the Council's legal status in relation to this.

Action Required

1. Arrange meeting with all willing parties.

TW

30. OPEN LETTER FROM MEMBERS OF THE YORK ENVIRONMENT FORUM

The Chair of the York Environment Forum (YEF) was in attendance to present an open letter on behalf of members of the York Environment Forum to the Committee.

The letter referred to the implementation of the Sustainable Community Strategy and the constructive role the YEF had played in its implementation yet documents and policies appeared to ignore the Forums contribution. He pointed out that the Forum now felt it necessary to raise issue with the Prioritising Prosperity report prepared for the Council by the

Centre for Cities. He stated that the Forum had a number of reservations about the analysis and they hoped that the future of the city would be addressed in true partnership.

He stated that in the developing world, where there was a cycle of endless growth and material consumption, that it was impossible for this to continue. There was a need for a real debate, at a local level, for the introduction of measures in relation to the use of resources to prevent damage to the environment. He asked Members to take these issues on board and endeavour to address them in the future.

Members acknowledged the issues raised by the Forum and supported the need for debate and wider discussions. They agreed that the Scrutiny Committee had a role in facilitating discussion but pointed out that York was a small city which made it difficult to affect change without partnership working. Members also pointed out that consideration should be given to the YEF's points when future reports were commissioned and that these should incorporate an analysis of how the content improved sustainability.

Officers confirmed that the YEF's open letter was to be discussed at the Environment Partnership Forum meeting in January. They also referred to ongoing initiatives, meetings and workshops in connection with the environmental concerns raised.

The Chair then thanked Jonathan Tyler the Chair of the Forum for his attendance and frank presentation, which he confirmed Members had noted.

31. INTERIM REPORT OF THE WATER END TASK GROUP

The Committee considered a report which presented a draft extended scope and timetable for the Water End review. Background information and work undertaken by the Task Group to date was also detailed.

Officers reported that the Task Group's next meeting was on 15 December 2009 during which they would receive background information in relation to previous reports to the Executive Member for City Strategy regarding the proposed improvements for cyclists and technical information in relation to the Water End junction proposals.

RESOLVED: That the Committee:

- i) Approve the draft extended scope and timetable at paragraph 4 of the report subject to the addition of "and the policy implications of such actions, if any" after the word "layout" at the end of point (iii) 15.12.2009.
- ii) Note the work undertaken by the Task Group to date.

REASON: In order to progress this review.

32. SCOPING REPORT - NEWGATE MARKET

Consideration was given to a report, which provided information to the Committee prior to the proposed commencement of a new scrutiny review on Newgate Market. It also asked for approval and or amendment to the remit and scope of this review.

Members were asked to approve and or amend the draft remit and scope set out in paragraphs 13, 14 & 15 of this report and to consider whether they wished to form a task group to undertake the review.

Members expressed support for the remit and scope subject to the remit being extended to include an examination of the market and the surrounding area. They also considered whether the review should be undertaken by the full Committee or a Task Group.

RESOLVED: i) That the Committee approve the draft remit and scope set out in paragraphs 13,14 and 15 of the report subject to the following amended aim of the remit:

To investigate possible ways of improving the existing stall market and the surrounding area currently occupied by Newgate Market to input the Renaissance Team's work and the Footstreets Review, enabling them to recommend new designs and roles for Newgate Market and the associated public realm.

ii) That the work associated with this review be undertaken by the full Scrutiny Committee.

REASON: To enable the review to progress.

33. FEASIBILITY STUDY - SAFE TRAVEL TO SCHOOL

Members considered a feasibility study regarding a scrutiny topic on 'physical access to schools across the city with specific reference to school travel plans, the speed of traffic, illegal parking, effectiveness of crossings and surface of roads and pavements'.

Councillor Alexander had originally registered the topic at the end of 2008 at which time he had been advised to await the outcome of the Traffic Congestion Ad Hoc Scrutiny Committee. He had now examined the draft report of this Committee and was not satisfied that the issues he had raised had been covered.

Councillor Alexander, who was in attendance for consideration of this item, referred to various problems in relation to speeding vehicles, parking, road surfacing and visibility at the following Primary Schools in his Ward:

- Acomb
- St Barnabas'
- English Martyrs'

- St Paul's and
- Poppleton Road

He agreed that it appeared a wide topic but pointed out that he was sure that the problems encountered were not just centred on his Ward. He pointed out that many School Travel Plans were out of date and that parents were often unaware of them.

Officers confirmed that similar concerns had been raised by Members and local residents throughout the authority's area. He pointed out that not all schools had Travel Plans and that assessments had been undertaken and measures put in place to provide safe routes to schools but this did not take into account inconsiderate parking.

Members confirmed that they had encountered similar problems in their Wards and they felt that a presentation would be beneficial to enable them to gain a better understanding of the issues involved.

Members were asked to consider the following options:

Option A Progress the topic to review

Option B Receive a presentation on the Safe Routes to School Programme and School Travel Plans in order to identify whether these could be a focus for a scrutiny review

Option C Do not progress the topic to review

RESOLVED: That the Committee agree to undertake Option B as set out in paragraph 7 of the report and to receive a presentation on the Safe Routes to School Programme and School Travel Plans in order to identify whether these could be a focus for a scrutiny review.¹

REASON: To address the concerns raised in the topic registration form.

Action Required

1. Arrange presentation.

TW

34. WORK PLAN 2009/10

Members considered the Committee's work plan for 2009/10 together with extracts from the Forward Plan related to the Committee's remit.

RESOLVED: That the Chair and Vice Chair, in consultation with the Scrutiny Officer, be delegated authority to update the Committee's work plan as considered appropriate.¹

REASON: To assist in the planning of work for this Committee.

35. ASSISTANT DIRECTOR (CITY DEVELOPMENT AND TRANSPORT)

As this would be the last meeting of the Committee attended by Damon Copperthwaite, prior to his retirement in January, the Chair expressed the Committee's appreciation for his contributions and work with the Committee and its members.

CLLR R PIERCE, Chair

[The meeting started at 5.30 pm and finished at 7.35 pm].



Economic & City Development Overview & Scrutiny Committee

26th January 2010

Interim Report of the Water End Task Group

Summary

1. The purpose of this report is to present Members of the Committee with information received to date regarding the review into traffic issues at the junction of the A19 and Water Lane at Clifton Green along with associated traffic issues in Westminster Road and The Avenue.

Background

2. At a meeting of the Economic & City Development Overview & Scrutiny Committee held on 12th August 2009 Members were asked to consider a CCfA¹ submitted by Councillors Scott, King and Douglas in relation to traffic issues at the junction of Water Lane and Clifton Green, Westminster Road, The Avenue and Clifton Green.
3. In coming to a decision to review this topic, the Economic & City Development Overview & Scrutiny Committee recognised certain key objectives and the following remit was agreed:

Aim

To determine the best solution for the problems local residents are experiencing and to look at what lessons can be learnt in order to inform the implementation of similar schemes within the city.

Key Objectives

- i. To establish whether local concerns still exist in the light of the Executive Member's decision²
- ii. To explore whether further improvements can be made to address the current traffic issues

¹ Councillor Call for Action

² It was agreed at a full meeting of the Committee that key objective (i) be put on hold until after the Executive Member for City Strategy had received his next report on 5th January 2010. The Task Group would concentrate on objectives ii, iii, & iv of this remit. Members of the Task Group would prefer comments on this report and these would be circulated to the entire Committee prior to being presented to the Executive Member.

- iii. From experience to date, identify those measures or actions that can be taken to assist in the smooth implementation of similar schemes in the city.
- iv. To understand the context of the Land Compensation Act 1973 in relation to this CCfA

Consultation

- 4. To date, consultation has mainly taken place with relevant technical officers within the Council. There are plans to hold a public event in the future.

Information Received

- 5. At an informal meeting of the Task Group on Tuesday 15th December 2009 the following information/reports were received, discussed and/or referred to:
 - Report to the meeting of the Executive Members for City Strategy & Advisory Panel regarding 'Proposed 2008/09 City Strategy Capital Programme' and dated 17th March 2008
This report sets out the details of the proposed City Strategy Capital Programme for 2008/09 and includes details regarding the Water End/Clifton Green cycle routes
 - Report to the meeting of the Executive Members for City Strategy & Advisory Panel regarding 'York Cycling City' and dated 8th September 2008
This report advised Members of progress in developing the York Cycling City project since the announcement of the successful bid in June 2008
 - Report to the meeting of the Executive Members for City Strategy & Advisory Panel regarding 'Water End - Proposed Improvements for Cyclists' and dated 20th October 2008
This report advised Members about the results of consultation on proposals to introduce cycle facilities on Water End from the Clifton Green traffic signals to the junction with Salisbury Road.
 - Plan of Orbital Cycle Route
 - E-mail from Transport Planner (Strategy) dated 14 December 2009
 - Water End Traffic Flow Changes - 6th May 2008 to 5th November 2009 – Annex A to this report
 - Clifton Bridge & Water End Cycle Works costings – discussion document - Annex B to this report

Key Objectives i, ii & iii

- 6. At a meeting of the Economic & City Development Overview & Scrutiny Committee on 8th December 2009 Members agreed a scope and timetable for

undertaking this review. For ease of reference this report is split into the themes identified within the agreed scope. There were also a series of e-mail correspondence covering questions that couldn't be answered at the meeting. These discussions took place after the Task Group had met and have been incorporated into the relevant sections below.

Discussions on previous reports in this area, in particular the report to the Executive Member for City Strategy on 20th October 2008 (Water End – proposed improvements for cyclists)

7. The report dated 20th October 2008 presented Members of the Task Group with information regarding the results of consultation on proposals to introduce cycle facilities on Water End from the Clifton Green traffic signals to the junction with Salisbury Road. Over a period of time ideas regarding improvements for cyclists in this area had gained momentum and the report of 20th October 2008 highlighted all that had been done to that date.
8. Discussions around the report highlighted the following:
 - There were still 3 more sections needed to complete the 'orbital route'

Discussions on available technical reports/modelling data [including looking at 'before' & 'after' traffic survey data and any forecasts made to substantiate the case for the improved junction proposals]

9. Officers confirmed that the works commenced on 19th January 2009 and were substantially completed by 31st March 2009, and completely finished towards the end of April 2009. The cyclist traffic signal opposite the junction with Salisbury Road was reinstated in June 2009. Discussions ensued around the above subheading and the details of these are set out below:
 - The junction at Water End/Clifton Green had been modelled both with and without a filter lane
 - Modelled using the SATURN (Simulation and Assignment of Traffic to Urban Road Networks) transport model, which shows how the traffic would load onto the network. This predicted the diversion of some traffic onto the outer and inner ring roads.
 - Modelling did not indicate that any displacement would be to Westminster Road and/or The Avenue. Modelling was undertaken on a much larger scale and smaller roads such as these would not be part of the model.
 - Queues and delays under differing circumstances were compared to show how traffic might impact on Water End
 - When the filter lane was in place between 5 and 7 vehicles could stand before the traffic had to go to single file
 - The traffic lights are biased towards traffic along the 'Park & Ride' route although changes were made in April 2009 and more traffic light 'green time' was given to traffic turning out of Water End (the time mainly came off the 'green time' at Water Lane to try and reduce the queues at Water End)
 - Currently analysing 'post scheme traffic data' (including pedestrian and cyclist usage) & indications are that less traffic is using Water End. There

is an Automatic Traffic Counter (ATC) in the area but the results from this are inconclusive.

- There are natural variations in the traffic – route choices and the times people choose to travel vary daily
- Knock on effects from traffic displacement
- Need to wait before see trends developing
- Queue lengths were difficult to measure - a 'before & after' queue length survey had not been undertaken
- Queue lengths could be longer but delays shorter due to the green light phasing
- New traffic counter can count on and off carriage cycle usage
- The use of a pecked line to mark the edge of the cycle lane rather than a solid lane (a pecked line allows motorists to cross it)
- The original ATC was damaged during the works to the carriageway (the ATC on the North East Loop stopped recording from 10th March 2009 until 25th August 2009) A new ATC was installed on 27th August 2009, this also counts cycle movements

Discussions on York's cycling infrastructure, in particular the Orbital Cycle Route, the rationale of the scheme & how the works in the Water Lane area fit with this

10. Members of the Task Group considered an e-mail from an officer in Transport Planning (Strategy), the content of which is set out below:

'York had been striving to build a cohesive cycle route network for several decades and adopted a proposed network of routes following the publication of its first Cycling Strategy in the late 1980's. Following a Local Government reorganisation in 1996 the proposed network was expanded to cover the new areas, which had passed to York from surrounding authorities. This adopted network tended to focus on the city centre and many of the proposed routes radiated outwards from it. Consultation exercises undertaken as part of a previous scrutinisation of cycling and from a city-wide questionnaire have both tended to indicate that many cyclists and non-cyclists see the main radial routes as a barrier to cycling in the city and also highlight the inner and outer ring roads as dangerous.

As part of the preparatory work for the Cycle Town Bid an orbital route was proposed which would run between the inner and outer ring roads and would cater for trips around the city centre whilst avoiding the radial routes except where the route crossed them. This proposed route would be suitable for all types of cyclist and utilised existing infrastructure wherever possible. The main aim of the route was to link (either directly or indirectly) as many cycle trip generators and attractors as possible. Examples of these attractors and generators include large employment sites (Nestle, York Hospital, Clifton Moor, Foss Islands Retail Park, University of York, Hospital Fields Road and the former Terry's site.) The route also links to several schools, leisure facilities, both universities and recreation areas.

Wherever possible the route uses off-road paths but where this isn't possible it uses quiet or traffic-calmed streets. Improved crossing facilities will be provided

where the route crosses the main radial routes into the city centre. The vast majority of residents won't use the whole route but will find it a useful means to reach many of their destinations by hopping onto and then off the route as it suits them.

One of the key links in the orbital route was the section constructed along Water End between the Salisbury Road and Clifton Green junctions. This particular link had the potential to provide a visible link for cyclists between the large residential areas on the west side of York with the large employment sites over the other side of the River Ouse and would give users an alternative to the less attractive route around the outer ring road.

The Crichton Avenue section of the orbital route is currently under construction and feasibility work is also currently underway on the other three missing sections between Clifton Green and Crichton Avenue, James Street/Hallfield Road and Walmgate Stray and finally Hob Moor to Water End/Boroughbridge Road. The intention is to finish the feasibility work on these links by the end of the 2009/10 financial year with a review to them being built during the 2010/11 financial year.'

11. Members discussed the following in relation to the Orbital Cycle Route:

- Whether the Orbital Cycle Route was too far out and whether it should be nearer the centre of town
- Whether the Orbital Cycle Route deflected people too far from their destination and was therefore an indirect route which took too long to traverse
- The fact that the current Orbital Cycle Route identified some of the quieter routes but there was a huge array of cycle networks & links within this circle
- The difficulties in crossing the river/lack of river crossings
- Safety issues on some of the off road cycleways
- The need to facilitate across town cycle movement
- The network was designed to be 'hop on and hop off'
- The fact that the Orbital is part of the Cycle City Strategy and is funded through this
- What the penalties are if City of York Council fails to achieve an orbital route:
 - There would be a penalty if the Local Authority didn't deliver what they had agreed as part of the Cycling City bid. This could mean withdrawal of funding.

12. The following further information was received from officers via e-mail after the meeting:

'As part of York's Cycling City bid, the creation of an "orbital" cycle route was proposed to provide better links to many destinations including schools, leisure facilities, employment sites, shops and healthcare sites. The aim is to connect as many of these as possible to the main residential areas using a combination of off-road paths, signed routes via quiet less-trafficked streets and some on-road cycle lanes where other alternatives aren't possible. The route will also

provide improved crossing facilities across many of the main radial routes into the city, which it crosses.'

Some sections of the route have been in place for a long time already, such as the University to Hob Moor route which crosses the Millennium Bridge to the south of the city centre, and the Foss Islands Path between Nestle and James Street to the north of the city centre. More recent additions are the improved facilities along Water End and the facilities currently under construction along Crichton Avenue. A further three sections are proposed for possible construction in 2010/11, which will substantially complete the Orbital Route. These are:

- Clifton Green to Crichton Avenue
- Water End to Hob Moor
- James Street to Heslington Road

The next step is to take a report to the City Strategy Decision Session on 5th of February, to seek in principle support, with a view to funding being allocated in the 2010/11 Capital Programme. If this is successful, public consultation on more detailed proposals would take place in the spring of 2010.'

13. Members of the Committee have been provided with maps indicating the current orbital cycle route status and the proposals for the routes from Clifton Green to Crichton Avenue, Water End to Hob Moor and James Street to Heslington Road
14. On discussion of these e-mails the Task Group raised the following further points:
 - The Sustrans route from the Hospital to James Street is unsuitable for 24 hour use because, despite the street lighting, it is largely in a cutting or 'not over-looked' and does not provide a route, which most cyclists regard as safe.
 - Whether it would be possible to use linear programming to devise an optimal route
 - Ways of enhancing all routes that may be attractive to cyclists
 - When this scheme was originally discussed it was asked why there couldn't be a contra flow cycle lane along the one way road beside the Green. Various reasons were given as to why cyclists had to be routed via the junction rather than provide for this route, which cyclists wishing to go via Bootham might see as logically most convenient.
 - The orbital route is policy and monies have already been invested in it and we need to build on the strategy we already have
15. Officers provided the following additional comments:
 - The route has already been decided and there has been significant amounts of money spent on this
 - Looking at a new route now would be very costly
 - In trying to cater for most needs especially the target audience of this programme (lapsed cycle users) off road is more preferable

Discussions on the breakdown of the cost of the works at Water End/Clifton Green to date

16. Members were also interested to receive information on the cost of the programme of works at the Water End/Clifton Green junction. A discussion document was circulated (Annex B to this report refers) comparing the original funding allocation and the forecast out-turn costs. Discussions regarding these figures ensued and the following points were made:
- The final cost of the scheme was £540k but the original budget had been £300k; this was because it was decided to upgrade the traffic lights at the same time
 - Originally there was going to be a cycle lane on both sides of Water End but these proposals were revised
 - £85k was saved on works to the bridge which was subsequently made available for cycling facilities
 - Opportunities to manage and deliver all within that years budget (the upgrade to the traffic lights was not originally forecast for the same financial year)
 - What schemes were pushed back to allow this to happen (the Task Group were referred to the Capital Monitoring Reports for the 2008/09 financial year)

Discussion on the viability & the cost of restoring the road to its original layout

17. The cost of restoring the road to its original layout would be in the region of £6000 (rough estimate). This would allow some of the filter lane to be put back. Full restoration of the original layout on the approach to this junction may well be in the region of £30k.
18. Officers would not recommend restoring the road to its original layout, as there could be repercussions from Cycling England who may reconsider their funding arrangements. Also this was the area where the water main was fractured and there would be reluctance to work above this area again.

Other Information Gathered

19. The Task Group also heard from a resident of Westminster Road who said that the scheme had led to an increase in through traffic on Westminster Road and The Avenue. He felt that the modelling used for the scheme was at fault, as it did not look at the effect the scheme would have on the nearby residential areas. He said that more traffic was coming down Westminster Road and The Avenue and traffic was increased by 97%. He thought that the solution to the problem was to install bollards (exact location to be determined), which would create a point closure and effectively stop the through traffic.
20. He did not feel that the cycle route was used as much as it should be and mentioned a nearby pathway that could be used by cyclists if the overgrowth were cleared from the area. When asked whether the reinstatement of the road

humps had lessened the traffic he responded it was not speed that was an issue but the quantity of traffic using the residential roads.

21. Annexes C & D detail a response to the suggestion of using a nearby pathway alongside the John Berrill Almhouse as an alternative route for cyclists and why this is not considered to be a viable cycle route.
22. Members of the Task Group also prepared comments on a report presented to the Executive Member for City Strategy on 5th January 2010. This report was entitled 'Westminster Road Area Consultation & Survey Results'. The comments were also circulated to the Economic & City Development Overview & Scrutiny Committee. A copy of the comments is attached at Annex E to this report.
23. At the meeting on 5th January, the Executive Member for City Strategy made the following decision:

'That the Executive Member for City Strategy agrees:

- i) To implement a 20mph zone for the area.
- ii) To note the outcome of the traffic surveys and questionnaire and take no further action at this time on introducing a point closure.
- iii) That the results of the survey be also considered as part of any future evaluation of the Water End cycle scheme.
- iv) That the Police be requested to monitor the junctions in this area with a view to addressing any examples they may find of inappropriate driver behaviour.

REASON:

As the lower speeds due to the traffic calming justify the introduction of a lower speed limit.

As the options of closing the area to through traffic does not have support from a significant proportion of the local community that would be affected by a closure.

As the options of investigating the use of chicanes and road narrowings are not well supported by local residents.

24. This decision has been called in and will be considered by the Scrutiny Management Committee (Calling In) at a meeting on Monday 25th January 2010.

Key Objective iv

25. Key objective iv of this review asks Members to understand the context of the Land Compensation Act 1973 in relation to the original Councillor Call for Action (CCfA). A briefing note has been prepared by legal services and is attached at Annex F to this report. A legal officer will be in attendance at this

meeting to present the paper and to answer any questions Members may have.

Next steps

26. As per the scoping report dated 8th December 2010 the next step is for a public event to be organised (date and venue to be confirmed). This event will give local residents, cyclists and road users the chance to give their views on the evidence received to date. These will then be collated and considered by the Task Group at a further meeting

Options

27. This is an update report and therefore there are no options for Members to consider.

Analysis

28. Members of the Task Group will be undertaking a full analysis of the information received to date at a later stage in the review. A final report will also be produced, complete with any recommendations the Task Group may wish to make.
29. In the meantime, Members of the full Committee may wish to comment on the information received to date.

Corporate Strategy 2009/2012

30. Although this topic does not directly fall in line with any of the themes in the Corporate Strategy 2009/2012, the Economic & City Development Overview & Scrutiny Committee still has an obligation to address the issues raised within the formally registered CCfA.

Implications

31. **Financial** – There is a small amount of funding available within the scrutiny budget to carry out reviews. There are no other financial implications associated with the recommendations in this report however; implications may arise as the review progresses.
32. **Human Resources** – There are no known Human Resources implications associated with the recommendations in this report.
33. **Legal** – There are no known legal implications associated with the recommendations within this report however the remit for this review requests that information be provided on the Land Compensation Act 1973. It may be that that legal implications arise as the review progresses.
34. There are no known equalities, property, crime & disorder or other implications associated with the recommendations in this report however; implications may arise as the review progresses.

Risk Management

35. In compliance with the Council's risk management strategy there are no risks associated with the recommendations in this report however; risks may become apparent as the review progresses.

Recommendations

36. Members of the Committee are asked to:
- (i) Receive and comment on the briefing note on the Land Compensation Act 1973
 - (ii) Comment on the information set out in this report and confirm the next steps set out in paragraph 26 of this report.

Reason: In order to progress this review

Contact Details

Author:

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Scrutiny Services
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Chief Officer Responsible for the report:

Alison Lowton
Interim Head of Civic, Legal & Democratic Services
Tel: 01904 551004

**Interim Report
Approved**

Date 14.01.2010

Specialist Implications Officer(s) None

Wards Affected: Clifton Ward

All

For further information please contact the author of the report

Background Papers:

- Report to the meeting of the Executive Members for City Strategy & Advisory Panel regarding 'Proposed 2008/09 City Strategy Capital Programme' and dated 17th March 2008
- Report to the meeting of the Executive Members for City Strategy & Advisory Panel regarding 'York Cycling City' and dated 8th September 2008
- Report to the meeting of the Executive Members for City Strategy & Advisory Panel regarding 'Water End - Proposed Improvements for Cyclists' and dated 20th October 2008

Annexes

- Annex A** Water End Traffic Flow Changes - 6th May 2008 to 5th November 2009
- Annex B** Clifton Bridge & Water End Cycle Works costings – discussion document
- Annex C** Evaluation of Path Conversion

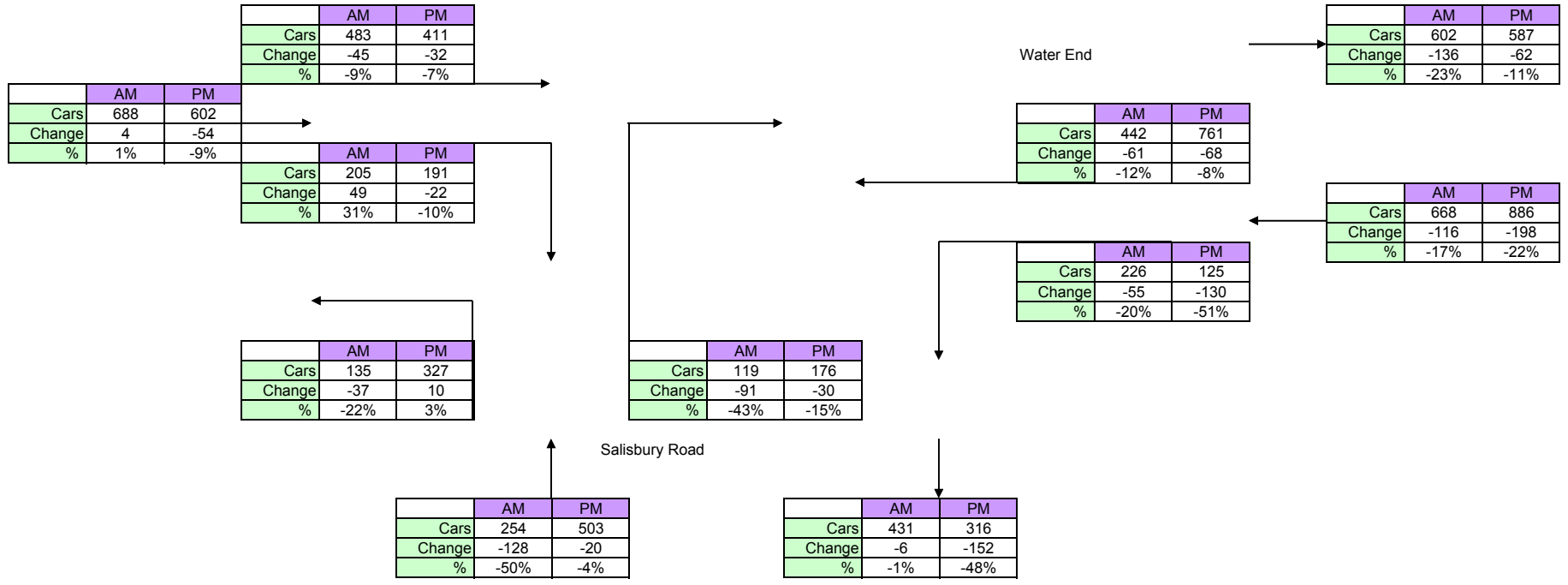
- Annex D** John Berrill Almhouse Footpath (map)
Annex E Comments of the Task Group on the report presented to the Executive Member on 5th January 2010
Annex F Land Compensation Act Briefing Note

Task Group

Councillor Pierce
Councillor Scott
Councillor D'Agorne
Councillor Hudson

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Flow Change 6th May 2008 to 5th Nov 2009



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Clifton Bridge and Water End Cycle WorksComparison of original funding allocation and forecast out-turn costs

Original Scheme Allocation – Sept 2008

Bridgeworks	£500k
Cycleworks	£300k (LTP £200k + Cycle City £100k)
Total	£800k

Forecast Out-turn Costs - March 2009

Bridgeworks	£415k (Note savings of £85k transferred to structural maintenance before cycle works commenced)
Cycleworks	£532k
Total	£947k

The following items were not foreseen at the time of allocation

- As a result of consultation and requests from residents and network management some work was reassigned to evening and night working to minimise disruption to traffic £10.5k
- Additional street lighting costs due to NEDL work outside of our control £7.5k
- To maximise the benefits of the new traffic signals and improve flow along Water End extensive ducting was required £32k
- When parts of the existing road have been uncovered there were areas of poor structure that had to be replaced £49k
- Statutory requirements under the Construction Design and Management regulations was introduced £10k
- Changes were requested by local residents to the new traffic signals at the Salisbury Road/Water End junction £6k
- The tenders for the civils work were between £305k and £514k compared to an estimate of £220k. The significant increase was as a result of the complexity of the of the scheme and the restraints placed upon the contractor working within a confined and traffic sensitive location. £85k
- As a result of the imperative to complete the design and construction before the year end additional detailing were needed post tender and accompanying site instructions issued. Under other circumstances these issues would have been resolved pre tender. £19.5k

Total £219.5k

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Footpath Alongside the John Burrill Almshouses and Barleyfields: Suggested Conversion to Shared Use for Cyclists and Pedestrians

A suggestion was received from a local resident in response to our public consultation on the Water End proposals in September 2008. Below is an extract from the response to the resident's letter:

I note your specific suggestion about cyclists using the footpath that runs alongside the John Burrill Homes and Barleyfields. Although I appreciate that your suggestion is made with the benefit of cyclists in mind, I consider that this may not be suitable for a number of reasons outlined below:

- The middle part of this existing pedestrian footpath is too narrow for pedestrians and cycles to share. It could not be widened without land purchase on one side or the other;
- In using this route, those wishing to continue their journey on Rawcliffe Lane would have to turn right, across the A19 at a point very close to the traffic signals;
- For those travelling northbound on the A19, the existing riverside route would be a much more attractive and practical route to use;
- The actual benefit to cyclists appears to be minimal, given that the proposed scheme safely guides cyclists to the Clifton Green signals, and that after making the left turn, there is just a relatively short section of the A19 leading to the Rawcliffe Lane signals. In my experience when riding this route, the vast majority of motorists tend to follow behind cyclists on this section of road, as there is not enough room for them to pass, which also gives cyclists the opportunity to move into the right turn lane approaching the signals before turning into Rawcliffe Lane;
- A relatively narrow route that mixes pedestrians and cyclists (which is also overgrown and not particularly well lit) is not likely to be considered as an attractive route to the vast majority of cyclists, and is therefore not likely to be well used. This tends to be confirmed by the fact that it is not well used at the moment by cyclists.

In addition, the resident's comments together with an Officer response was included for consideration by Members at the EMAP meeting on 20th October 2008. Below is the extract from that EMAP report:

Comment 11: The existing path adjacent to the John Burrill Homes could be converted for use as a cut-through for cyclists between Water End and Shipton Road, thereby avoiding the Clifton Green junction.

Officer response

Currently, this pedestrian path is extremely overgrown, which suggests that it is not well used. There is no lighting provision along its length, and there is a particularly narrow section in the middle, which is not suited to shared use. Officers are not convinced about the benefits of such a conversion, and consider that the likely cost of upgrading this path to the required standards would not represent good value for money.

A survey of cyclists' turning movements from Water End at the Clifton Green junction was conducted in the am peak hour on 20th October 2008. The survey counted left and right turning cyclists, including those that used the slip road in the wrong direction, and those who used the footway to turn left. Of the 81 cyclists counted, 23 turned left (28.4%), 53 turned right (65.4%) and 5 used the slip road (6.2%). From this survey, it is clear that less than one third of cyclists riding east along Water End would benefit from the existing path

being converted to shared use alongside the John Burrill Almshouses and Barleyfields. This would be fine for those wishing to continue their journey northbound on the A19, although it is considered that cyclists would be more likely to ride along the riverside if heading north. However, for those cyclists wishing to head up Rawcliffe Lane, the path would bring them out at a point approximately 20 metres north of the traffic signalised junction of Shipton Road and Rawcliffe Lane. This means that they would need to perform a potentially awkward right turn onto the A19 before turning left at the signals, or ride south along the footpath to reach the pedestrian crossing stages of the signals. If converting the path to shared use, it would make sense to also convert the footway link along Shipton Road to the traffic signals, and also convert the pedestrian crossing stages into Toucan facilities. Therefore, Officers concluded that the suggestion did not appear to represent good value for money, given the disproportionate amounts that would be incurred to implement the required changes, against the likelihood that only a few cyclists would benefit from such a scheme.

N.B. Photographs of the existing path alongside the John Burrill Almshouses and Barleyfields are shown on the following pages. There is also an aerial photograph and plan showing the entire length of the existing path between Water End and Shipton Road:



Photo 1
Water End entrance to driveway



Photo 2
Corner of driveway / start of path



Photo 3
Varying widths / overgrown vegetation



Photo 4
Narrow and overgrown section

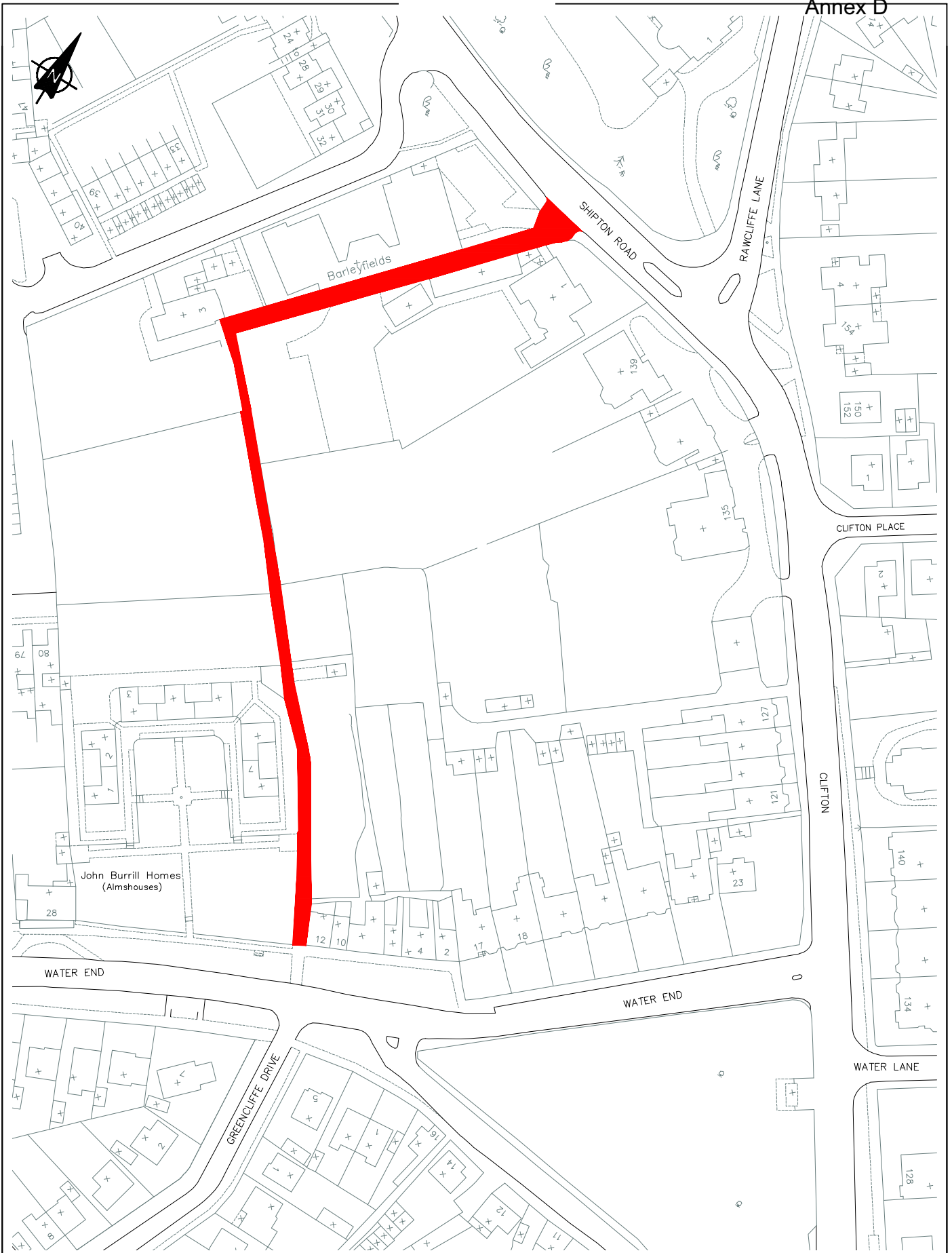


Photo 5
End of unsurfaced path / cycle barrier



Photo 6
Final section: driveway to Shipton Road

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Suggested Conversion of Path to Shared Use Water End to Shipton Road

BASED UPON THE ORDNANCE SURVEY MAPPING WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. CROWN COPYRIGHT. UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. City of York Council, License No. 100 2898

Drawn	Checked	Date	Scale	Drawing Number
MM	Draft	29/12/2009	1: 1250 @ A4	DEC09010658

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Traffic Issues at Junction of Water Lane, Clifton Green, Westminster Road, and The Avenue

Comments from the Economic & City Development Overview & Scrutiny Committee Task Group on the report being presented to the Executive Member for City Strategy on 05.01.2010

Comments from Cllr Pierce

1. I'm very disappointed (but not surprised) by the report's recommendations which appear to fly in the face of confirmation of the high volumes of traffic claimed by residents, the officer's assessment that the high response rate by residents was 'representative', and (their) majority support for a prohibition of driving order (road closure). Only a very small proportion of traffic exceeds 20 mph. So the impact of the speed limit will be minor. I suspect that some officers may realise that the Water End junction could not handle the increased vehicle flows that closure of the 'rat-run' would generate. Indeed, the 'success' of the Water End scheme depends on Westminster Road/ The Avenue providing a relief road. So, in practice, the best solution may be to dismantle the Water End 'improvement' scheme to allow higher volumes of traffic to use the junction without diverting onto Westminster Road/ The Avenue AND examine the alternative options for rerouting cyclists suggested by Councillor Scott (to the side of John Burrill Almshouses). The scrutiny task group was advised that the cost of reverting to the previous lane arrangements would be approximately £6,000.

Comments from Cllr Hudson

2. It was not my understanding that there was a problem with the speed on Westminster Road rather the volume of traffic, the report states that the average speed is 20 mph and I also understand that a 20 mph limit is unenforceable, therefore I must agree with Councillor Pierce.

Comments from Cllr Scott

3. I agree with and endorse Councillor Pierce's view.

Comments from Cllr D'Agorne

4. A question arises in my mind in the interpretation of the results of the resident's survey: Given the recommended action of only introducing a 20mph limit, how many would chose to also have road narrowings, as 'second best' to a road closure to deter the rat running? I suggest that further consultation of residents is needed in the light of the known results of the survey as views may change now that this picture of preferences has emerged.

I don't see a problem with introducing the 20mph limit - this should help reinforce the impact of the humps on traffic speeds.

I cannot endorse Councillor Pierce's view. The report indicates that there are conflicting views of residents as to where a closure might be located and the fact that the response rate is insufficient to know whether those who failed to respond would support or oppose a formal closure order. If you are to make representations to the Executive member on behalf of the Task Group I would not wish to be associated with suggestions that the junction layout revert to the original and would point out that when this was touched on in our discussions it was only to ask the question of costs and implications - we did not draw any conclusions.

I would endorse a view that further consultations should take place with residents in the light of the findings of the survey and would support a 20mph limit which is of course Labour and Green party policy for residential streets in York (with or without humps!)

5. Task Group Members:

Cllr Pierce
Cllr D'Agorne
Cllr Hudson
Cllr D'Agorne

Land Compensation Act 1973, Part 1

Part 1 of the Land Compensation Act 1973 (the Act) provides a right to certain homeowners to claim compensation where they suffer as a result of the use of works undertaken for the benefit of the community. This note contains a summary of the law. It is not intended to be a full and complete statement of it.

What are public works?

Public works comprise any highway. Part 1 of the Act is mainly concerned with new works coming into use for the first time. The compensation provisions do apply, however, where existing public works are altered.

The carriageway of a highway is altered where:

the location, level (otherwise than by re-surfacing) or width of an existing carriageway is altered

or

an additional carriageway is provided for a highway beside, above or below an existing carriageway.

What is the compensation for?

Compensation is payable for depreciation in property value by the use of public works.

For claims to be valid, claimants have to be able to demonstrate that the value of their property has been depreciated by more than £50 by one or more physical factors caused by use of the altered highway.

The physical factors that can affect property value under the Act are. noise; vibration; smell; fumes; smoke; artificial lighting; and discharge of solid or liquid substance onto the land. These are the only factors to be taken into account.

The physical factors giving rise to the reduction in property value i.e. noise, fumes etc, must be caused by the use of the altered carriageway and the source of those factors must be situated on the altered length of the carriageway. Thus, the noise, fumes etc must have their source in the vehicles situated on that length of the altered carriageway.

It follows that depreciation caused by increase in traffic flows which is due indirectly to the works, e.g. on side roads not the subject of the works, will not give rise to any claim for compensation.

Compensation is not payable in respect of increased traffic alone.

When can a claim be made?

The first day on which compensation can be claimed is the day one year after the altered highway was first open to public traffic after completion of the alteration. This date is known as the “first claim day”.

In accordance with the Limitation Act 1980, a claim notice may be served at any time within the 6 year period following the first claim day.

However a claim may be made during the one year period between the opening of the altered highway and the first claim day when the claimant contracts to sell their interest in the property and the claim is made before the interest is disposed of.

Who can claim?

The claimant must be a homeowner on or before the date the alterations are completed and must own and occupy the property when the claim is submitted.

Non-resident landlords of tenanted properties can also claim provided a tenant occupies the property at the time the claim is submitted.

Long leaseholders may also claim.

How much compensation?

Part 1 is concerned with depreciation in market value and it is therefore a matter of valuation evidence.

Compensation is assessed by reference to property prices that are current on the first claim day. Account will be taken of the use of the altered highway, as it exists on the first claim day. Account will also be taken of any intensification that may then reasonably be expected of the use of the altered highway in the state it is on the first claim day.

Compensation does not rest on a ‘before’ and ‘after’ approach. The stay period of one year is to allow the works to become assimilated as far as possible into the environment and thus to allow their permanent effect to be fairly judged. The valuer considers the attitude of potential buyers coming fresh on the scene a year after the public works have been in use. The buyer judges the situation as it is and has regard to any intensification of the use of the works as may then be reasonably expected. The potential buyer is genuinely wishing to purchase the property but is under no pressing or special need to do so. The vendor is a willing seller but is likewise under no compulsion.

The measure in depreciation in value is the difference between:

- (i) the price a purchaser would pay for the property with the public works in use but with the physical factors no worse than they were before the scheme, and

- (ii) the price a purchaser would pay with the public works in use with the present or anticipated effect of the physical factors.

As it is necessary to assess the effect of the physical factors on the market value of the property, compensation is only payable if it can be proved that there is a connection between eg noise or air quality and depreciation in market value.

The onus is on the claimant to prove their claim.

Interest will be payable on compensation from the date of service of the claim until the compensation is paid.

Where compensation is payable under Part 1 of the Act, reasonable valuation or legal expenses incurred by the claimant in preparing and prosecuting the claim are also payable.

What happens to unsettled claims?

The Act provides that disputes concerning compensation shall be referred to and determined by the Lands Tribunal.

Conclusion

Reductions in property value due to rat-running and deteriorating traffic conditions on roads adjoining the altered highway are not a factor entitling a claimant to compensation, because the additional traffic has not arisen on the altered public works.

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Economic & City Development Overview & Scrutiny Committee Work Plan 2009-10

Meeting Date	Work Programme
8 December 2009	<ol style="list-style-type: none"> 1. Second Quarter Monitoring Report 2. Chair of the York Environment Forum – Open Letter 3. Interim report of the CCfA Task Group (Water End Traffic Issues) 4. Attendance of Executive Member for City Strategy 5. Feasibility Study – Broadway Shops 6. Scoping & Timetable – Newgate Market 7. Feasibility report – Safe travel to School
26 January 2010	<ol style="list-style-type: none"> 1. Attendance of the Leader 2. Interim Report of the CCfA Task Group (Water End Traffic Issues)
9 March 2010	<ol style="list-style-type: none"> 1. Third Quarter Monitoring Report 2. Annual Report from relevant Local Strategic Partners 3. Bus tokens report 4. Update on Proposed Scrutiny Topic - Highways Adoption 5. Updates on Implementation of Recommendations from Previous Scrutiny Reviews 6. Interim Report of the CCfA Task Group (Water End Traffic Issues) 7. Update on the Facilitated Discussion Meeting – Broadway Shops
6 July 2010	<ol style="list-style-type: none"> 1. Attendance & report(s) of Executive Member for City Strategy & the Leader

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FORWARD PLAN ITEM**Meeting:** Executive Member for City Strategy**Meeting Date:** 02/02/10**Keyword:****Item Type:** Executive Member Decision - of 'Normal' importance**Title of Report:** A19/A1237 Roundabout Improvements - Detailed Design**Description:** Purpose of report: To inform the Executive Member of the results of the public consultation on the outline design for the A19/A1237 Scheme. To obtain approval for the detailed design for the improvements to allow the scheme to progress through to construction.

Members are asked to: Approve the layout for the A19/A1237 roundabout improvements to be taken forward to construction.

Wards Affected:**Report Writer:** Tony Clarke **Deadline for Report:** 19/01/10**Lead Member:** Councillor Steve Galloway**Lead Director:** Director of City Strategy**Contact Details:** Tony Clarke

tony.clarke@york.gov.uk

Implications**Level of Risk:****Reason Key:****Making Representations:** N/A**Process:** N/A**Consultees:** N/A**Background Documents:** Committee Report for A19/A1237 Roundabout Improvements - Detailed Design**Call-In**

If this item is called-in either pre or post decision, it will be considered by Scrutiny Management Committee on: 08/02/10

Internal Clearance Process**Pre-Decision**

By Chief Officers at

on:

By Political Group Leaders on:

By Strategic Policy Panel (if required) on:

Post-Decision

By Strategic Policy Panel (if Required) on:

FORWARD PLAN ITEM**Meeting:** Executive Member for City Strategy**Meeting Date:** 02/02/10**Keyword:****Item Type:** Executive Member Decision - of 'Normal' importance**Title of Report:** Public Rights of Way - Application for Definitive Map Modification Order Alleged Public Footpath, Thorganby Lane to Lawn Closes (Public Footpath No.7), Wheldrake**Description:** Purpose of report: Application DMMO has been received to add a footpath to the definitive map.

Members are asked to: The Executive Member will be required to consider the evidence received and asked to follow the officer's recommendation, based on the evidence received to date, and make the order.

Wards Affected:**Report Writer:** Joanne Coote **Deadline for Report:** 19/01/10**Lead Member:** Councillor Steve Galloway**Lead Director:** Director of City Strategy**Contact Details:** Joanne Coote

joanne.coote@york.gov.uk

Implications**Level of Risk:** 01-03 Acceptable **Reason Key:****Making Representations:** N/A**Process:** N/A**Consultees:** N/A**Background Documents:** Committee Report for Public Rights of Way - Application for Definitive Map Modification Order Alleged Public Footpath, Thorganby Lane to Lawn Closes (Public Footpath No.7), Wheldrake**Call-In**

If this item is called-in either pre or post decision, it will be considered by Scrutiny Management Committee on: 08/02/10

Internal Clearance Process**Pre-Decision**

By Chief Officers at

on:

By Political Group Leaders on:

By Strategic Policy Panel (if required) on:

FORWARD PLAN ITEM**Meeting:** Executive Member for City Strategy**Meeting Date:** 02/02/10**Keyword:****Item Type:** Executive Member Decision - of 'Normal' importance**Title of Report:** Public Rights of Way - Application for Definitive Map Modification Order Alleged Public Footpath, Ings Bridge to Storwood, Wheldrake**Description:** Purpose of report: DMMO has been received to add a footpath to the definitive map.

Members are asked to: The Executive Member will be required to consider the evidence received and asked to follow the officer's recommendation, based on the evidence received to date, and make the order.

Wards Affected:**Report Writer:** Joanne Coote **Deadline for Report:** 19/01/10**Lead Member:** Councillor Steve Galloway**Lead Director:** Director of City Strategy**Contact Details:** Joanne Coote

joanne.coote@york.gov.uk

Implications**Level of Risk:** 01-03 Acceptable **Reason Key:****Making Representations:** N/A**Process:** N/A**Consultees:** N/A**Background Documents:** Committee Report for Public Rights of Way - Application for Definitive Map Modification Order Alleged Public Footpath, Ings Bridge to Storwood, Wheldrake**Call-In**

If this item is called-in either pre or post decision, it will be considered by Scrutiny Management Committee on: 08/02/10

Internal Clearance Process**Pre-Decision**

By Chief Officers at

on:

By Political Group Leaders on:

By Strategic Policy Panel (if required) on:

Post-Decision

FORWARD PLAN ITEM**Meeting:** Executive Member for City Strategy**Meeting Date:** 02/02/10**Keyword:****Item Type:** Executive Member Decision - of 'Normal' importance**Title of Report:** Public Rights of Way - Application for Definitive Map Modification Order Alleged Public Footpath, from Main Street to Sparrow Hill Farm, Wheldrake**Description:** Purpose of report: DMMO has been received to add a footpath to the definitive map.

Members are asked to: The Executive Member will be required to consider the evidence received and asked to follow the officer's recommendation, based on the evidence received to date, and make the order.

Wards Affected:**Report Writer:** Joanne Coote **Deadline for Report:** 19/01/10**Lead Member:** Councillor Steve Galloway**Lead Director:** Director of City Strategy**Contact Details:** Joanne Coote

joanne.coote@york.gov.uk

Implications**Level of Risk:** 01-03 Acceptable **Reason Key:****Making Representations:** N/A**Process:** N/A**Consultees:** N/A**Background Documents:** Committee Report for Public Rights of Way - Application for Definitive Map Modification Order Alleged Public Footpath, from Main Street to Sparrow Hill Farm, Wheldrake**Call-In**

If this item is called-in either pre or post decision, it will be considered by Scrutiny Management Committee on: 08/02/10

Internal Clearance Process**Pre-Decision**

By Chief Officers at

on:

By Political Group Leaders on:

By Strategic Policy Panel (if required) on:

FORWARD PLAN ITEM

Meeting: Executive Member for City Strategy

Meeting Date: 02/02/10

Keyword:

Item Type: Executive Member Decision - of 'Normal' importance

Title of Report: Public Rights of Way - Application for Definitive Map Modification Order Alleged Public Footpath, Church Lane to Carr Lane, Wheldrake

Description: Purpose of report: DMMO has been received to add a footpath to the definitive map.

Members are asked to: The Executive Member will be required to consider the evidence received and asked to follow the officer's recommendation, based on the evidence received to date, and make the order.

Wards Affected:

Report Writer: Joanne Coote **Deadline for Report:** 19/01/10

Lead Member: Councillor Steve Galloway

Lead Director: Director of City Strategy

Contact Details: Joanne Coote

joanne.coote@york.gov.uk

Implications

Level of Risk: 01-03 Acceptable **Reason Key:**

Making Representations: N/A

Process: N/A

Consultees: N/A

Background Documents: Committee Report for Public Rights of Way - Application for Definitive Map Modification Order Alleged Public Footpath, Church Lane to Carr Lane, Wheldrake

Call-In

If this item is called-in either pre or post decision, it will be considered by Scrutiny Management Committee on: 08/02/10

Internal Clearance Process

Pre-Decision

By Chief Officers at

on:

By Political Group Leaders on:

By Strategic Policy Panel (if required) on:

Post-Decision

FORWARD PLAN ITEM**Meeting:** Executive Member for City Strategy**Meeting Date:** 02/02/10**Keyword:****Item Type:** Executive Member Decision - of 'Normal' importance**Title of Report:** Public Rights of Way - Application for Definitive Map Modification Order Alleged Public Footpath, Main Street to North Lane (Love Lane), Wheldrake**Description:** Purpose of report: DMMO has been received to add a footpath to the definitive map.

Members are asked to: The Executive Member will be required to consider the evidence received and asked to follow the officer's recommendation, based on the evidence received to date, and make the order.

Wards Affected:**Report Writer:** Joanne Coote **Deadline for Report:** 19/01/10**Lead Member:** Councillor Steve Galloway**Lead Director:** Director of City Strategy**Contact Details:** Joanne Coote

joanne.coote@york.gov.uk

Implications**Level of Risk:** 01-03 Acceptable **Reason Key:****Making Representations:** N/A**Process:** N/A**Consultees:** N/A**Background Documents:** Committee Report for Public Rights of Way - Application for Definitive Map Modification Order Alleged Public Footpath, Main Street to North Lane (Love Lane), Wheldrake**Call-In**

If this item is called-in either pre or post decision, it will be considered by Scrutiny Management Committee on: 08/02/10

Internal Clearance Process**Pre-Decision**

By Chief Officers at

on:

By Political Group Leaders on:

By Strategic Policy Panel (if required) on:

FORWARD PLAN ITEM**Meeting:** Executive Member for City Strategy**Meeting Date:** 02/02/10**Keyword:****Item Type:** Executive Member Decision - of 'Normal' importance**Title of Report:** Orbital Cycle Route : Proposed Improvement Schemes**Description:** Purpose of report: The report will highlight the strategic importance of the Orbital Cycle Route, and outline proposals for improving three specific sections to make the route more attractive and cycle friendly. The three sections are Clifton Green to Crichton Avenue, Hob Moor to Water End and James Street to Heslington Road.

Members are asked to: Executive Member will be asked to support to the outline scheme proposals put forward in the report.

Wards Affected:**Report Writer:** Malcom McAulay **Deadline for Report:** 19/01/10**Lead Member:** Councillor Steve Galloway**Lead Director:** Director of City Strategy**Contact Details:** Malcom McAulay

malcom.mcaulay@york.gov.uk

Implications**Level of Risk:** 01-03 Acceptable **Reason Key:****Making Representations:** N/A**Process:** N/A**Consultees:** N/A**Background Documents:** Committee Report for Orbital Cycle Route : Proposed Improvement Schemes**Call-In**

If this item is called-in either pre or post decision, it will be considered by Scrutiny Management Committee on: 08/02/10

Internal Clearance Process**Pre-Decision**

By Chief Officers at

on:

By Political Group Leaders on:

By Strategic Policy Panel (if required) on:

Post-Decision

FORWARD PLAN ITEM	
Meeting:	Executive
Meeting Date:	16/02/10
Item Type:	Executive Decision - of 'Normal' Importance
Title of Report:	Introduction of a Taxi Card for disabled persons
Description:	<p>Purpose of report: Replace Transport Tokens with a state of the art secure smartcard system. Will affect current token users (2000 disabled persons) and local taxi operators. Allow at least 6 months lead time for full EU tendering process and scheme operation. Scheme proposed to commence operation in 2010-11.</p> <p>Members are asked to: Consider the procurement of a taxi card system to replace Transport Tokens.</p>
Wards Affected:	
Report Writer:	Andrew Bradley
Lead Member:	Councillor Steve Galloway
Lead Director:	Director of City Strategy
Contact Details:	Andrew Bradley
	andrew.bradley@york.gov.uk
Deadline for Report:	04/02/10
Implications	
Level of Risk:	04-08 Regular monitoring required
Reason Key:	
Making Representations:	N/A
Process:	N/A
Consultees:	N/A
Background Documents:	Committee Report for Introduction of a Taxi Card for disabled persons
Call-In	
	If this item is called-in either pre or post decision, it will be considered by Scrutiny Management Committee on: 22/02/10
<u>Internal Clearance Process</u>	
<u>Pre-Decision</u>	
<i>By Chief Officers at</i>	QCG (No meeting - Circulation Deadline only) on: 28/01/10
<i>By Political Group Leaders on:</i>	
<i>By Strategic Policy Panel (if required) on:</i>	
<u>Post-Decision</u>	