



## 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, 8 December 2009

**Time:** 5.30 pm

**Venue:** The Guildhall, York

## **AGENDA**

**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.

**2. Minutes (Pages 5 - 14)**

To approve and sign the minutes of the last meeting of the Economic & City Development Overview & Scrutiny Committee held on 29 September 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 7 December 2009**.

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

**4. 2009/10 Finance and Performance Monitor 2 Report** (Pages 15 - 20)

This report provides details of the 2009/10 forecast outturn position for both finance and performance in City Strategy, Housing Services and Licensing and Regulation within Neighbourhood Services.

**5. Executive Member for City Strategy** (Pages 21 - 34)

The Executive Member for City Strategy will be in attendance to report on progress to date and forthcoming priorities in relation to his portfolio. Further detailed information is set out in his report.

**6. Feasibility and Assessment Report - Councillor Call for Action (CCfA) in relation to maintenance, parking and safety issues at Broadway Shops.** (Pages 35 - 70)

This report asks 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.

**7. Open Letter from Members of the York Environment Forum** (Pages 71 - 74)

The Chair of the York Environment Forum will present this open letter to Members of the Committee.

**8. Interim Report of the Water End Task Group** (Pages 75 - 82)

This report presents Members of the Committee with a draft extended scope and timetable for the Water End review. The report also presents background information and work undertaken by the Task Group to date.

**9. Scoping Report - Newgate Market** (Pages 83 - 90)

This report provides information to the Committee prior to the proposed commencement of a new scrutiny review on Newgate Market. It also asks Members of the Committee to approve and/or amend the remit and scope for the review.

**10. Feasibility Study - Safe Travel to School** (Pages 91 - 100)

This report presents Members with a feasibility study regarding a scrutiny topic on the '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'.

**11. Work Plan 2009/10** (Pages 101 - 106)

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

**12. Urgent Business**

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

**Democracy Officer:**

Name: Jill Pickering

Contact details:

- Telephone – (01904) 552061
- E-mail - [jill.pickering@york.gov.uk](mailto:jill.pickering@york.gov.uk)

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

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

Contact details are set out above

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

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

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

### **Scrutiny Committees**

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

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

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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

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MEETING	ECONOMIC & CITY DEVELOPMENT OVERVIEW & SCRUTINY COMMITTEE
DATE	29 SEPTEMBER 2009
PRESENT	COUNCILLORS PIERCE (CHAIR), HUDSON (VICE-CHAIR), HYMAN, HOLVEY, KIRK, SCOTT, POTTER AND D'AGORNE

## 15. DECLARATIONS OF INTEREST

Members were invited to declare at this point in the meeting any personal or prejudicial interests, other than the standing declarations, that they might have in the business on the agenda.

Councillor Pierce expressed a personal non prejudicial interest in Agenda Item 4, the Finance and Performance Monitor 1 Report, as a board member for York Travellers Trust.

Councillor Scott expressed a personal non prejudicial interest in Agenda Item 5, the Interim Report of the Water Lane Councillor Call for Action Task Group and General Update, as the Member who registered the original CCfA.

Councillor D'Agorne also expressed a personal non prejudicial interest in Agenda Item 5, as a member of the Cycle Touring Club.

Councillor Holvey expressed a personal non prejudicial interest in Agenda Item 8, the Economic Development Programme, in his role as an Economic Policy Manager for Leeds City Council.

Councillor Hyman also expressed a personal non prejudicial interest in Agenda Item 8, as the Council's representative on the York-England.com Board, and as a member of the Audit Board for Science City York.

Councillor Pierce expressed a personal non prejudicial interest in Agenda Item 8 as a former lecturer and current researcher at the University of York.

## 16. MINUTES

RESOLVED: That the minutes of the last meeting of the Committee held on 12 August 2009 be approved and signed by the Chair as a correct record.

## 17. PUBLIC PARTICIPATION

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

**18. FINANCE AND PERFORMANCE MONITOR 1 REPORT**

Members received a report into the 2009/10 financial and performance forecast outturn position in City Strategy, Housing Services and Licensing and Regulation within Neighbourhood Services.

Members highlighted an issue regarding spending on bus tokens. The tokens were sold to City of York Council at face value but because only a small percentage of these were ever redeemed, National Transport Tokens were able to make a profit.

Officers answered a query from Members relating to the overspend on bus tokens within the budget. They stated that there had been an unexpected demand from eligible members of the public to register for the bus tokens rather than bus passes.

Some Members suggested that the City of York Council could issue their own transport tokens rather than purchasing them from National Transport Tokens. They thought that Ryedale District Council had issued their own tokens and they felt that the benefit of such a scheme to a Local Authority far outweighed the costs for distribution.

The Committee agreed that they would like to receive a more in-depth report on this and agreed to add this to their workplan. (Minute 23 refers.)

Further discussions also ensued on the following issues:

- Remedial action taking place through the reduction of funds for non specific departmental projects.
- The reasons for overspending of utility costs at Travellers Sites.
- Statistics on homelessness and how new allocation measures had made a significant impact on overall numbers.
- Unemployment numbers and trends in York in relation to the national average.

RESOLVED: That the report be noted.

REASON: To update the scrutiny committee of the latest finance and performance position.

**19. INTERIM REPORT OF THE WATER LANE COUNCILLOR CALL FOR ACTION TASK GROUP AND GENERAL UPDATE**

Members considered an Interim Report updating them on the first meeting of the Water Lane Councillor Call For Action (CCfA) task group, and on the relevant outcomes of the Executive Member for City Strategy Decision Session on 1<sup>st</sup> September 2009, Scrutiny Management Committee (Calling In) on 14<sup>th</sup> September 2009 and Executive (Calling In) on 15<sup>th</sup> September 2009.

Discussions between Members and Officers concerned the following issues:

- The cost of the Water Lane cycle scheme.
- Possible future planning applications by St Peter's School and whether this would block access and lead to the temporary removal of speed cushions in Westminster Road.
- The legal implications shown in the Draft Remit for the Committee in relation to the CCfA, coming from the Land Compensation Act 1973.

Members agreed that the outcome of the Executive (Calling In) meeting on 15<sup>th</sup> September 2009, had gone a long way towards easing some of the immediate concerns raised by the CCfA. However, there was still work to be undertaken by the Committee in terms of long term solutions and addressing the remaining issues set up in the Draft Remit (Annex D of the report refers.)

Members of the Committee decided to form a task group to look at items 2,3 and 4 of the remit. These items are:

- If any further improvements can be made to address the current traffic issues in the Water End area.
- To identify measures or actions that can be taken to assist in the smooth implementation of similar schemes in the city.
- To understand the context of the Land Compensation Act 1973 in relation to the CCfA.

This task group would be comprised of Councillors Scott, Pierce, Hudson and D'Agorne.

Objective one of the remit would be looked at after the 1 December 2009, when the Executive Member for City Strategy has received his report for the Decision Session. This will include the results of surveys conducted in the Water Lane area of the city. Members of the Committee will be asked for their views on this report prior to the Executive Member making his decision.

RESOLVED: (i) That the CCfA is still live but some of the initial concerns have been appeased since it was first registered.

(ii) That the draft remit be approved.

REASON: In order to progress the CCfA.

## **20. IMPLEMENTATION OF PLANNING CONDITIONS AND ADOPTION OF NEW ESTATES**

Members considered a report to update them on the implementation of planning conditions and the adoption of new estates. This report included the decision taken by the Executive Member for City Strategy at the Decision Session on 1<sup>st</sup> September 2009. Councillor Simpson Laing had originally suggested this topic as a Scrutiny topic for the committee at a previous meeting held on 14<sup>th</sup> July 2009. Her further comments are attached to these minutes

At the Executive Member Decision Session for City Strategy on the 1<sup>st</sup> September, the Executive Member requested an interim progress report in the final quarter of the year to show which highways adoptions have been completed, he also recommended that officers make contact with other Local Authorities for examples of best practice and asked for arrangements to be made to establish a local developer forum to meet twice a year with the Executive Member and Officers to discuss current and future schemes.

Members appreciated the reasons for why Councillor Simpson Laing had brought forward the issue to the committee, but suggested that the decision taken by the Executive Member on the 1<sup>st</sup> September 2009 was a step forward.

Members also added that the Executive Member report was very thorough and that it would be beneficial to look at the progress report due to be presented to the Executive Member for City Strategy in the final quarter of the year.

- RESOLVED:
- (i) That the report to the Executive Member for City Strategy dated 18<sup>th</sup> August 2009 be noted.
  - (ii) That the decision on whether to progress this topic to review be deferred until after the Executive Member for City Strategy has received his progress report.

REASON: To allow for a further progress report to be received.

## **21. NEWGATE MARKET - FOCUS REPORT**

Members received a focus report on Newgate Market, which updated information given to the committee verbally at the meeting held on the 15<sup>th</sup> July 2009. The information requested by the committee in the report was a general overview of trading conditions as a result of the current economic climate.

Officers updated Members on the current conditions in the market and said that although the national economic downturn had affected outdoor market traders, that during the year the number of licensed traders within Newgate and the number of casual pitches used has increased.

Discussions between Members and Officers related to:

- The City Centre Action Plan and associated funding.
- Properties on the Shambles and how they relate to Newgate Market.
- The effect of Continental Markets in Parliament Street on stalls within the market.

Certain Members expressed a desire for a more comparative stance within the Officer's report for example, on what makes a good market.

- RESOLVED:
- (i) That the report and the information provided by Officers be noted.
  - (ii) That a Feasibility Report on the immediate, short term and long term development of Newgate Market should be prepared by the Scrutiny Officer for the next meeting of the Committee.

REASON: To inform the work of the Committee.

## 22. ECONOMIC DEVELOPMENT PROGRAMME

Members considered a report from the Assistant Director of Economic Partnerships and Development, on the Economic Development Programme. This report, with an updated overview of the current economic climate, was requested by the Committee at the meeting on the 14<sup>th</sup> July 2009. In addition to the report Councillor D'Agorne also tabled a report on Green Tasks Jobs. This was to be presented to the Executive on 6<sup>th</sup> October 2009 and can be found on the Council's website. He also tabled a document entitled "A New Approach" and this is attached as an annex to these minutes.

Members and Officers discussed the following issues:

- The significance of Science City York in the development of a future technology and science cluster and its wider links with the city.
- The York Central development
- Methods of improving the reputation of jobs within certain career areas such as tourism.
- Economic resilience and alternative methods to approach economic development given the current national downturn.

Members suggested in relation to the discussion of Science City York that they would like to invite the Chief Executive Officer of Science City York to give a presentation and answer Members questions on its relationship with the economic development of the city.

They then added that the Leader of the Council, Councillor Waller, should be invited to attend this presentation.

The Officer recommended that Members might wish to attend the Pre Council Seminar on Science City York on 15th October 2009.

- RESOLVED:
- (i) That the report be noted.
  - (ii) That, if required, after the pre Council Seminar Science City York be invited to address the Committee.

REASON: To inform the work of the Committee.

**23. WORKPLAN AND FORWARD PLAN EXTRACTS**

Members considered the work plan for the Economic and City Development Overview & Scrutiny Committee for 2009-10.

The Scrutiny Officer updated Members that the Scrutiny Management Committee had recently allocated a new Councillor Call for Action (CCfA) in relation to parking, safety and maintenance issues at Broadway shops to the committee. The Committee asked the Scrutiny Officer to prepare a feasibility report on this for the December meeting.

Members agreed that the following work areas be added to the work plan:

- To receive a further in depth report on bus tokens. (Minute 18 refers.)
- To receive and comment on an interim report from the CCfA (Water Lane) Task Group. (Minute 19 refers.)
- To receive a report on adoption of estates due to be presented to the Executive Member for City Strategy before deciding whether to progress the topic to a scrutiny review. (Minute 20 refers.)
- To receive a feasibility report on Newgate Market. (Minute 21 refers.)
- To invite Science City York, if required, to address the committee at a later date. (Minute 22 refers.)
- To receive feasibility report on the Broadway Shops CCfA in December. (Minute 23 refers.)

RESOLVED: That the reports detailed above be added to the work plan of this Committee.

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

Councillor R Pierce, Chair

[The meeting started at 5.35 pm and finished at 8.00 pm].

**Comments from Councillor Simpson-Laing**  
**Agenda Item 6 – Implementation of Planning Conditions & Adoption of**  
**New Estates**  
**Tuesday 29<sup>th</sup> September 2009**

In my view there still seems to be confusion within CYC at what is being requested and this is borne out in Annex A - Para 9 which has nothing to do with the issue of the Scrutiny Topic submitted.

Across the City there have in recent years been developments, as mentioned in Annex A - Para 14, and also including St Peter's Quarter, and until recently Sovereign Park, that have been left without 'services' that residents expected to receive.

**The problem is that Planning Conditions are not being monitored.** This is clear as I noted at Planning on Thursday 24th September that the 'Outline Conditions' clearly state that certain conditions have to be met before work can commence and yet now we are at the 'Reserved Matters' stage and still the conditions have not been met. Is the issue that CYC set conditions for them to be ignored and so Councillors are wasting their time trying to win a losing battle or is it that there is a staffing issue in both Development Control and Legal. Either way the word must be getting around that its ok to 'go off plan' as CYC will not bother to stop the work. Just how many 'Stop Notices' have CYC issued to big national developers

I also feel that the adoption of communal or community areas should also be included in this Scrutiny. Again due to the lack of on site visits to monitor work these areas are often not adopted for sometime due to incorrect planning and/or sub standard planting. Whilst the arguments go on between CYC and the developers the residents are left living in a 'jungle' with communal areas left to go 'wild'. Then the merry go round starts of the residents complaining to the Councillors, the Councillors reporting it to the Council and the Council saying that they cannot do anything about the 'mess' as it is private land and so it goes around and around.

The outcome is that residents are not happy and yet there seem to be, and this is in residents' words, *'putting the ball in someone else's court because as long as CYC get their Council Tax they don't care'*.

It clearly seems that this issue is neither understood or wanted to be understood by the Executive Member. What he fails to realise is that in the end such schemes take up hundreds of Council Officers time and cost the Council money where as proper monitoring in the first place and the appropriate use of the law would save time and money

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**Submission from Councillor D'Agorne -A Different Approach  
Agenda Item 8-Economic Development Programme Tuesday 29<sup>th</sup>  
September 2009**

Under item 8 on the agenda for the Economic and City Development Overview and Scrutiny Committee Sept 29th 2009 I would like to propose that our workplan must include a more critical analysis of the strategy for developing a more sustainable local economy, drawing on the work of organisations like the New Economics Foundation.

Members who want to learn more about this perspective can look at their websites: [www.neweconomics.org](http://www.neweconomics.org) and [www.pluggingtheleaks.org](http://www.pluggingtheleaks.org) This is the basic critique of the conventional approach in our current strategy that focusses on promoting competition and expanding exports:

## **A Different Approach**

*The issue is not necessarily that too little money flows into a neighbourhood. Rather, it is what consumers, public services and businesses do with that money. Too often it is spent on services with no local presence, and so immediately leaves the area (hence the concept of a 'leaky bucket').*

Our starting point is the energy for changing the local economy from within a community, and the natural resourcefulness, skills and passions of local people. The principle behind this approach is that people who live and work in a place, and others who care about its future, are best positioned to find enterprising solutions, implement them and reap the rewards.

In many places different parts of the economy - local businesses, voluntary sector agencies, and the public sector - do not talk to each other to maximise local opportunities. For the local economy to undergo durable and robust change, the capability and energy of everybody needs to be harnessed. We believe that promoting and supporting local enterprise should be part of any strategy for economic regeneration. Local enterprises are more likely to employ local people, provide services to improve the local quality of life, spend money locally and so circulate wealth in the community, promote community cohesion and, by reducing transportation of goods from across communities, are likely to have a smaller environmental footprint. The approach also recognises that communities do not develop their local economies in isolation.

## **Contrast this with Section A2 of the Economic Development Strategy and Action Programme**

"York has a lower proportion of foreign owned companies than most comparator regions. As a result the city is losing out on access to potentially better products and process technologies and access to knowledge from parent companies.... Increasing the number of foreign owned firms would

likely improve competition in the market in York." AND yet York is acknowledged to have a strong local economy and jobs market (page62)

## Proposal:

In the light of this, the committee might consider looking at the work that the New Economics Foundation has done in regeneration and community enterprise, particularly in relation to the findings of Yorks Green Task Force on developing a low carbon economy that can capitalise on the opportunities for developing green technologies (please insert paper from Exec agenda for Oct 6th)

For example:

The **Green New Deal** is a response to the credit crunch and wider energy and food crises, and to the lack of comprehensive, joined-up action from politicians. It calls for:

- Massive investment in renewable energy and wider environmental transformation in the UK, leading to,
- The creation of thousands of new green collar jobs
- Reining in reckless aspects of the finance sector – but making low-cost capital available to fund the UK's green economic shift
- Building a new alliance between environmentalists, industry, agriculture, and unions to put the interests of the real economy ahead of those of footloose finance

The Green New Deal is published by **nef** on behalf of the Green New Deal Group

## Local Multiplier 3 (LM3)

Measuring your impact on the local economy

LM3 allows any organisation to measure its economic impact on the local economy and work out how to improve it.

Across the UK, organisations face the same growing challenge: how to deliver more for less. The public sector faces budget cuts for the next decade, while the not-for-profit sector faces a dwindling pot and movement away from grant-making.

LM3 makes it possible for them to understand where their money goes, how that money impacts on the local economy, and, most importantly, how to improve the local economy while spending the same or less money. It marks a step-change in measuring economic sustainability by enabling any organisation to measure any expenditure on any geographic area using current data.

[http://www.pluggingtheleaks.org/downloads/local\\_alchemy\\_overview.pdf](http://www.pluggingtheleaks.org/downloads/local_alchemy_overview.pdf)



## Economic and City Development Overview and Scrutiny Committee

8<sup>th</sup> December 2009

### Report of the Director of City Strategy

#### 2009/10 Finance and Performance Monitor 2 Report

##### Summary

1. This report provides details of the 2009/10 forecast outturn position for both finance and performance in City Strategy, Housing Services and Licensing and Regulation within Neighbourhood Services.

##### Analysis

##### Finance – forecast outturn overview General Fund

2. The current outturn position within the City Strategy Directorate is a projected overspend of £+239k (£+163k) on a total net budget of £7.8m, Housing General Fund has a projected overspend of £+52k (£nil) on a net budget of £1,407k, and Licensing and Regulation has a net saving of £-16k (£nil) on a budget of £-21k. Service Plan Variations by service plan are shown below:

	Net Budget £'000	Projected Outturn £'000	Monitor 2 Variance £'000	Monitor 1 Variance £'000
<b>City Strategy Directorate</b>				
City Development & Transport	3,638	3,702	+64	+175
Planning & Sust. Development	1,364	1,520	+156	+169
Resource & Business Management	94	165	+71	+69
Economic Development	2,717	2,715	-2	-
Remedial Action Proposed		-50	-50	-250
<b>Total</b>	<b>7,813</b>	<b>8,052</b>	<b>+239</b>	<b>+163</b>
<b>HASS Directorate</b>				
Housing General Fund	1,407	1,459	+52	0
<b>Neighbourhoods Directorate</b>				
Licensing & Regulation	-21	-37	-16	0

Note: '+' indicates an increase in expenditure or shortfall in income  
 '-' indicates a reduction in expenditure or increase in income

3. Details of the main variations by service plan are detailed in the following paragraphs.

City Development and Transport £+64k (£+175k)

4. Car Parking income is forecast to be £+133k below budget which is made up of £+61k short stay, £+53k standard stay, £+37k on-street offset by £-18k surplus on Respark and season tickets.
5. There is an underspend of £-90k on employee costs within Network Management where a number of posts were unfilled in the first part of the year and £-15k underspend on new Respark schemes. This is offset by £+40k shortfall in income from new highway schemes.
6. There has been additional costs of £+216k compared to budget in issuing bus tokens and bus pass reimbursements to operators. The North Yorkshire Concessionary Fare partnership will reduce costs by bringing in revised reimbursement rates on 1<sup>st</sup> December 2009. This is offset by £-220k savings in road safety, speed camera trial, park & ride operations and other staff savings within the service area.

Planning and Sustainable Development £+156k (£+169k)

7. The economic downturn has continued to have a significant impact income within the Planning Service. The planning income projected shortfall is £+500k, a 46% reduction in income on the previous year following a sharp reduction in major scheme applications. Income from building control is projected to be a further £+125k below budget but offset by £-15k staff savings. There is a further saving of £-14k from reduced activity in Land Charges.
8. The government is reviewing the distribution of Housing and Planning Delivery Grant for 2009/10 and 2010/11. The total 2008/09 distribution was £101m and this increases to £135m and £200m respectively. York would receive an additional -£440k in 2009/10 based on a similar proportion of funding.

Resource & Business Management £+71k (£+69k)

9. The primary reason for this projected overspend is the lower than expected dividend from Yorwaste (£+130k) due to reduced tonnages and reductions in recyclates prices. There is additional financial, technical and legal costs incurred on the Waste PFI project (£+56k) but this is offset by an underspend on staffing (£-44k) due to a staff vacancy. Elsewhere, there are (£-71k) staff savings within finance and performance and from the Director covering Chief Executive post.

Economic Development £-2k (£+0k)

10. Latest projections are that the net shortfall in market income of £+32k will be offset by £-34k savings due to a staff vacancy, reduced Key Cities contribution and a freeze on overheads.

Remedial Action

11. It was reported at the last scrutiny committee meeting that the Departmental Management Team had identified actions to reduce the overspend by £250k comprising vacancy management measures as well as cash limiting budgets and reviewing project expenditure across the Directorate. The result of this action has been taken into account within the individual service plan areas (reported above) however a residual £50k assumed vacancy management saving remains.
12. The Executive meeting (17<sup>th</sup> November 2009) agreed to amend budget targets for Directorates based on a 1.5% saving target. This means that City Strategy has a revised budget target for the year allowing a year end overspend of £114k.
13. This means that the Directorate has to identify further savings of £125k. These savings options will be reported through the next monitoring report.

Housing Services £+52k (£0k)

14. The review of the Housing General Fund budgets indicates that the service will overspend the budget by £+52k due to increased cost of repairs and utilities at travellers sites.

Licensing & Regulation Services £-16k (£+0k)

15. The current projection forecasts that the service plan area will underspend by £-16k due to staff vacancy.

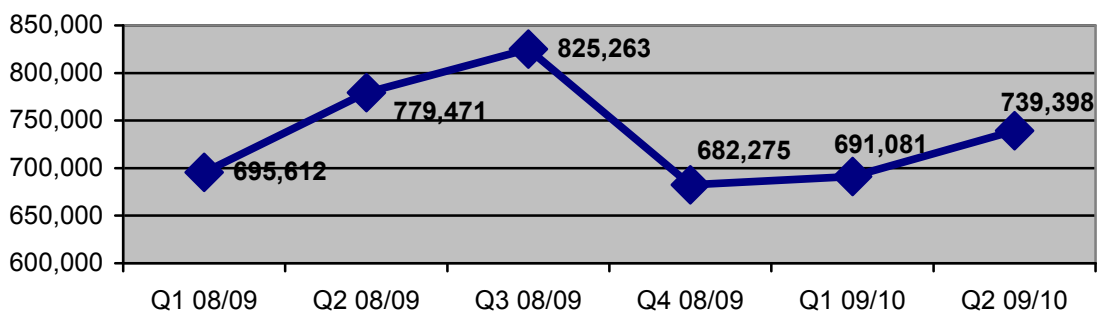
Housing Revenue Account (HRA)

16. The working balance budget on the HRA is £8,149k and this first review indicates a net overspend of £415k, leaving a projected working balance of £7,734k. The variances include:
  - a. Overspends totalling £1,297k, the main areas being jobs general, where there has been an increase in both the cost and volume of repairs work completed under the repairs partnership amounting to £447k, increased provision for bad debts of £49k mainly due to higher level of write-offs and £735k for the reduction in rents in line with the Government determination.
  - b. Underspends totalling £882k, including £748k from a reduction in the negative subsidy payable to Government following the rent decrease and £48k on housing operations and asset management mainly due to staff vacancies.

## Performance – Monitor 2 Overview

### City Development and Transport

17. NPI 47 (LAA): People killed or seriously injured in road traffic accidents. The number of incidents for April to September 2009 currently stands at 19. This is significantly better than the 44 incidents that occurred for the same time period in 2008. A range of successful initiatives have been introduced over the past year, including the 'Made you Look' campaign, which was launched in 2008. Others include a 'Safer Business Driving Conference', coordinated by the council in June 2009 and a similar event for older drivers took place in October 2009. NI 47 is an LAA indicator and if the trend continues York will come in well under the 2009/10 target of 87 incidents.
18. Though these figures are exceptionally positive it must be noted that these are provisional figures which are subject to change once the data has undergone a quality checking process. The numbers are also relatively small so are potentially subject to significant variations from month to month and year to year.
19. Park and Ride: The number of Park and Ride passenger journeys has fallen compared to the same time period in 2008. Residents and visitors to York are being encouraged to use the bus through a variety of means. These include York's first 'Car Free Day' on 22nd September when two of the City's major bus operators were offering free day passes on their services (First/Park & Ride and Transdev/Coastliner). The council is also gradually rolling the 'Your next bus' initiative, providing SMS text, real time bus information to mobile phone users.



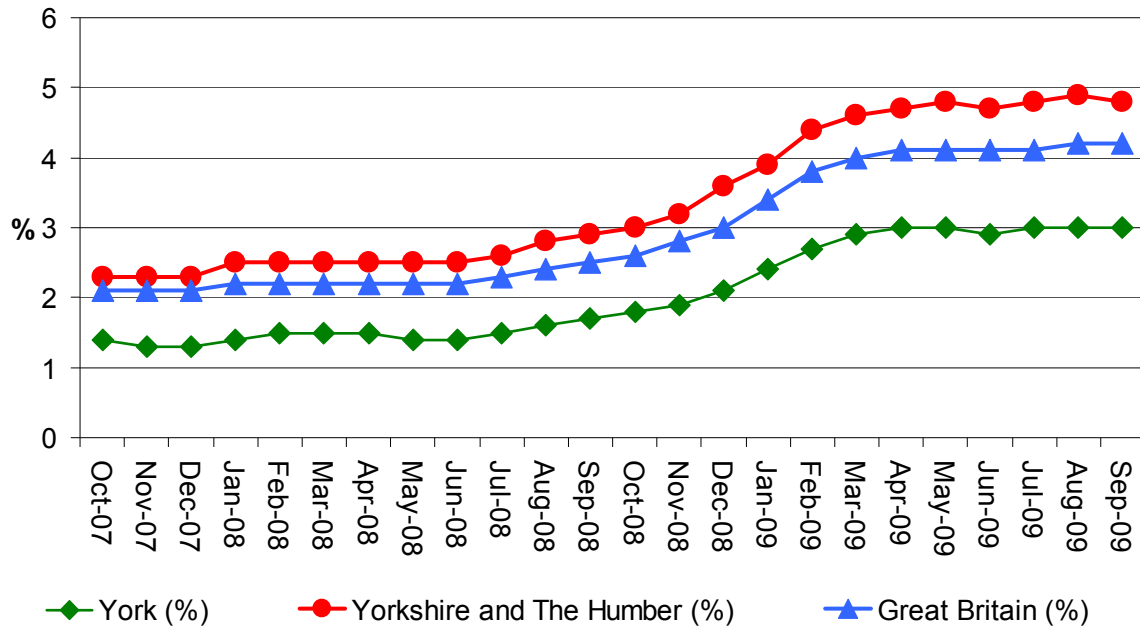
*Note: It is not possible to compare to previous park and ride figures due to a change in the way the numbers are counted. There are also seasonal variations.*

### Economic Development

20. VJ15a&b: Unemployment. York's unemployment rate (12 month rolling average) is currently 1.8% below the regional and 1.2% below the national average. Despite the economic climate, the gap has widened from the same period last year and current monthly figures show the gap to be even higher. The % of people claiming job seekers allowance continues the local overall trend showing the decrease in claimants in June was an anomaly, although numbers have remained stable since April. The graph

below also shows that York is performing better than the Yorkshire and Humber Region and Great Britain. However the Yorkshire average did come down slightly in September.

Claimant Count Oct 07 to Sept 09



Resource and Business Management

- 21. This service plan area holds the cross cutting performance information for the directorate of City Strategy; for example, indicators relating to Health and Safety, Human Resources, Customer First and Finance. Resource and Business Management is not responsible for any National Performance Indicators.

Housing Services

- 22. NPI 155: Affordable homes (LAA indicator) - all bungalows on St Anne's site have now been demolished and work has started on building new 'affordable bungalows'. Work has also started on Phase 2 at Richmond & Regent Street. The number of affordable homes that will be delivered by the council this year is predicted to be around 150-180. This will be similar to the 155 delivered in 2008/09, but will fall short of the 2009/10 LAA target of 280 homes. The current economic climate has had a major impact on this indicator (the 2010/11 target of 350 was set before the recession started). Officers are meeting with the Government Office in November to help revise this target to reflect more achievable performance under the current economic circumstances.

Licensing

- 23. Licensing is not responsible for NPIs or LAA indicators.

**Corporate Priorities**

- 24. The information included in this report demonstrates progress on achieving the council's corporate strategy (2009-12) and the priorities set out in it.

**Implications**

- 25. There are no financial, human resources, equalities, legal, crime & disorder, information technology, property or other implications associated with this report.

**Risk Management**

- 26. The report provides Members with updates on finance and service performance and therefore there are no significant risks in the content of the report.

**Recommendations**

- 27. As this report is for information only, there are no recommendations.

Reason: To update the scrutiny committee of the latest finance and performance position.

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**Specialist Implications Officer(s)** None

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

**All**

√

**Background Working Papers**

**Second Performance and Financial Monitor for 2009/10 , Executive 17<sup>th</sup> Nov 2009**

**Annexes**  
**None**



## 1 **Local Development Framework (LDF)**

2 The information included within this note covers the progress on the following components  
3 of the LDF:

- 4 ○ Core Strategy DPD;
- 5 ○ Allocations DPD;
- 6 ○ Statement of Community Involvement;
- 7 ○ City Centre AAP; and
- 8 ○ York Northwest AAP.

9 In the three year project plan (the Local Development Scheme) approved by GoYH in 2008  
10 we committed to developing the following documents: Core Strategy; the Statement of  
11 Community Involvement; Allocations DPD; York Northwest Area Action Plan; and City  
12 Centre Area Action Plan. In addition we also highlighted our intention to publish a range of  
13 documents to supplement our existing evidence base. Progress made in relation to each of  
14 these areas of work along with other information relevant to demonstrating progress is  
15 highlighted below.

### 16 ***Evidence Base***

17 This is the most comprehensive evidence base on planning in the city ever assembled. It  
18 has given us a firm foundation for developing an LDF that addresses local issues and  
19 needs. It helped to inform the comprehensive summary of key issues and challenges in the  
20 Core Strategy. This was one of the key strengths of the plan identified by CABE who  
21 concluded that York's Core Strategy was one of the best in the country they had seen,  
22 having reviewed over 50 plans. It was important to get the evidence base right - the  
23 robustness of the evidence base will be one of the key tests of soundness when the plan  
24 gets to public inquiry.

25 A range of major studies have been completed to support the production of the LDF to add  
26 to and update work previously undertaken for the Local Plan. These include:

- 27 • Strategic Flood Risk Assessment - York Engineering Consultancy (2007);
- 28 • Strategic Housing Market Assessment - Fordham Research (2007);
- 29 • Strategic Housing Land Availability Assessment Phase 1 - City of York Council (2008);
- 30 • Draft Strategic Housing Land Availability Assessment Phase 2 - City of York Council  
31 (2009);
- 32 • Employment Land Review Stage 1 - SQW (2007);
- 33 • Employment Land Review Stage 2 - Entec (2009);
- 34 • Open Space, Sport and Recreation Study - PMP Consultants (2008);

- 35 • Retail Study - GVA Grimley LLP (2008); and  
36 • Biodiversity Audit - City of York Council (2009).

37 Work is currently underway on an Affordable Housing Viability Study (Fordham Research);  
38 a Biodiversity Action Plan (CYC); and a Renewable Energy Strategic Viability Study (AEA).

### 39 ***Core Strategy***

40 An initial Issues and Options consultation was carried out in June/July 2006. Information on  
41 the consultation was sent out to over 500 contacts and exhibitions and workshops  
42 organised. Officers also attended a number of local forums to discuss Issues and Options.  
43 Further to the comments and feedback received as part of the events, 124 separate replies  
44 were received in response to the consultation documents.

45 The Festival of Ideas 2 was held in Autumn 2007, a joint LDF Core Strategy and  
46 Sustainable Community Strategy review consultation. This was very successful with over  
47 2300 responses to a household questionnaire, a City Conference, well attended  
48 stakeholder workshops, and on-line responses giving a wealth of useful feedback. We also  
49 received a further 75 more detailed responses.

50 Consultation was carried out on a Core Strategy Preferred Options document in Summer  
51 2009. This included a city wide leaflet to which 2,250 responses were received. In addition a  
52 further 117 detailed responses were made to the main document. Officers are currently  
53 processing these responses with a report to the LDF Working Group imminent. These  
54 responses alongside the documents Sustainability Appraisal and any new emerging  
55 information will be used to produce a 'submission' draft document for the consideration of  
56 Members.

57 The Planning Inspectorate have been giving us informal advice on the Core Strategy and  
58 when they reviewed progress at the end of 2008 they were very positive about our work to  
59 date concluding that York seemed to be well on the way to creating a locally-distinctive  
60 vision and spatial strategy for the City.

61 The quality of York's document has recently being recognised by CABE who have  
62 highlighted it along with the work of three other authorities as representing national best  
63 practice in the way it communicates and defines its vision and spatial strategy.

### 64 ***Allocations DPD***

65 The Allocations DPD will identify sites for housing, employment, retail, transport, waste and  
66 minerals and a range of community facilities as well as setting the green belt and settlement  
67 boundaries.

68 Consultation on the Allocations Issues and Options document was carried out from March to  
69 May 2008. This sought views on sites put forward and also acted as a 'call for sites'.  
70 Comments were received from 211 respondents. Following the consultation, any new sites  
71 put forward for housing and employment have been assessed through the Strategic  
72 Housing Land Availability Assessment (SHLAA) and Employment Land Review (ELR)

73 respectively. Site assessments for other uses are currently being undertaken. These  
74 assessments will consider a number of elements including: comments received at the  
75 Issues and Options stage; the findings of the Sustainability Appraisal; conformity with the  
76 Core Strategy; and information from the evidence base. This will inform the production of a  
77 Preferred Options Allocations document which we intend to make available to support the  
78 submission of the Core Strategy.

### 79 ***City Centre Area Action Plan***

80 17. A City Centre Area Action Plan Issues and Options document was subject to public  
81 consultation between July and September 2008. 127 detailed responses were received  
82 containing over 1700 separate comments. We ran a range of workshops with 48 attendees.  
83 There were over 100 attendees at public exhibition and events and questionnaires  
84 completed by both Universities. The Preferred Options document is currently in preparation.

85 progress report is being presented to LDF Working Group in December that will outline  
86 progress on the AAP, including:

- 87 ○ appraisals of options and emerging preferred options;
- 88 ○ a revised vision and place-making objectives presented in the form of a Vision  
89 Prospectus to be used for early stakeholder engagement;
- 90 ○ work on background documents; and
- 91 ○ a proposed format for the Preferred Options document.

92 The Issues and Options document contained brief descriptive summaries of character areas  
93 within the Central Historic Core Conservation Area and consulted on the content of these  
94 and the boundary of the Area. The responses to the consultation will feed into the  
95 production of the Conservation Area Appraisal. Consultants are being commissioned by the  
96 Conservation, Design and Sustainable Development team in partnership with English  
97 Heritage. The aim is to consult on a draft of the Appraisal alongside the AAP Preferred  
98 Options document. The AAP will contain draft policies and actions based on the findings of  
99 the Appraisal.

100 The York Renaissance Team will lead on the delivery of major developments in the City, in  
101 line with the economic masterplan that is being developed as a part of the Renaissance  
102 project. It will also help to deliver the key projects emerging from the work on the AAP,  
103 including public realm, accessibility improvements and proposals to enhance gateway  
104 streets. This team will work closely alongside existing staff. It will add value by bringing in  
105 additional capacity and additional design skills (architecture, urban and landscape design).

106 The Visioning and Economic Master Planning commissioned as part of the Renaissance  
107 project will also include a 'critical friend' role for the City Centre AAP. This will involve acting  
108 as an advocate and a 'stimulator' in terms of the work carried out to date on the AAP flowing  
109 out of workshops, including advice on how to embed its aspirations with key stakeholders in  
110 the city, raise its profile and ensure that it is led by a clear vision.

111 The Council has been successful in gaining additional expert support from the consultants  
112 appointed to carry out the Economic Masterplan to also act as a 'critical friend' role in  
113 relation to the City Centre Area Action Plan. Alan Simpson and his team have been  
114 impressed with the amount of work and creative thinking that has gone into the City Centre  
115 AAP to date and were impressed with the presentational style used for the Vision  
116 Prospectus which will be considered by the LDF Working Group in December.

117 Other key strands of work underway to support the City Centre AAP include:

- 118 ○ Placecheck – to analyse the existing character and quality of public spaces in the  
119 city.
- 120 ○ The People Changing Places project focussed on Museum Gardens and Exhibition  
121 Square - this is helping to develop new ways of involving local people in 're-  
122 imagining' how our public spaces could be. We have developed a significant level of  
123 interest, engagement and press publicity through this process, raising awareness of  
124 what we are trying to do in the wider city centre.
- 125 ○ Accessibility study – Transport Planning Unit have started a piece of work to analyse  
126 transport and movement in the city centre to 2030 and identify some potential  
127 measures to improve accessibility and address pedestrian vehicle conflicts to  
128 improve the pedestrian environment of the city centre. Yorkshire Forward are  
129 supporting further work on this as part of the Renaissance York Project. This will help  
130 to inform Preferred Options for the city centre next Spring.

131 We hope to start a significant process of public consultation and engagement on the Vision  
132 Prospectus starting with a major event to launch it in early 2010. This is intended to raise  
133 the profile of the AAP work and gain the 'buy in' of key stakeholders in the city and those  
134 parties who will ultimately be involved in its implementation.

### 135 ***Statement of Community Involvement***

136 Following a three year process and three stages of city wide consultation our Statement of  
137 Community Involvement was submitted to the Planning Inspectorate and deemed 'sound'.

138 The Statement of Community Involvement was formally adopted in December 2007. We are  
139 ensuring that all subsequent LDF documents are produced in compliance with this  
140 statement.

141 We have used the Statement of Community Involvement to structure and inform all of our  
142 consultation work to date. We have carried out five major public consultation exercises to  
143 date to take the various LDF documents forward. These have been multi-faceted and have  
144 generated significant interest and responses. The Council have utilised the experience we  
145 have gained to help develop the wider corporate approach to public consultation.

146 A key issue at the public examination will be that we have taken a 'sound' approach to  
147 public consultation. We have developed a comprehensive consultation database, recorded

148 and summarised all responses and can provide a detailed audit trail of these responses and  
149 how these have influenced policy choices

### 150 ***York Northwest Area Action Plan***

151 An Issues and Options report was published in November 2007. Consultation on this was  
152 carried out between November and January 2008. The consultation responses were  
153 reported to members in May 2008. A vision and number of spatial objectives for the area  
154 (with spatial arrangement of uses within the site) were agreed by members in July 2008.

155 During the Issues and Options consultation we received 49 detailed written responses, held  
156 workshops with over 100 attendees and held exhibitions with nearly 250 attendees

157 Since that time work has progressed on producing specific evidence base documents,  
158 including Option Appraisal, Financial Appraisal, Transport Modelling, Land Use Model  
159 (produced by officers and used for the development of preferred options), Background  
160 Papers on Open Space and Transport and site specific ecological studies. Some of these  
161 documents have been produced in house, with others produced by specialist consultants.

162 Four options have been produced based on differing land uses for the areas. Subsequently  
163 work has been undertaken to establish the sustainability, transport and viability impacts  
164 arising from these scenarios.

165 Officers have liaised on an ongoing basis with the key stakeholders, including both the main  
166 landowners and key organisations/groups to ensure their involvement in the project.

167 Work at the city region level has focused on the prioritisation of York Northwest as part of  
168 the City Region Urban Eco Settlement proposal. Funding is being sought for a range of  
169 sustainability measures through this programme. The York Central site has also been put  
170 forward to be considered as a pilot accelerated development zone. Decisions are awaited  
171 on both these initiatives from the CLG.

172 We have been successful in promoting the idea of an Urban Eco-settlement on the York  
173 Northwest site, one of only 4 identified in the Leeds City Region. A 'pilot' scheme for the  
174 British Sugar site to deliver 60 houses to the highest eco-standards and a raft of other  
175 sustainability measures has been submitted to the DCLG and is likely to be given approval  
176 soon. This will provide York with a national exemplar for developing sustainable  
177 communities and will help us to develop a robust delivery strategy for the York northwest  
178 AAP.

179 The competitive dialogue process for the York Central site has recently been suspended  
180 due to the current economic situation. In view of this officers will now be working with  
181 the York Central Consortium (Yorkshire Forward, Network Rail and the National Railway  
182 Museum) to review the position and see how best we can deliver development in this area.  
183 Alongside this, work is progressing on the former British Sugar site and regular liaison takes  
184 place with the consultant team engaged by Associated British Foods.

185 The Council also submitted a bid for the York Central site to be considered as an  
 186 Accelerated Development Zone (ADZ) where Tax Increment Financing (TIF) would be  
 187 piloted. This would help to front-fund infrastructure costs. This is currently being considered  
 188 by the Treasury, alongside a range of other bids from across the country.

### 189 ***Sustainability Appraisal***

190 We have completed Sustainability Appraisal Scoping Reports and statements for all the  
 191 LDF documents highlighted. In addition a full sustainability appraisal was produced to sit  
 192 along side the Core Strategy Preferred Options document.

### 193 ***Evidence Base***

194 A range of major studies have been completed to support the production of the LDF to add  
 195 to and update work previously undertaken for the Local Plan. These include:

- 196 • Strategic Flood Risk Assessment - York Engineering Consultancy (2007);
- 197 • Strategic Housing Market Assessment - Fordham Research (2007);
- 198 • Strategic Housing Land Availability Assessment Phase 1 - City of York Council (2008);
- 199 • Draft Strategic Housing Land Availability Assessment Phase 2 - City of York Council  
 200 (2009);
- 201 • Employment Land Review Stage 1 - SQW (2007);
- 202 • Employment Land Review Stage 2 - Entec (2009);
- 203 • Open Space, Sport and Recreation Study - PMP Consultants (2008);
- 204 • Retail Study - GVA Grimley LLP (2008); and
- 205 • Biodiversity Audit - City of York Council (2009).

206 Work is currently underway on an Affordable Housing Viability Study (Fordham Research);  
 207 a Biodiversity Action Plan (CYC); and a Renewable Energy Strategic Viability Study (AEA).

### 208 ***Timetabling***

209 This section essentially explains the delays in LDF process compared to the LDS submitted  
 210 to the government office in late 2008. Officers have only just completed this latest projection  
 211 work and has not been reported to the LDF working group yet.

	LDS (Nov 2008)	Latest projection (Nov 2009)	Reason
<b><i>Core Strategy</i></b>			
Publication for pre-submission consultation	Sept 2009	April 2010	Evidence base work on housing, employment and open space needed more time. Time to progress Preferred Options

	LDS (Nov 2008)	Latest projection (Nov 2009)	Reason
			document from draft to final stage. Level of response to Preferred Options consultation was very high.
Submission to Secretary of State for Examination	December 2009	August 2010	Note: We will achieve York's first adopted plan for 50 years by the end of 2010 - as projected.
<b><i>Allocations DPD</i></b>			
Publication for pre-submission consultation	Jan 2010	October 2010	Re-aligning our Allocations DPD programme so that we publish Preferred Options when we publish our Submission Core Strategy – so that a full picture on sites is available.
Submission to Secretary of State for Examination	April 2010	January 2011	Note: We will achieve York's first adopted allocations plan for 50 years by the early 2011, a minor slippage in the overall programme.
<b><i>City Centre AAP</i></b>			
Publication for pre-submission consultation	Feb 2010	Jan 2011	We have re-aligned timescales to allow the Central Historic Core Appraisal work to be fed into the plan.
Submission to Secretary of State for Examination	May 2010	March 2011	Note: We will achieve York's first comprehensive plan for the city centre since the late 1960's by the middle of 2011.
<b><i>York Northwest AAP</i></b>			
Publication for pre-submission consultation	Feb 2010	Under review	We have shifted work from strategy to delivery in the light of the York Central procurement being terminated – three month work programme agreed with the YC partners. This up-front work now (rather than at pre-submission) will inform a deliverable plan.
Submission to Secretary of State for Examination	May 2010	Under review	Note: This focus on delivery is positive: Bid for an ADZ/TIF on York Central Likely Urban Eco-settlement on York Northwest with pilot on British Sugar.

	LDS (Nov 2008)	Latest projection (Nov 2009)	Reason
			Work focussing on a deliverable AAP is the key priority.

212 Changes to the programme are essentially the result of the considerable amount of  
 213 evidence base work we have undertaken and changes to guidance. As you would expect  
 214 we have been closely monitoring the progression of other plans. The failure of plans has  
 215 underlined the need for a robust evidence base to support any approach and led both to a  
 216 requirement for further evidence base work and in some cases a different approach to be  
 217 taken. For example a legal challenge to the approach taken by Blyth Council to affordable  
 218 housing has established the need for full viability assessments to be carried out.

219 Key changes to national guidance include the changes to PPS 12 which was revised and re  
 220 published in June 2008. The revised guidance was less prescriptive than previously, made  
 221 changes to the process of consultation and significantly increased the emphasis on  
 222 deliverability.

223 In addition, some changes to the project plan have responded to local circumstance. For  
 224 example with regard to the production of the Core Strategy this process was deliberately  
 225 delayed by three months in the Summer of 2007 to allow for joint public consultation with  
 226 the Sustainable Community Strategy. This was done to accord with best practice and  
 227 government guidance and also to avoid public confusion which would a risen from the two  
 228 similar consultations being carried out close together. As highlighted above, the joint LDF  
 229 Core Strategy/Community Strategy consultation was very successful with over 2300 people  
 230 responding.

### 231 **Resources**

232 The original growth bid (circa £930k) to progress the LDF was a significant commitment  
 233 from the Council and enabled us to strengthen the team (with 4 three year fixed term  
 234 contracts), commission a significant evidence base, and carry out detailed consultations.  
 235 This has allowed us to make significant progress.

236 We will need further funding to complete the full suite of LDF documents. However, that will  
 237 give us York's first comprehensive planning framework for 50 years and one that is critical  
 238 to the future growth and economic competitiveness of the city.

### 239 **Conclusions**

240 It is worth emphasising that:

241 Significant progress has been made in assembling a comprehensive evidence base - this is  
 242 almost complete and is critical for achieving a sound plan.

243 The work we have done to date is receiving plaudits:



244 ○ on the Core Strategy from CABE; with a very positive relationship with government  
245 office who acknowledge our progress;

246 ○ on the City Centre AAP (in a national journal and from the consultant leading on the  
247 Economic Masterplanning).

248 We will have a full suite of LDF documents in place by 2011 with the critical Core strategy  
249 and Allocations documents adopted by late 2010 and early 2011 respectively; the City  
250 Centre plan will be the first comprehensive plan since the Esher Report of the late 1960's.

251 We are changing the reputation of York from an authority with a problem (no adopted plan  
252 for 50 years) to one that is gaining a national reputation for the quality of its plan-making  
253 (e.g. appearing in a national CABE publication on how to prepare effective Core Strategies).

### 254 **LTP3**

255 York's Local Transport Plan 3 is currently within the Stage 1 consultation period. The city-  
256 wide questionnaire leaflet commenced distribution on 24<sup>th</sup> November and the return date for  
257 responses is 18<sup>th</sup> December. The LTP questionnaire is being distributed to all households  
258 within York along with the 2010 Budget consultation document.

259 In addition to the city wide questionnaire the LTP team are undertaking four stakeholder  
260 workshops in December, made up of a wide variety of stakeholders, and also consulting  
261 with the Quality Bus Partnership and the young people of York.

262 The purpose of the questionnaire and the workshops are to disseminate information about  
263 the start of the new Local Transport Plan and its context and to consult on some of the  
264 issues and priorities that York faces in the future.

265 Stage 1 consultation operates at a high strategic level. The aim is to gain information that  
266 will feed into the option development process. The consultation aims to find out about  
267 respondent's issues and priorities. This will be done by the team firstly identifying what the  
268 public and stakeholders feel are the main pressures in York. For example accommodating  
269 and locating more people, jobs and houses. The team will then relate and discuss these  
270 pressures to transport and find out how important and what transport's job is in terms of  
271 addressing these pressures and challenges. The final exercise will discuss solutions and  
272 actions for the role of transport. Put simply, discover what respondents feel should be done  
273 and what is most important such as improving public transport.

274 LTP3 is different from LTP2 in terms of there being no set time period that it must apply to.  
275 The Council is able to decide for itself how long it wants to plan ahead for, whereas  
276 previously an LTP was to run for five years. The LTP3 document will comprise of a strategy  
277 document and an implementation plan, where measures are identified for the way forward  
278 for York's transport.

279 In addition to the consultation period the LTP3 team are also currently gathering evidence to  
280 feed into the Local Transport Plan and establishing the indicators and targets that the team  
281 feel are relevant to York and its transport.

282 It is important that the new LTP is able to focus on serving the local needs and develop into  
 283 a locally relevant document whilst also incorporating the surrounding spheres of influence  
 284 such as North Yorkshire and Leeds. Also the plan seeks to be part of a much wider agenda  
 285 and link into the Local Development Framework and Sustainable Community Strategy,  
 286 amongst other key drivers.

287 The role of transport is also changing and the LTP3 calls for fresh thinking and ideas this  
 288 time around. It seeks to influence choices, tackling the problem at its cause through  
 289 influencing travel demand rather than simply mitigating its impact. The LTP must also  
 290 recognise that transport can help deliver on a wide range of objectives and interweave with  
 291 work on the economy, health, planning, social inclusion, education and carbon reduction.  
 292 This will be the key to its success.

293 ***Air Quality***

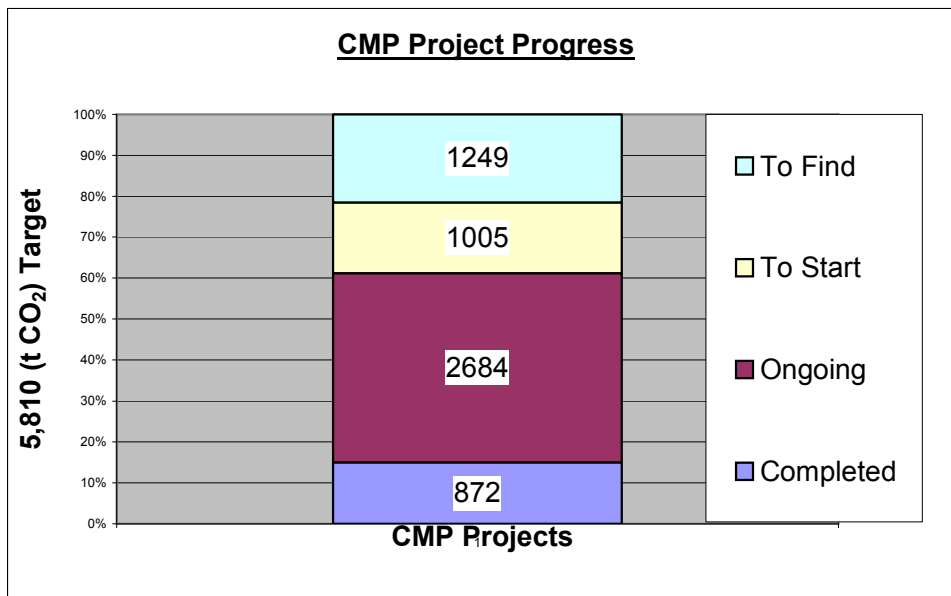
294 Responsibility for Air Quality Management Areas currently rests in the Neighbourhoods  
 295 portfolio. Progress was made towards achieving the, health based, air quality objectives for  
 296 nitrogen dioxide within the Air Quality Management Area (AQMA) until 2005, after which  
 297 pollution began increasing. The environmental protection unit are currently producing a low  
 298 emission strategy to provide a comprehensive approach to reducing traffic and carbon  
 299 dioxide emissions through the planning, transport planning, carbon management and  
 300 procurement processes. These measures will feed into LTP3.

301 **Other Strategy Issues**

302 ***Carbon Management Board***

303 The last Board meeting on 11/11/09 heard that the Council is on target to achieve its 2013  
 304 objectives. Officers are relying heavily on “behaviour change” amongst Staff and Councillors  
 305 to achieve the new 10:10 carbon reduction programme targets.

306 **FIGURE 1: CMP PROJECT PROGRESS**



307

308 **Smart meters**

309 The installation of smart meters across CYC buildings is underway. CYC will pay the  
310 schools' costs associated with obtaining the data from the smart meters in year one. In  
311 subsequent years, each individual school will cover the cost of obtaining the data from the  
312 smart meters.

313 **Energy Saving Week**

314 Energy Saving Week took place from 19<sup>th</sup> to 25<sup>th</sup> October. Carbon Management Team  
315 members conducted energy walkabouts across a selection of CYC buildings. Energy saving  
316 tips were provided to employees, and 'Save Us' posters / stickers were distributed across  
317 the majority of offices. Feedback on the whole has been positive. It is hoped that the  
318 activities conducted during the week will contribute to financial and emission savings from  
319 employees changing their behaviour while at work. As part of this event a workshop was  
320 undertaken with senior officers to attempt to identify additional projects that could be  
321 included in the Carbon Management Programme.

322 **NI186 update**

323 The latest NI186 figures released from the Department for Energy and Climate Change  
324 (DECC) indicate that York's per capita CO<sub>2</sub> emissions decreased by 10% from 6.9 tonnes  
325 per capita to 6.1 tonnes per capita over the period 2005 to 2007. Table 1 below sets out the  
326 emissions reduction from each sector.

327 **York CO<sub>2</sub> emissions: Table 1: NI186 2005 to 2007**

Year	Industry & Commercial (t CO <sub>2</sub> )	Domestic (t CO <sub>2</sub> )	Road Transport (t CO <sub>2</sub> )	Average per person (t)
2005	525,000	463,000	312,000	6.9
2006	522,000	463,000	308,000	6.7
2007	434,000	444,000	309,000	6.1

328 York was the second best performing local authority in the Yorkshire and Humber region  
329 (after Rotherham). However the level of commercial activity – particularly manufacturing -  
330 heavily effects these figures. (e.g. Terry's and British Sugar closing down will have had an  
331 influence)

332 **Investment**

333 The current approved capital programme is for just over £5 million. This includes Regional  
334 Transport Board supplementary funding which is to be invested in reducing traffic  
335 congestion on the A1237 northern by pass. Good progress is being made on the delivery of  
336 schemes in the programme including the Fulford Road multi-modal scheme, Crichton  
337 Avenue cycle route and Mill Lane/Wigginton Road traffic signals, which are all anticipated to

338 be delivered by the end of the year. The position on some of the other major schemes is as  
339 follows:

340 **Access York Phase 1 (3 Park and Ride sites)**

341 Planning approval was granted for the relocation of the Askham Bar Park & Ride site in  
342 September 2009. Public consultation has been carried out for the proposed A59 and Clifton  
343 Moor Park & Ride sites. It is currently proposed to submit the planning application for the  
344 Poppleton Bar site in mid-December 2009 and the application for the Clifton Moor site in  
345 January 2010.

346 **Outer Ring Road/Access York Phase 2 (A19/A1237 Roundabout)**

347 The outline design for this scheme was approved in October. Work will continue in 2009/10,  
348 with public consultation taking place in December with the expectation that the scheme will  
349 progress to the detailed design stage. The allocation for this scheme is being increased by  
350 £150k, in the current year, to allow an earlier commencement of construction work in  
351 2010/11.

352 The Highways Agency improvement scheme at Hopgrove Roundabout was completed in  
353 September.

354 **Multi Modal Schemes**

355 The Fulford Road scheme will be completed during the present financial year. Some short  
356 term inconvenience to road users in that area is inevitable, but improved safety for cyclists  
357 and reduced journey times for public transport users, will be evident later next year.

358 Elsewhere consultation will start shortly on options for improving safety in the Blossom  
359 Street area. While alternative cycle routes can be achieved in the area around the railway  
360 station, proposals to change lane arrangements on the approach to Micklegate Bar could be  
361 more controversial.

362 Similarly, officers are working on proposals for the Fishergate gyratory system. Full  
363 consultation on the options will take place next year.

364 **Parking**

365 It has been agreed to trial new ticketing machines in the Piccadilly car park. As well as  
366 allowing differential pricing, which would allow promotional offers to be made available at  
367 less busy times of the day, the machines will accept debit and credit card payments. If  
368 successful it is likely that similar machines will be installed at other car parks.

369 **Public Transport**

370 Network Rail is still working on its pre design assessment work for Haxby station. A decision  
371 from Network Rail on the future of the project is expected before the end of the year.

372 **Walking**

373 £115,000 is being invested this year in schemes designed to help pedestrians. Of this,  
374 £15,000 is being spent on the foot-streets review with developed options timetabled to be

375 consulted on before the end of the financial year. A review of walking facilities in Haxby is  
376 also planned.

### 377 **Cycling**

378 A number of projects are taking place under the Cycling City banner. Beckfield Lane phase  
379 1 and the Moor Lane bridge cycle lanes have been completed since the last report.

380 Schemes in the pipeline include:

- 381 • The Lendal hub station (not to be confused with the nearby Railway station cycle  
382 point which will provide much improved cycle storage facilities for travellers)
- 383 • A new cycle lane and track on Crichton Avenue. The highway will be resurfaced at  
384 the same time so as to provide a “complete” approach to transport in the area.
- 385 • New cycle lanes and paths on Wigginton Road near the hospital
- 386 • Provision of a new crossing on Bootham although – following delays during  
387 consultation – this will not now be completed until late spring.
- 388 • Solar powered route marking lights which are initially to be provided on the Bootham  
389 Stray path

### 390 **Safety**

391 Nearly £500,000 is being invested this year in improving safety on our roads. A report on  
392 investment in speed reduction measures is being considered at a decision session on 1<sup>st</sup>  
393 December. Schemes aimed at improving safety on the A166 at Dunnington and on the  
394 Strensall Road near Towthorpe have been published.

### 395 **Safe Routes to school**

396 Schools benefiting from this programme include Acomb Primary, Carr Infants, Wigginton  
397 Primary, Clifton Without, Dringhouses Primary, Ralph Butterfield and York High school.

398 NB. We have 8 vacant sites for school crossing patrols they are in the following locations -  
399 Headlands primary - (Oak Tree Lane), Tang Hall Primary- (Melrosegate/4th Avenue),  
400 Dringhouses Primary (Tadcaster Road/St Helens), Rawcliffe Infants (Eastholme Drive), New  
401 Earswick Primary (New Earswick), Hemplands Primary (Hemplands/Stockton Lane),  
402 Poppleton Road Primary (Poppleton Road/Water End), Haxby Road Primary (Jct  
403 Huntington/Fossway/Haleys Terrace)

### 404 **Revenue budget**

405 The department’s budget has been hit by a reduction in income. This stems from the  
406 economic recession. We expect a £500,000 drop in planning fees this year and this  
407 inevitably will mean that there will need to be a realignment of resources. There have also  
408 been reductions in other areas such as building control and parking income although the  
409 latter is much less than might have been expected given the scale of the recession. Costs

410 are being controlled to ensure that the Department outturns on budget at the end of the  
411 year.

412 One piece of good news on the financial front has been the publication of a central  
413 government consultation proposal on the allocation of funds for concessionary fares  
414 (pensioners “fares free” bus travel). If implemented, our concessionary account should next  
415 year balance for the first time. The accumulated losses – born by the Council Taxpayer –  
416 will, of course, not be refunded.

417  
418

Steve Galloway  
23<sup>rd</sup> November 2009



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## **Economic & City Development Overview & Scrutiny Committee**

8<sup>th</sup> December 2009

### **Feasibility & Assessment Report - Councillor Call for Action (CCfA) in relation to Maintenance, parking & safety issues at Broadway Shops**

#### **Summary**

1. This report asks 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 is attached at Annex A to this report.

#### **Background Information on CCfA process**

2. Ward Councillors play a central role in the life of a local authority, as a conduit for discussion between the Council and its residents and as a champion for local concerns. To strengthen Councillors' ability to carry out the second role the Government has enacted in the Local Government and Public Health Act 2007, provisions for a 'Councillor Call for Action' (CCfA). This provides Councillors with the opportunity to ask for discussions at scrutiny committees on issues where local problems have arisen and where other methods of resolution have been exhausted.
3. CCfA is a tool that can be used by Councillors to tackle problems on a neighbourhood or ward specific basis that it has not been possible to resolve through the normal channels. CCfA is a means of last resort when all other avenues have been exhausted and the Council has been unable to resolve the issue. A copy of the guidance to both Officers and Members regarding CCfA, along with a CCfA flowchart, are attached at Annex B & B1 to this report.

#### **Background Information on Steps Taken to Resolve the maintenance, parking and safety issues at Broadway Shops**

4. The topic registration form, along with discussions with Councillor D'Agorne and relevant officers within the Council indicate that the following have taken place to try and resolve the safety issues being experienced in the Broadway shops area:
  - A Pedestrian Scheme Assessment was undertaken in December 2003 by Faber Maunsell (Ward Committee reference FS-03-06) and this led to work

being carried out, in 2004, on land that was the Council's responsibility to help improve safety issues (improved dropped kerb crossing & rationalisation of street furniture on the central island)

- Ward funding has made available towards feasibility studies regarding the safety issues since 2004
  - A detailed review of the private forecourt and service road was undertaken in 2006 and presented to the Fishergate Ward Committee. This report and its associated appendix can be found at Annex C to this report
  - A residents' petition to Full Council presented on 25th September 2008.
  - An officer report to the Executive Member & Advisory Panel for City Strategy (EMAP) dated 8<sup>th</sup> December 2008 which is at Annex D to this report (this report highlights the fact that this is an ongoing issue. It also details the legal duty of the Council as they do not own the land in question)
  - Various Ward Councillor meetings & discussions with council officers and with the retailers re hazards, such as loose kerb stones in the area and the possibility of using smaller delivery vehicles
  - A meeting in January 2009 with one of the Ward Councillors and a representative of the Co-op, who at the time were refitting the shop. The Ward Councillor understood that the Co-op would look at possibilities for the frontage as part of this.
  - A meeting in late September 2009 between Councillor D'Agorne and the Senior Portfolio Manager at the Co-op
5. The clerk to the Ward committee provided the following information, which details schemes undertaken over the years to try and appease the safety issues being experienced in the Broadway Shops area.

2004/05

- Study and subsequent implementation of certain measures to ease pedestrian crossing of Broadway to access shops.

2005/06

- Improve access for pedestrians outside Broadway shops.

2006/07

- Expand/finish (subject to agreement from shopkeepers) improvements to area in front of Broadway shops.
- Install no entry signs at Broadway shops.

6. The issues outlined in the topic registration form have been ongoing for some time and the information in paragraphs 4 and 5 of this report may, therefore, not be complete.

### **Criteria**

7. The Ward Councillors, in their topic registration form, have stated that the topic fits with the following eligibility criteria:



- Public interest (i.e. in terms of both proposals being in the public interest and resident perceptions)
- Under performance/service dissatisfaction
- In keeping with Corporate Priorities

## **Consultation**

8. The following persons were consulted as part of the feasibility process and comments received are set out in Annex E to this report:
  - Councillor Stephen Galloway – Executive Member for City Strategy
  - Richard Bogg - Divisional Head – Traffic, Development & Transport – City Strategy Directorate at City of York Council
  - Andy Binner – Neighbourhood Services – City of York Council.
9. Retailers at Broadway Shops, Fulford Parish Council and the Secretary of Broadway Area Good Neighbour and Residents' Association (BAGNARA) were also contacted as part of the consultation process. BAGNARA have responded and the letter received is at Annex F to this report. They will also bring photographs, illustrating the problems being experienced, to the meeting.
10. As of going to print no written responses have been received from the retailers in the area. Initial informal telephone conversations with some of the retailers indicated a willingness to be involved in discussions.

## **Options**

11. Members have the following options 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

## **Analysis**

12. On consideration of the information contained within this report and its annexes there are clearly some public safety issues outside the parade of shops in Broadway.
13. Much of the argument as to why the Council has not previously addressed this issue is set out in the report dated 8<sup>th</sup> December 2008 (Annex D refers) and there is little point in repeating it in detail here. Improvements to public safety are difficult in this area due to the fact that the forecourt in front of the shops is private property thus the Local Authority is not in a position to carry out works on this area of land. The only works that the Local Authority can undertake are

those that are prescribed within Section 230 of the Highways Act 1980. Richard Bogg, the Divisional Head, Traffic, Development & Transport at the Council also clarifies this in Annex E to this report.

14. Whilst BAGNARA put forward the solution of converting the traffic island into permanent parking bays this is counter argued in the report at Annex D to this report because it would be considered to be a comprehensive re-design and construction of both the public highway, the private forecourt and the service road. From a transport policy perspective this is not considered appropriate, as it is essentially asking the Council to promote a scheme to improve parking arrangements for private/commercial businesses.
15. Both the letter from BAGNARA at Annex F and the report at Annex D of this report suggest that another way forward would be for the retailers to place street furniture at a sufficient distance in front of their premises to allow a clear pathway for pedestrians. The management of the car parking could be greatly improved should this be done and a safer pedestrian zone defined.
16. In light of all the above the suggested way forward, to solve immediate concerns, is to undertake a round table discussion between all parties (should they be willing), to explore the possibility of using street furniture to define a safer pedestrian path in front of the shops. Any such discussion should also include a site visit to the area in question.
17. It is within a Scrutiny Committee's remit to assist with such a discussion and this Committee, or representatives of this Committee, in conjunction with the Scrutiny Officer, could help facilitate such a process. Technical officers have also offered their help and expertise and are willing to offer guidance on low cost tenable measures aimed at improving arrangements for pedestrians.
18. Members of the Committee may be able to suggest further alternatives to improve the situation.
19. At this stage, the Committee is not advised to progress this topic to full formal review. The report at Annex D to this report provides fairly comprehensive information regarding the pedestrian safety concerns in the area, possible solutions to these problems and the Council's legal position. From the information gathered during the preparation of this report it is not clear what could be achieved by progressing this topic to review. It is also unlikely that any recommendation(s) arising from a review could be implemented, especially if the recommendation(s) were aimed at a particular retailer or retailers. The only viable focus for a review would be a further investigation into the possibility of removing the traffic island in order to put in designated parking places. This has already been explored in part and is detailed in the report at Annex D to this report.

### **Conduct of Any Formal Review**

20. If however; Members do decide to progress this topic to a full formal review it is suggested that they aim to look at the following two key objectives:

Immediate

- To define a safe pedestrian route across the shop frontages

Longer Term

- To investigate the possibility of removing/remodelling the traffic island in order to put a designated parking area in place
21. The topic registration form sets out suggestions regarding consultees should Members decide to progress this topic to full formal review.
  22. A full formal review would take approximately 3 to 6 months to complete and Members would need to take into consideration commitments already in their work plan and decide where any review would be best placed.

**Corporate Strategy 2009/2012**

23. The contents of this report and the focus of any review that may be undertaken are directly linked to the 'Safer City' element of the Corporate Strategy 2009/2012.

**Implications**

24. **Financial** – There are no financial implications associated with the recommendations within this report however; should Members of the Committee choose to progress this topic to review implications may arise. There is a small amount of funding in the scrutiny budget to enable reviews to take place.
25. **Legal** – There are no known legal implications associated with the recommendations within this report however; should a review take place it is evident that there are legal issues, which have an impact on the Council's ability to deliver any change in this area.
26. **Human Resources** – There are no known Human Resources implications associated with the recommendations within this report.
27. There are no equalities, crime & disorder, information technology or property implications associated with the recommendations within this report.

**Risk Management**

28. In compliance with the Council's Risk Management Strategy, there are no risks associated with the recommendations in this report.

## Recommendations

29. In order to offer some support from Scrutiny, Members of the Committee are advised to proceed with Option B of this report and are advised to offer to facilitate a round table discussion between all willing parties.

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.

### Contact Details

**Author:**

Tracy Wallis  
Scrutiny Officer  
Scrutiny Services  
Tel: 01904 551714

**Chief Officer Responsible for the report:**

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

**Feasibility Study  
Approved**



**Date** 17.11.2009

**Specialist Implications Officer(s)** None

**Wards Affected:** Fishergate Ward

**All**

For further information please contact the author of the report

### Background Papers:

Pedestrian Access & Parking, Broadway Shops, Fulford – Report to the Meeting of the Executive Member for City Strategy & Advisory Panel – 8<sup>th</sup> December 2008

### Annexes

- Annex A** Topic Registration Form
- Annex B** Guidance on CCfA for Officers and Members
- Annex B1** Councillor Call for Action Flow Chart
- Annex C** Report to Fishergate Ward Committee 2006
- Annex D** Report to the Meeting of the Executive Member for City Strategy & Advisory Panel – 8<sup>th</sup> December 2008
- Annex E** Comments from Consultees
- Annex F** Letter from BAGNARA



## Scrutiny topic registration form

\* Proposed topic: Maintenance, parking and safety issues at Broadway shops

\* Councillor registering the topic: D'Agorne - Councillor Andy D'Agorne; Taylor - Councillor Dave Taylor;

Submitted due to an

unresolved 'Cllr Call for Action' enquiry

We would like to register a Councillor Call for Action regarding parking, maintenance and pedestrian safety issues at Broadway shops in Fulford.

In terms of action that has been tried, we have had ward funding towards feasibility studies since 2004, a residents petition (2008), an officer report and consequent discussion at EMAP, letters from Neighbourhood Services to shopkeepers, York Pride spending, ward Councillor meetings with officers and with shopkeepers. None of these have resolved the issues. Damon Copperthwaite and Alistair Briggs will be able to confirm that these have all failed to resolve the dissatisfaction of the residents about safety issues at these shops.

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Please complete this section as thoroughly as you can. The information provided will help Scrutiny Officers and Scrutiny Members to assess the following key elements to the success of any scrutiny review:

**How** a review should best be undertaken given the subject  
**Who** needs to be involved  
**What** should be looked at  
**By when** it should be achieved; and  
**Why we are doing it ?**

---

Please describe how the proposed topic fits with 3 of the eligibility criteria attached.

	Yes?	Policy Development & Review	Service Improvement & Delivery	Accountability of Executive Decisions
Public Interest (ie. in terms of both proposals being in the public interest and resident perceptions)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Under Performance / Service Dissatisfaction	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

In keeping with corporate priorities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Level of Risk	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Service Efficiency	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
National/local/regional significance e.g. A central government priority area, concerns joint working arrangements at a local 'York' or wider regional context	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\* Set out briefly the purpose of any scrutiny review of your proposed topic. What do you think it should achieve?

Aim to achieve a long term solution to the problems associated with this private service road and forecourt for a parade of local shops. This would include identifying an approach that could be used here and elsewhere in the city where there are similar problems.

\* Please explain briefly what you think any scrutiny review of your proposed topic should cover.

Securing a partnership approach to improving access to local services where the council does not control the frontage. Resolving conflicts between pedestrian safety and parking/ delivery access. Securing a sustainable maintenance strategy for vehicular access and parking, including options to reconfigure highway layout to meet modern needs.

\* Please indicate which other Councils, partners or external services could, in your opinion, participate in the review, saying why.

Statutory undertakers - responsible for maintenance of services underneath the area Retailers, notably the Cooperative and Post Office stores that are key facilities for the local area. Council departments - Highways, Neighbourhood management unit, Economic Development Unit Local community groups – Broadway Area Good Neighbour & Residents Association (BAGNARA) and Fulford Parish Council

\* Explain briefly how, in your opinion, such a review might be most efficiently undertaken?

All interested parties invited to put forward their views in what should happen and how this might be achieved. Small retailers on the parade invited to consider forming a traders association to negotiate with the council and other agencies on a plan to upgrade the area and protect customer safety while still catering for loading and parking.

Estimate the timescale for  1-3 months

- completion.  3-6 months  
 6-9 months

Support  
documents or  
other useful  
information

Warning: This item is published and cannot be updated

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Date submitted: Monday, 31st August, 2009, 10.33 pm

Submitted by: Councillor Andy D'Agorne

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# **Councillor Call for Action**

A Guide for Councillors and Officers

Published May 2009

# Guidance for Councillors and Officers

## Introduction

Ward Councillors play a central role in the life of a local authority, as a conduit for discussion between the Council and its residents and as a champion for local concerns. To strengthen Councillor's ability to carry out this second role the Government has enacted in the Local Government and Public Involvement in Health Act 2007, provisions for a "Councillor Call for Action" (CCfA). This provides Councillors with the opportunity to ask for discussions at Scrutiny Committees on issues where local problems have arisen and where other methods of resolution have been exhausted.

## Background & Context

For some time the Government has been pursuing the aim of giving more power to local people and local ward councillors. This aim has run through both 2006's 'Strong and Prosperous Communities' and 2008's 'Communities in Control' White Papers.

Recent legislation has given more powers for overview and scrutiny functions to work more closely with partners and across organisational boundaries. These include powers to scrutinise a wide range of national, regional and local bodies, some of which were not previously subject to local authority challenge. This means that scrutiny is in a stronger position to resolve a wide range of policy issues. CCfA needs to be viewed in this context.

## Principles

The successful operation of CCfA relies on several broad principles being recognised and supported in local authorities. These principles are:

- Transparency in decision making and the contribution of scrutiny to the decision making process at some level;
- A willingness to identify mistakes and shortcomings and the recognition of the need to resolve problems through discussion;
- An understanding (among senior officers and executive members) of the role that scrutiny can play to help the Council improve its services;
- An understanding and a wish to bolster and support the role that ward councillors play as champions and leaders of their communities.

## How can CCfA be used?

CCfA is a tool that can be used by Councillors to tackle problems on a neighbourhood or ward specific basis that it has not been possible to resolve through the normal channels.

CCfAs should represent genuine local community concerns and should focus on neighbourhood and ward issues, specifically the quality of public service provision, both by the Council and its partners.

CCfA is a means of last resort when all other avenues have been exhausted and the Council has been unable to resolve the issue.

It is important to recognise that CCfA is not guaranteed to solve a problem. What CCfA can provide is:

- Recognition that an issue is significant enough for time, attention and resources to be spent in trying to resolve it;
- A public forum for discussion of the issues;
- An opportunity to discuss the issues in a neutral environment;
- An opportunity to discuss a problem with the explicit and sole aim of solving it;
- A high profile process owned by the ward councillor.

### What CCfA is not

CCfA should not be regarded as merely a scrutiny process. It is a whole Council approach which can help Councillors to resolve issues and problems on behalf of their residents.

CCfA is not:

- About a councillor's everyday casework;
- Appropriate for dealing with individual complaints;
- To be used for dealing with issues that relate to individual quasi-judicial decisions (e.g. planning or licensing) or to council tax and non-domestic rates as these are subject to their own statutory appeals process.

Any member can bring a CCfA on any issue they choose, however there are certain exceptions for example if a CCfA is:

- Vexatious, not reasonable and/or persistent – whether the request is likely to cause distress, disruption or irritation without any proper or justified cause;
- Discriminatory – implying a group of people or an area receives better or worse services on account of that group's predominant religion, race, sex or other characteristic.

It does not replace the corporate complaints procedure or the public's right to petition the Council.

### What kind of issues can be tackled?

Issues should be genuine local community concerns which focus on the quality of public service provision at a local level. It can include any function of the authority which affects the councillor's ward and constituents. It can also include issues relating to crime and anti social behaviour.

Issues that can be tackled by CCfA are usually persistent and have remained unresolved for a long period of time. They may be issues that the councillor is aware of from their work within their ward or they may decide to champion a request on behalf of the public.

**What does championing a request mean?**

Championing a request will mean taking the issue up on behalf of the resident(s) concerned and trying to resolve the problem by liaising with council services, the Executive and/or outside agencies.

**What if a councillor doesn't want to champion a request from a member of the public?**

If a councillor decides not to champion a request, no further action will be taken under a CCfA. There is not a right of appeal by a member of the public.

**Who can raise a CCfA**

The power to initiate a CCfA lies solely with a councillor and it is up to them to determine which issues they want to take forward as a potential CCfA.

### Implications for officers

If a member of the public contacts an officer to say that they want to raise a CCfA, the officer should signpost them to their local ward councillor.

**Initiating a CCfA**

The first thing a councillor should do is log a potential CCfA with the Overview and Scrutiny Team (O&S Team) who will help them to decide if any issue is suitable for the CCfA process (see contact details below).

**If it is a CCfA, what next?**

The councillor will need to continue trying to resolve the concern themselves. They should keep the O&S Team informed about the progress they have made, keeping them up to date with key developments. The scrutiny team will try to assist in resolving the concern by, for example:

- Providing advice to councillors in approaching partner agencies such as the PCT, Police or relevant partnerships;
- Helping to formally raise an issue with services/partner agencies.

As part of councillors' attempts to resolve issues officers may be asked to assist, for example by:

- Supporting councillors through the usual complaint or enquiry processes;
- Attend meetings specifically set up to try and help councillors resolve the issue.

**If the issue remains unresolved**

### **Implications for Members**

The councillor should contact the O&S Team to discuss the issue and their actions to date in more detail. A scrutiny officer will then prepare a feasibility report to the relevant Overview and Scrutiny Committee which details the background and history of the issue.

The Overview and Scrutiny Committee will then consider the request to carry out a CCfA review. The councillor will be invited to attend the meeting to support their review request and a decision will be made to either:

- Carry out the review; or
- Identify possible courses of action that the councillor has not thus far pursued; or
- Request further information in order to make a decision; or
- Determine that the issue is not suitable for the CCfA process and that no further action will be taken by scrutiny.

**The Scrutiny Committee has agreed to carry out a CCfA review – what happens now?**

The CCfA review will be added to the Scrutiny Committee's work plan. The O&S Team will produce a scoping report and if appropriate the councillor will be invited to participate in the review.

**What will happen after a CCfA review has been concluded?**

A report will be produced together with a set of recommendations which will be presented to the Executive for consideration. Any recommendations approved by the Executive will be implemented and that implementation will be tracked by the O&S Team and reported back to the Scrutiny Committee on a regular basis until completion.

### **Implications for officers**

Officers may be asked to provide advice to the O&S Team on action taken in relation to the issue. If the councillor flags an issue as a potential CCfA, officers might wish to consider more detailed recording of actions taken in case they are required to produce it for scrutiny purposes.

Officers may also be asked to attend the relevant Overview and Scrutiny Committee meeting.

Officers may be required to provide technical support throughout the scrutiny review and/or to participate at relevant scrutiny meetings

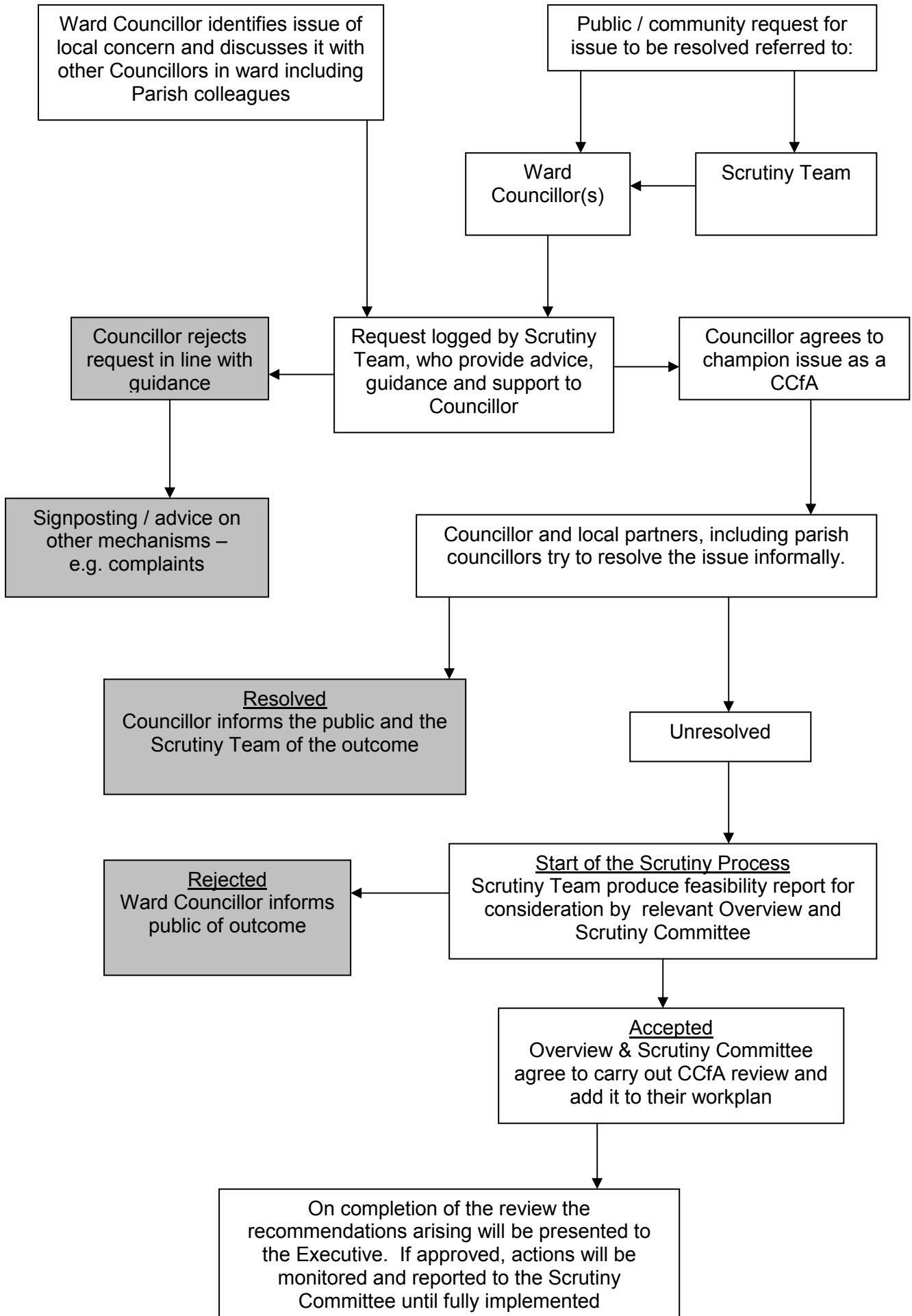
Officers will be responsible for implementing any agreed recommendations relevant to their service areas and providing update information as necessary to the O&S Team.

### **Contact details**

For further information and advice contact the Overview & Scrutiny Team on 01904 552063/1714.

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### Councillor Call for Action Flow Chart



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## Engineering Consultancy Transport & Safety Section

### Ward Committee Scheme 06/07 Report to Fishergate Ward Committee

Your Reference:- FS-06-01      Our Reference:- 0609904      Date:- 31<sup>st</sup> July 2006

## Broadway Shops – Parking and Pedestrian Access

### 1.0 Brief

- 1.1 To investigate a suggested layout for more defined and improved parking and pedestrian provision outside the shops on Broadway.

### 2.0 Existing highway layout and traffic conditions outside the shops on Broadway

- 2.1 The existing layout is shown on the attached plan no. TS/WC/FS-01-06/0609904/001.
- 2.2 The forecourt area immediately in front of the shops at the local centre on Broadway is in the ownership of the local shops, and does not form part of the public highway. As a result, this area does not have any positive indication of which portions of the forecourt are for pedestrian use, and which sections are for vehicular use. Also, as the forecourt area is in the ownership of the shops, shop goods, advertising hoardings bollards (protecting the cash machine) and trolley stacking area are also present there.
- 2.3 This unusual situation results in the current unsatisfactory conditions occurring on site, as indicated on the photographs below:-



*Haphazard parking effectively blocking the forecourt area for pedestrians*





*Parking and merchandise on the forecourt area*

- 2.4 At present, vehicles ride up on to the forecourt area and park in a haphazard fashion there, with pedestrians having to thread their way around the parked vehicles, and occasionally having to take evasive action when vehicles ride up unexpectedly on to the forecourt area.
- 2.5 The lack of defined areas for pedestrians and vehicles on this forecourt is at the root of this problem, and poses particular difficulties for visually- impaired pedestrians, those in wheelchairs, and others pushing prams/ buggies.

### **3.0 Accident History**

- 3.1 The injury accident history has been checked for the past three years. This indicates that there have been no injury accidents recorded at the site.
- 3.2 The difficulties for pedestrians and the haphazard parking arrangement at the above site are not, therefore, giving rise to injury accidents at this location. The arrangements are potentially hazardous, however, and may give rise at some stage to pedestrian injury accidents there.

### **4.0 Evaluation of the suggested options for overcoming these problems**

- 4.1 As a result of the problems being experienced by pedestrians at the site, a suggestion has been made to create a more systematic layout for parking and pedestrian areas at this location.
- 4.2 The suggested arrangement is shown on the attached sketch at Appendix 1 (Councillor D'Agorne's sketch) which is an attempt to create an echelon parking area for vehicles and defined areas for pedestrians.
- 4.3 The feasibility of creating a layout based on this suggestion has been investigated, including an assessment of options for arranging parking bays at various angles to the access road. Unfortunately, none of these options appears to offer a practicable solution, as explained below.



- 4.4 As a general comment, all options which involve 90-degree or echelon parking necessarily require vehicles reversing on the forecourt out of the spaces into the service road, with associated problems for pedestrians (who may be unfamiliar with echelon parking layouts) crossing from the central island. There may also be the need for physical barriers to prevent echelon-parked vehicles overhanging or encroaching on pedestrian areas of the forecourt.
- 4.5 Presently, vehicular access to some of the shops has to be achieved in competition with the current informal and haphazard parking arrangements. With more formal parking arrangements, whatever shape that they take, servicing of these shops will still have to be considered, and will possibly have to be managed by the shops.

4.6 The possible options for echelon parking are:-

*1. 90-degree parking*

- The average width of the forecourt has been measured as 6.10m. Allowing 1.80m for a minimum width of pedestrian provision adjacent to the shop fronts, this leaves approximately 4.30m to accommodate the vehicular parking provision. However, the standard length of a parking bay is 4.80m, which is the distance needed to accommodate most cars and small vans. Hence there is insufficient forecourt space to accommodate 90-degree parking bays if 1.80m were reserved for pedestrian provision.
- Also, to enable vehicles to manoeuvre squarely into a 90-degree parking bay, a manoeuvring width of 6.00m is required. At present, the access road from which vehicles would be manoeuvring is 3.10m. This means vehicles could not manoeuvre into the parking spaces without running up on to central island, or entering the bays at an angle. The attached plan no. TS/WC/FS-01-06/0609904/002 illustrates the 90-degree situation on site, together with the swept paths necessary to access the parking bays squarely.
- Given the constraints of the narrowness of the access road, the drawing shows that this is not practicable without having very wide parking bays. Even then, vehicles have got to park at an angle which tends towards an echelon parking arrangement. Furthermore, to accommodate right-angled bays, and to prevent them overhanging the narrow access road, the footway width adjacent to the shops would have to be reduced to 1.30metres. A footway of this width would not be able to accommodate two wheelchairs or two pushchairs passing one another. The footway width would also be further reduced outside the Co-op, as there are bollards protecting the cash machine, and an area for shopping trolley storage.
- The combination of the limited depth of the forecourt area and the lack of manoeuvring width in the access lane mean that 90-degree parking is not a feasible option for this location.

*2. 60-degree parking*

- Inclining the parking bays at a 60-degree angle reduces the manoeuvring width required to turn squarely into the parking bay to 4.20m. This still exceeds the available width of the access road of 3.10m, which means that the parking bays would have to be made wider than normal to enable cars to access them.
- However, a more fundamental problem is that the inclined length of the parking bays (top corner to bottom corner dimension of the bay) increases the effective space requirement



on the forecourt to 5.40m, which, again, significantly exceeds the 4.30m available. This means that the end of larger cars would still stick out and obstruct the access road.

- The combination of the limited width of the forecourt area and the lack of manoeuvring width in the access lane mean that 60-degree parking is not a feasible option for this location.

### 3. 45-degree parking

- Inclining the parking bays at a 45-degree angle reduces the manoeuvring width to turn squarely into the parking bay to 3.60m. This still exceeds the available width of the access road of 3.10m and means that wider than normal bays would be needed. The attached plan no. TS/WC/FS-01-06/0609904/003 illustrates the 45-degree situation on site, together with the swept paths necessary to access the parking bays. The inclined length of the parking bays, however, increases the space requirement on the forecourt to 5.10m, which, again, significantly exceeds the 4.30m available. This means that vehicles would stick out into the access road if the required 1.80m footway is to be achieved.
- The combination of the limited width of the forecourt area and the lack of manoeuvring width in the access lane mean that 45-degree parking is not a feasible option for this location.

### 4. Parking at less than 45 degrees.

- By reducing the angle of the echelon parking further, say to 30 degrees or less, it may be feasible to accommodate some degree of echelon parking. However, the capacity benefits over simply parking parallel to the road are minimal, and the drawbacks of echelon parking still remain (principally that vehicles are constrained to reverse out into the access road, with poor rearward visibility and the associated difficulties for pedestrians crossing from the central island). With parallel parking, the layout is well known and well understood by motorists and pedestrians alike, and vehicles can drive in and out of the parking bay area in forward gear, and servicing to the shops could be accomplished from the parking bay.

## 5.0 Favoured option – parallel parking lay-by.

- 5.1 The favoured option to provide more adequately defined pedestrian areas and clearly defined customer parking is shown on drg. no. TS/WC/FS-01-06/0609904/004. This option, as explained above will provide a 2.40m wide parking lay-by immediately adjacent to the existing service road.
- 5.2 The reduced width of forecourt of 3.70m will comfortably accommodate a pedestrian route of 1.80m minimum width, leaving 1.90m width to accommodate shop owners' merchandise and a relocated post box.
- 5.3 The proposed arrangement provides a more standardised layout, which drivers and pedestrians alike should be more familiar with, and which will obviate the current undesirable conflicts between pedestrians and manoeuvring vehicles on the forecourt.
- 5.4 Currently, the service road is two-way. With a road of restricted width of 3.10m, this is undesirable, and it is suggested that, if the improvement scheme is approved and proceeds, a



Traffic Regulation Order (TRO) is implemented to convert this service road into a one-way route, permitting traffic to proceed along it in a westerly direction only.

5.5 There are a number of difficulties with the scheme, however:-

- It would provide parking for fewer vehicles than are currently catered for with the existing haphazard arrangements. If the lay-by were implemented, the existing vehicular accesses to some of the shops would be severely restricted by parked vehicles.
- As the scheme is on land which is not part of the highway, formal agreement from the fronting shop owners would be a fundamental requirement before any scheme could proceed. Furthermore, if CYC undertakes any improvement works in this area, the area could then become an ongoing maintenance commitment for the Authority. Before any such works are carried out, therefore, it would be necessary to obtain a written agreement with the shop owners over the responsibility for future maintenance of the forecourt area.
- Although currently, most of the access road is unadopted, it is still feasible to place a one-way TRO on it. However, signing will be required, which will have to be illuminated. The costs of the necessary TRO and signing would be of the order of £3,000.

5.6 The drawing of the proposed scheme is in outline only at this stage. Detailed design will only be commenced after formal agreement on points raised in paragraph 5.5 above have been obtained.

## 6.0 Cost Estimates

- 6.1 The estimated cost of the scheme is of the order of £15,000 - £20,000, including the costs of implementing the TRO for making the service road one-way westbound.
- 6.2 Currently no funding is available within the CYC highway budgets to undertake this work. Significant improvement works have also only recently been completed at this location, which improve pedestrian crossing facilities and access to the bus stop on the island in front of the shops.

## 7.0 Conclusions

- 7.1 The current undefined layout of the forecourt in front of the Broadway shops gives rise to undesirable conflicts between vehicles parking there in a random fashion and pedestrians attempting to access the shops.
- 7.2 A check of the accident history has revealed that there have been no injury accidents recorded at the site. The arrangements are potentially hazardous, however, and may give rise at some stage to pedestrian injury accidents there.
- 7.3 A scheme based on echelon parking has been investigated, and has been shown not to be feasible due to lack of available space on the forecourt.
- 7.4 A scheme of parallel parking, including the construction of a formal parking lay-bay adjacent to the service road is feasible, and could be accommodated, leaving adequate



forecourt space for a 1.80m wide pedestrian route and a width of 1.90m to allow for shop owners' merchandise and advertising signs.

- 7.5 The implementation of a TRO to make the service road one-way westbound would also be desirable as part of any improvement scheme.

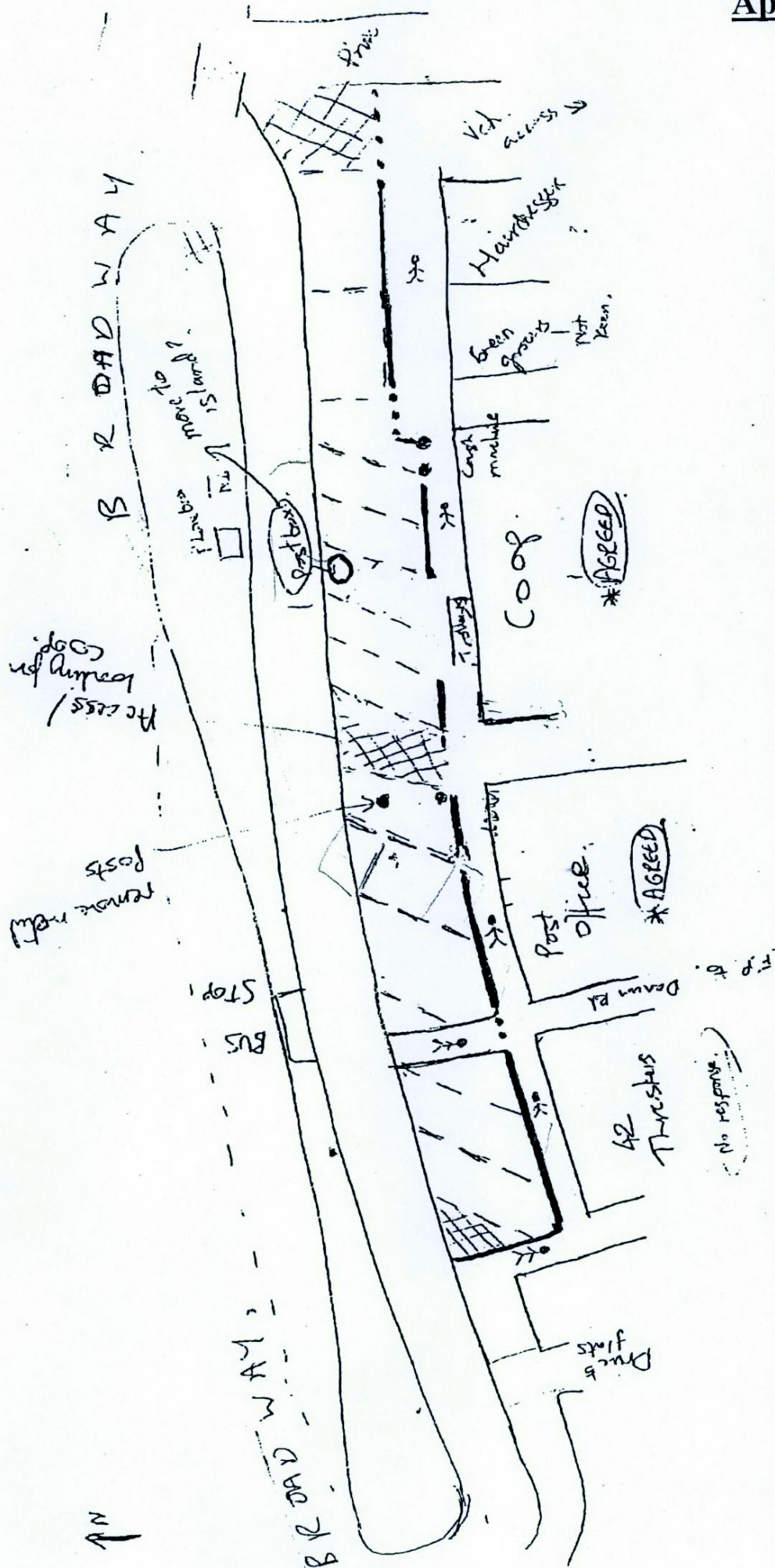
## 8.0 Recommendation

- 8.1 That the scheme shown in drg. no. TS/WC/FS-01-06/0609904/004 is recommended for consideration by the Ward Committee. As the scheme is on land which is not part of the highway, formal agreement from the fronting shop owners would be a fundamental requirement before any scheme could proceed.
- 8.2 The forecourt area is not part of the adopted highway. If CYC undertakes any improvement works in this area, the area will then become an ongoing maintenance commitment for the Authority. Before any such works are carried out, therefore, a written agreement with the shop owners over the responsibility for future maintenance of the forecourt area would have to be obtained.
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Appendix 1

UNUSUAL SHOPS

SAFETY MARKINGS



Andy D'Agnone May '06

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## **Meeting of the Executive Member for City Strategy 8 December 2008 and the Advisory Panel**

Report of the Director of City Strategy

### **PEDESTRIAN ACCESS AND PARKING, BROADWAY SHOPS, FULFORD**

#### **Summary**

1. This report is in response to a petition (Annex 1) submitted by BAGNARA (Broadway Area Good Neighbour and Residents Association), with circa 370 signatures. The petition requests a radical improvement in parking arrangements at Broadway shops, creating safe separate parking and safe passage for pedestrians, wheelchair users and all those with business at the shops.
2. The report outlines the history and status of the area concerned and presents options for consideration. It recommends that the Advisory Panel advises the Executive Member to approve Option A and B.

#### **Background**

3. The petition relates to the area of land fronting the shops on Broadway, as circled on Annex 2. A larger scale drawing is also included at Annex 3. This drawing was produced in connection with a Fishergate Ward Committee scheme undertaken in 2006 and included various measures to improve facilities within the limits of the public highway. Annotated on the drawing is the extent of highway maintained at public expense.
4. In addition, a detailed review of the private forecourt and service road was undertaken in 2006 and presented to the Fishergate Ward Committee. That report is Annex 4. That report highlights that the frontage does not have any positive indication of which portions are for pedestrian use and which are for vehicular use. It also mentions unsatisfactory conditions arising from the absence of defined pedestrian areas, with vehicles parking in a haphazard and uncontrolled manner. Arrangements were considered to be potentially hazardous, however no injury accidents were recorded. The potential for a more systematic layout was investigated. Five options were reviewed with the favoured option put forward being that of parallel parking. This was however not without drawbacks, such as a reduced capacity for car parking and restriction to existing access to some shops. The outline design for this

scheme had a cost estimate of £15,000-£20,000. It was highlighted that no funding was available from council highway budgets. Furthermore, given that the scheme was not within the publicly maintainable highway, if it were to progress then formal agreement from the shop owners would be a fundamental requirement. It is understood that no further action was taken by the Ward Committee or interested parties.

5. In terms of current circumstances, the situation is much the same. The issues of lack of managed parking and the problems this creates for pedestrians or cyclists are still evident. The deteriorating condition of the service road has also been highlighted. In June this year Cllr D'Agorne indicated that contact had been re-established with the Coop, who appeared keen to re-visit options. A meeting was held in July with representatives of the Coop, off licence, post office and hairdressers and Cllr D'Agorne. It was indicated that the Coop may be prepared to contribute money (previously spending £20K circa 2005), with joint preference being for a scheme that included the removal (part or all) of the island which runs between the private access road and Broadway carriageway (the island is public highway) together with adoption by the council of the private areas, possible repositioning of bus stops and forming a one-way system to the service road. Potential for some ward committee funding was also intimated.
6. Officers have provided written advice on how they view the position, and this is as follows. As the forecourt and access road is highway maintainable at private expense, the council (as local highway authority) must be careful in terms of how they can approach the formal request for improvements. In one sense the request appears to be what we would term a *private developer matter* and it is for the initial promoting parties (the shop keepers) to put together a scheme, which could be carried out, within the land concerned. This may require planning or other consents depending on the scale and content of the works.
7. Officers have discussed this matter with legal colleagues. This has confirmed that as highway/transport authority, the council have no legal duty to promote a scheme of upgrading to the forecourt/road area. This may appear blunt however that is the correct position. Furthermore we have no legal right to undertake any such works. There are however provisions available to the highway authority under Section 230 of the Highways Act 1980, where in its opinion repairs are needed to obviate danger to traffic. In such circumstances a Highway Authority can step in and by notice, require the owners of premises fronting the private street/area, to execute, within a limited time, such repairs as may be specified. In the event of failure to execute such works, the authority can carry out the repairs and recover the costs from the frontagers. This council has pursued such action on a handful of occasions. No future responsibility for maintenance is transferred to the council under such procedures. An example of this could be the repair of deep/extensive potholes, which create a serious hazard to pedestrians or other users.
8. The request (petition) and subsequent correspondence from BAGNARA additionally raise the question of the significant re-modelling of the island which is part of the public highway, to create a dedicated parking area. This area was

improved as per the drawing at Annex 3, incorporating improved measures for pedestrians and other ancillary elements.

9. Appended to the petition are extracts from York Press dated 17 June 2005. The article relates to improvements undertaken to shop frontages at Front Street Acomb. The project formed part of a York Pride initiative to create cleaner, safer neighbourhoods by tackling litter, graffiti and the cleanliness of roads and paths. The areas of land concerned were publicly accessible private land. Whilst this project appeared to focus on different issues to those being raised at Broadway, officers have sought advice from the Directorate of Neighbourhood Services. We are informed that this initiative was a pilot project to tackle environmental/criminal issues. It received a one off dedicated budget together with match funding from local businesses.

### Options

10. **Option A** – Advise BAGNARA that whilst the concerns raised are fully understood and appreciated, that the council as highway authority has no legal duty or right to promote improvements to areas of privately maintained highway. However the council will offer guidance on low cost and tenable measures aimed at improving arrangements for vulnerable users together with advice on installation and potential reconstruction/repairs to the service road.
11. **Option B** – Approve the undertaking of any subsequently identified urgent works as prescribed within section 230 of the Highways Act 1980.
12. **Option C** – Undertake further assessment into the remodelling of the highway island to provide dedicated parking for the shops together with alteration to the forecourt and service road.

### Analysis

13. **Option A** – Making improvements to the forecourt and service road is within the control of the owners of the frontage properties. If the owners work collectively with appropriate guidance from the council it is considered that a cost effective solution is achievable as per the earlier report from 2006. It is felt that the management of car parking could be greatly improved through the installation of perhaps timber posts (or bollards) and/or other means (possibly heavy planters) to the immediate forecourt. It should be possible to define a safe pedestrian zone, whilst balancing this with parking for several vehicles. Such low cost measures should still receive more consideration from those visiting the shops in the car but still encourage people to make the journey on foot or by bike. With regards to the later, some additional and robust cycle stands could also be accommodated within the forecourt. The council could assist with advice on the design of such features and provide the expertise to install. However as highlighted earlier, no highway budget is available for purchase or installation works/costs.
14. Advice on and the undertaking of any maintenance/reconstruction of service road could be provided by the council, again with this being wholly funded from

non-highway authority budgets, and at the request of the appropriate owners and covered by suitable agreement. Option A is recommended

15. **Option B** - As set out in paragraph 7, this option is available to highway authorities where they consider that urgent action is required within a private highway area. This procedure has been followed within York in the past, and whilst it may be considered a measure of last resort, it is ultimately a mechanism that should not be ruled out, as the intention is always to protect highway users. Option B is recommended.
16. **Option C** – This would seek to consider a comprehensive re-design and construction of both the public highway and the private forecourt and service road. From a transport policy perspective this is not considered to be appropriate, as it is essentially seeking (the council) to promote a scheme to improve the parking arrangements for private/commercial business. Admittedly the public would use such parking, however it is not the responsibility of the council to make such improvements, and indeed it could not expend public budgets in seeking to address a private matter. It may be perceived that such a comprehensive scheme would address all the issues and serve to improve space for pedestrians, cyclists, and the mobility impaired. However the circumstances here are quite different to the schemes undertaken by the council through it's Transport Capital Programme. These are of course undertaken within areas of publicly maintainable highway, and subject to meeting strict criteria and cost benefit evaluation. Furthermore, with Broadway, such a scheme would require the status of the forecourt and service road to become publicly maintainable highway. This would necessitate the 'making up' of the private areas to an adoptable standard, with agreement by all frontagers. It is estimated that such a scheme would cost anywhere between £100,000 and £350,000. For the reasons set out here and earlier in the report, the council cannot legally fund such works, and the whole cost of 'making up' would be apportioned to the frontage properties. This option is not recommended.

### Corporate Priorities

17. The following priorities (Corporate Strategy (2007 – 2011), could be considered relevant to the report:
  - No 3 “*Increase the use of public and other environmentally friendly modes of transport*”; and
  - No 4 “*Improve the actual and perceived condition and appearance of the city's streets, housing estates and publicly accessible spaces*”.
18. The *hierarchy of transport users* is firmly embedded within the second Local Transport Plan (LTP2), with pedestrians and cyclists being given priority when considering travel choice. The proactive management of the forecourt and service road at Broadway Shops, would encourage its use by these modes of travel and therefore fits soundly within Council transport policy.

## Implications

- **Financial**

19. Option A - The approval of this option would require some officer time to be dedicated to provided further advice on possible measures/improvements. It is considered that this could be resolved through perhaps a couple of informal meetings. The council would incur no other costs.
20. Option B – In the event that the council as highway authority determined at some point in the future that it were necessary to instigate action under section 230 of the Highways Act 1980, then officer time would be involved in this, however costs related to the undertaking of emergency works would be re-charged to the respective owner.
21. Option C – As set out in Para 16, it is not considered that Transport capital programme budgets could be utilized to remodel the highway island to provide dedicated parking. All cost attributable to ‘making up’ private areas to adoptable standards would be borne by the frontage properties.

- **Legal**

22. Advice has been sought on this matter from Legal Services, and they concur with the comments made.

## Human Resources (HR)

Officer time covered in financial implications.

- **Equalities** – no implications
- **Crime and Disorder** – no implications
- **Information Technology (IT)** – no implications
- **Property Other** – no implications

## Risk Management

23. In compliance with the Council’s Risk Management Strategy, there are no risks associated with the recommendations of this report.

## Recommendations

24. That the Advisory Panel advise the Executive Member to select **Option A & B** and;
  - 1) Advise BAGNARA that whilst the concerns raised are fully understood and appreciated, that the council as highway authority has no legal duty or right to promote improvements to

areas of privately maintained highway. However the council will offer guidance on low cost and tenable measures aimed at improving arrangements for vulnerable users together with advice on installation and potential reconstruction/repairs to the service road.

- 2) Approve the undertaking of any subsequently identified urgent works as prescribed within section 230 of the Highways Act 1980.

**Reason:** To ensure that the council's position is consistent with it's legal obligations under the provisions of highway legislation.

### Contact Details

#### Author:

Richard Bogg  
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Network Management  
City Strategy

Tel: 01904 551481

#### Chief Officer Responsible for the report:

Damon Copperthwaite  
Assistant Director  
City Development and Transport

**Report Approved**  **Date** 14/11/08

**Report Approved**  **Date**

#### Specialist Implications Officer(s)

##### Financial

Patrick Looker (Finance Manager) 01904 551633

##### Legal

Martin Blythe (Senior Assistant Solicitor) 01904 551044

##### Wards Affected:

Fishergate

All

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

#### Background Papers:

Fishergate Ward committee report – parking/access options  
Highways Act 1980

#### Annexes

Annex 1 – Petition

Annex 2 – Location Plan

Annex 3 – Engineering drawing of scheme completed

Annex 4 - Fishergate Ward report - options

## **CCfA – Broadway Shops Consultation Comments**

### Councillor Stephen Galloway – Executive Member for City Strategy

This issue has already been through the Executive Member and Advisory Panel (EMAP) process. While I can appreciate the frustration of local representatives when they fail to gain the support of business owners for improvements to areas, which are available for public access, I am clear that the CCfA process is designed to address public service issues. In this area, the Council's powers are limited and it would require a change in the law to provide the Authority with new directional powers. The matter needs to be progressed through the Ward committee.

### Richard Bogg – Divisional Head – Traffic, Development & Transport – City Strategy Directorate at City of York Council

I can provide some comments on this from the highway authority position in terms of our responsibility on the regulatory side. However, as the topic paper requests the engagement of a wider audience, then my advice is that you also seek comments from others.

A report was taken to City Strategy EMAP on 8 December 2009. This sets out the history, including reference to previous reports and clarifies the Council's position, from the highway authority perspective. A key and fundamental point being that the highway authority has no legal right or duty to promote a scheme to upgrade or improve areas of privately maintained highway. That position remains the same.

Having said that, opportunities to make some improvement, certainly to tackle the perceived safety problems, were identified as being something that the shopkeepers could collectively take forward, and council officers would be able to provide technical advice on such.

My understanding is that despite the concerns raised through the petition (submitted by BAGNARA), that engagement by the shopkeepers (who are responsible for the forecourt) has not come about.

As legislation does not permit the highway authority to promote such requests and as understandably the council do not have a policy that deviates from this, from an officer perspective it is difficult to suggest anything other than that which we have tabled in the last report. Members approved the recommendations within the report.

As per that decision I am happy to meet with the stakeholders listed in the CCfA and offer advice on what measures could be achieved by the parties concerned.

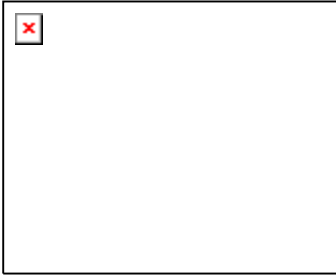
I should highlight that responsibility for highway maintenance now rests with the Neighborhood Services Directorate. The forecourt/land concerned is private and as above Neighbourhood Services can neither promote a scheme or expend public funding on such. However, under the Highways Act 1980, they can undertake repairs or works considered essential from a safety perspective and re-charge the frontagers accordingly. Works of this nature were undertaken in the Autumn of 2008.

The benefits that could arise from the topic going forward are in all honesty very difficult to envisage, from a Highway Authority's perspective.

Andy Binner - Neighbourhood Services – City of York Council

Concurs with the comments made by Richard Bogg above.





# BAGNARA

Broadway Area Good Neighbour and Residents' Association  
Secretary: Mrs B A Robinson

Tracy Wallis  
Scrutiny Officer  
Scrutiny Services  
Guildhall  
YORK  
YO1 9QN

26<sup>th</sup> October 2009

Dear Tracy,

**Councillor Call for Action CCfA**  
**Parking, Safety and Maintenance Issues at Broadway Shops**

Thank you for your letter of the 12<sup>th</sup> inst. We at BAGNARA are very pleased that a feasibility study is to be made of the above, with the possibility of a review by the Council.

Over the years, pedestrian access to Broadway shops has been severely compromised by cars parking on the raised pavement area in front of the shops, often to extent of denying access along the front of the shops to pedestrians, particularly those using walking frames or wheelchairs and including mothers with small children and pushchairs. Pedestrians also feel their safety is threatened by cars driving onto the pavement and reversing off – small children being particularly vulnerable because drivers cannot see them if they walk on the pavement behind the cars.

The best solution to these problems, in our opinion, would be to remove the bus stop, telephone kiosk and recycling bins from the raised island in front of the shops (which belongs to the Council) and replace this with tarmac parking bays for cars, thus keeping them separate from the pavement (which belongs to the shop owners).

In the absence of this being possible, we would like the shopkeepers to place street furniture a sufficient distance in front of their shops so as to allow a clear pathway in front of all the shops, so that pedestrians can walk from shop to shop without obstruction or intimidation from vehicles.

We have been given to understand that the Council has no jurisdiction over privately owned land, but we would question whether there is not a perceived Health and Safety issue here that the shop owners could be called on to redress.

We would be very pleased to receive a copy of your report when it is ready and would be happy to take part in any discussions.

Yours sincerely,

Barbara A Robinson



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**An open letter from members of the York Environment Forum**

15 April 2009

>> Councillors and Senior Officers of City of York Council

>> Members of the Without Walls Board and its constituent partnerships

Dear colleagues

**Implementing the Sustainable Community Strategy**

The York Environment Forum contributed to the preparation of the Sustainable Community Strategy [SCS] and wishes to play a constructive role in its implementation. Yet documents and policies repeatedly ignore our arguments and evidence and the commitments to which they led, without even reasoned rejection following proper debate. We are therefore once again forced into taking a critical stance – to our great frustration.

The latest example is the Report *Prioritising Prosperity* prepared for the Council by the Centre for Cities. Like the earlier Future York Report [FYR] we believe it to be fundamentally flawed and inconsistent with the SCS (and references to FYR are arguable since that report has never been formally endorsed by the City Council). We hope that this time the serious and difficult issues regarding the future of the City will be addressed in true partnership. If this does not happen we shall have to conclude that the sustainability commitments in the SCS were empty gestures.

*Prioritising Prosperity* analyses features of the York economy. Its central thesis is that present economic troubles are merely temporary and that conventional growth will shortly resume on much the same path as before. Given that assumption it then details various measures that the consultants believe the City should pursue. We have many reservations about the analysis but stress here our profound reservations about the assumption – and about what is not discussed.

**multiple global problems**

In our critique of Future York we drew attention to the contrast between its business-as-usual scenarios and the fragility of an economic system built on excessive credit and financial manipulation. Our worst fears are now being realised. It is alarming that the new Report does not discuss the probability that the model of lightly-regulated capitalism, unquestioning reliance on market forces and over-stimulated demand is dead. The Council must explore the implications of very different models, including more emphasis on people and their welfare and less on globalisation, new collaborative types of business and a rediscovery of local economic relations.

We were surprised that FYR did not mention climate change or the low-carbon economy. Some eighteen months on it is extraordinary that *Prioritising Prosperity* does not mention them either. The scientific consensus is that if drastic actions to cut emissions are not taken immediately then catastrophic consequences are likely. If the City Council does not accept that warning it should say so and thus enable people to draw their own conclusions. To proceed as though the warning had never been given is irresponsible and a dereliction of its duty to protect its citizens.

The same point applies to the likelihood of a scarcity of many of life's essentials and of rising prices for food, energy and minerals as the human population presses up against the absolute limits of the earth's physical capacity – and we have to avoid the fallacy that, because the rich West is so dependent on consumption, resources and technologies will somehow turn up to prolong it. The idea that 'prosperity' based on maximising throughput can be expanded indefinitely is absurd, yet this new Report, like FYR before it, promotes this concept. We note that the Report fails, like so many others of its kind, to define the word 'growth': we have therefore to assume that it means growth as traditionally measured by GDP or GVA and hence that it ignores the busy debate about less materially-oriented and now more appropriate metrics which emphasise well-being.

### **the unresolved inconsistency at the heart of the Sustainable Community Strategy**

These points illustrate the unresolved inconsistency at the heart of the SCS. On the one hand its economic assumptions are conventional, on the other the Sustainable City chapter proposes to drastically reduce York's carbon emissions and ecological footprint. *Prioritising Prosperity* explicitly focuses exclusively on the Thriving City chapter and blithely ignores the others. The argument that their concerns will be attended to later is unacceptable. This confusion cannot go on.

We would start with clarification of the meaning of 'sustainable'. It is apparent, not for the first time, that what the *Prosperity* Report's authors mean is 'that which can be sustained'. This yields the oxymoron 'sustainable economic growth'. It may be intended only to imply continuity, but in practice it perpetuates the misconception that growth can go on as before. It cannot. A Sustainable Community Strategy must plan for life within the immutable constraints of one planet.

The age of cheap energy, easy consumption, short-life goods, disregard for natural limits and a sort of prosperity for the few while the many suffer is over. And the sooner York starts adjusting to the new reality the more resilient it will be to survive in the coming steady-state economy.

### **a different dream**

The facts facing the human race are the stuff of nightmares. However, as Hilary Benn recently pointed out, Martin Luther King did not talk of a nightmare. He had a dream. That is what we have, a dream of transition to a different way of living. It may be imperative but it is also desirable.

*The Forum's vision is a society that is fairer within and between nations and to future generations, that promotes collective values over the pursuit of individual interest, that honours good work, active leisure and a better balance between them, and that accepts fundamental responsibility for stewardship of the earth.*

In economic terms a robust strategy for the City must therefore include policies such as these:

- maximising local food production;
- insulating buildings in mass programmes and installing small-scale renewable energy plant that yields direct financial rewards for communities;
- encouraging local companies to find alternatives to oil-derived plastics in all their products;
- helping organisations not to squander resources such as heat, food, water and paper;

- developing businesses which repair clothes and equipment or recycle goods for reuse so that the community rediscovers the virtues and resource-efficiency of long-life products;
- seeking out local replacements for products whose manufacture abroad and transport over long distances cannot be justified in energy or carbon terms;
- discouraging the use of cars, reducing the volume of travel by shortening and cutting out journeys as relocation decisions are taken, and building up communal systems (living streets, buses, trams, trains) of outstanding quality for the journeys that continue to be made;
- promoting light-impact tourism based only on land travel;
- protecting and enhancing biodiversity, landscape and green open space and shunning development that uses green field sites when brown field sites remain available;
- educating citizens about the energy and carbon implications of their behaviour in preparation for the inevitable introduction of some form of rationing;
- promulgating the idea of sharing equipment of all kinds to get away from the obsolete notion that every household must have everything; and
- examining what the Council could achieve under the well-being powers in the Local Government Act 2000 and under the Sustainable Communities Act 2007.

We do not expect that all of these can be implemented at once. It is the absence of any discussion of the need for them that alarms us (and other environmental groups), together with the presumption that economic growth self-justifies expanding the City. Unless we choose to emphasise human development over material objectives the Climate Change Strategy and the Sustainable City chapter of the SCS will be meaningless words whose disregard future generations will not forgive. It is time for some tough debate and hard decisions, and especially over the options for the design of York North West.

The same analysis should also be applied to the specific issues that *Prioritising Prosperity* addresses. We give two examples where wise discrimination is called for.

First, the Report discusses the City's strength in its science and technology cluster and proposes ways in which to foster it. We have no difficulty with the principle, but we are unhappy with the implication that *any* science or *any* technology is equally valid. In our view the world situation is such that effort expended on corporation-dominated bioscience, military research, resource-wasteful products or the more frivolous media projects must be transferred to urgent endeavours to improve organic agriculture (including carbon-beneficial bio-fuels), restore damaged ecosystems, find sustainable substitutes for plastics, maximise the efficiency of renewable energy and our use of scarce resources, and redesign land-use and transport for an energy-scarce and less mobile world.

Second, we note the suggestion that business entrepreneurship should be introduced into schools. This should not be from the perspective that all business is good business, for that is no longer tenable. It is essential that all new businesses should be truly sustainable, community-oriented and imbued with a sense of responsibility. They should focus on the science described in the previous paragraph and on the objectives in the list of points above. We believe that a generation of children that is acutely aware of the world they are inheriting would respond to that agenda.

Finally we make a crucial point about democracy. It is clear that many, particularly younger people are losing patience with a political system that appears incapable of responding to patent and huge threats. At the least that perception is driving an undemocratic battle between radical, 'nimby' and corporate interest groups. It may increasingly precipitate direct action. The Council must show that it can act on big challenges if it hopes to foster the responsible participation of its citizens in creating a fairer, more secure and happier community.

**We look forward to open constructive debate about these issues. We would particularly welcome the opportunity to discuss them with the Economic Development Board. Because of their seriousness we decided that members of the Forum would individually signify that they endorse this letter.**

A copy of the York Environment Forum's critique of the Future York Report is also attached.

*"The clearest message from the financial crisis is that our current model of economic success is fundamentally flawed. For the advanced economies of the western world, prosperity without growth is no longer a utopian dream. It is a financial and ecological necessity."* The Sustainable Development Commission, March 2009.

Steve Carney [Origin Energy]

Chris Chambers

John Cossham

Philip Crowe [York Tomorrow]

Carole Green [Bishopthorpe Parish Council]

Richard Hampton [North Energy Associates]

Edward Harland [York in Transition]

Ron Healey [CTC – North Yorkshire]

Barry Otley [Farming and Wildlife Advisory Group]

Mick Phythian [York Natural Environment Trust]

Barry Potter [York Natural Environment Trust]

Sara Robin [York Cycling Campaign]

June Tranmer [The Healing Clinic]

Jonathan Tyler [Passenger Transport Networks]

Karin de Vries

Isobel Waddington

Bryony Wilford [York in Transition]

Guy Woolley [Campaign to Protect Rural England]

published by Jonathan Tyler on behalf of the York Environment Forum



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## **Economic & City Development Overview & Scrutiny Committee**

8<sup>th</sup> December 2009

### **Interim Report of the Water End Task Group**

#### **Summary**

1. The purpose of this report is to present Members of the Committee with a draft extended scope and timetable for the review. It also presents Members with background information and work undertaken by the Task Group to date.

#### **Background**

2. 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 decision<sup>1</sup>
- ii. To explore whether further improvements can be made to address the current traffic issues
- 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

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<sup>1</sup> It was agreed at the last 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. The Task Group would concentrate on objectives ii, iii, & iv of this remit. Members of the entire Committee would be asked their views on the report going to the Executive Member.

## Consultation

3. 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 and this is detailed in the scope and timetable below.

## Scope & Timetable for the Review

4. The Task Group met informally on 22<sup>nd</sup> October 2009 to draft the scope and timetable for the review. This is set out in the table below.

Date	Key Objective	Action	Possible Attendees
22.10.2009	All	Scoping & timetabling of review	Task Group & scrutiny officer
18.11.2009	All	Site visit at peak time (approx 5pm)	Task Group, scrutiny officer & relevant technical officers
08.12.2009	All	Approval of scoping & timetabling of review	Full Committee
15.12.2009	i	<ul style="list-style-type: none"> <li>➤ For background purposes – To receive previous reports on this area, in particular the report to the Executive Member for City Strategy on 20<sup>th</sup> October 2008 (Water End – proposed improvements for cyclists)</li> <li>➤ For Background purposes - To receive &amp; understand the available technical reports/modelling data [including looking at 'before' &amp; 'after' traffic survey data and any forecasts made to substantiate the case for the improved junction proposals]</li> <li>➤ For background purposes - To receive</li> </ul>	Task Group, scrutiny officer, relevant technical officers



		<p>&amp; understand information on York's cycling infrastructure, in particular the Orbital Cycle Route, the rationale of the scheme &amp; how the works in the Water Lane area fit with this.</p>	
15.12.2009	li & iii	<ul style="list-style-type: none"> <li>➤ To receive &amp; understand a breakdown of the cost of the works at Water End/Clifton Green to date</li> <li>➤ To receive information on &amp; understand the possibility, viability &amp; the cost of restoring the road to its original layout</li> </ul>	Task Group, scrutiny officer & relevant technical officer(s)
15.12.2009	iv	<ul style="list-style-type: none"> <li>➤ To receive &amp; understand the context of the Land Compensation Act 1973 in relation to this CCfA</li> <li>➤ To receive information on any relevant case-law precedents</li> </ul>	Legal Services
TBC	All	<p><b><u>Public Event</u></b></p> <ul style="list-style-type: none"> <li>➤ To meet with local residents, cyclists &amp; other users of the roadway in this area to hear their views. [This event is likely to start with a short presentation given by the Chair of the Committee and/or the scrutiny officer to present the information found to date. There would then be time for the public to feed in</li> </ul>	Task Group, scrutiny officer, technical officers & members of the public

		their views – a time limit for each speaker may be set for this dependent on how many attendees there are]	
TBC	iii	<ul style="list-style-type: none"> <li>➤ To receive &amp; understand the views of residents collated at the public event</li> <li>➤ To undertake a comparison with the implementation of the cycle scheme along the Fulford Corridor &amp; whether City of York Council follows a 'model' procedure when implementing these kinds of schemes</li> <li>➤ To explore whether there is scope for City of York Council to trial schemes, or use temporary schemes, to ensure that they are suitable before embarking upon potentially costly changes to road layouts</li> </ul>	
TBC	All	To review the information received to date in order to formulate draft recommendations for inclusion in the draft final report	Task Group & scrutiny Officer
TBC	All	Consider & agree draft final report	Task Group & scrutiny officer
TBC	All	Consider draft final report	Full Committee
TBC	All	Final report to SMC	Chair of the Committee & the scrutiny officer

TBC	All	Final report to the Executive	Chair of the Committee & the scrutiny officer
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## **All Key Objectives**

### **Information Gathered to date**

5. On 18<sup>th</sup> November 2009 at 5.30pm, the Water End Task Group observed the traffic flow at the junction of Water End, Clifton and Bootham. They also spent some time observing traffic at the junction of Water End and Westminster Road. Members made the following comments:

#### **Councillor Pierce**

The Task Group was given a guided tour and explanation by the Assistant Director (City Development & Transport) of the improvement works at a site meeting held during the evening peak period of 18th November. He argued that, whilst queues back along the bridge were longer, the actual delay was shorter because of the new light sequence. Considerable traffic flow data had been obtained (including CCTV) which demonstrated the greater efficiency of the new junction arrangements and increased bicycle flows. The data would be reported to the Task Group at their next meeting. He also explained that vehicular traffic had not been excluded from the space occupied by the previous left turn into Shipton Road as the cycle lane was marked by a pecked line from which other traffic was not excluded. Members' observations supported the officer's arguments. Members also watched traffic flows along Westminster Road and The Avenue.

#### **Councillor Hudson**

Queue lengths changed dramatically over the time we were at the junction, however it should also be noted that there were roadworks in other parts of the city, which could have affected this.

## **Options**

6. Members have the following options:

- Option A** Approve the draft extended scope & timetable at paragraph 4 of this report
- Option B** Amend the draft extended scope & timetable at paragraph 4 of this report
- Option C** Provide comment on the outcomes of the work undertaken so far by the Task Group

## **Analysis**

7. The draft extended scope and timetable set out in paragraph 4 of this report provide the Task Group with a clear focus of the work that needs to be undertaken. Members of the Committee may wish to comment on or amend the scope and timetable prior to formally approving it.

## **Corporate Strategy 2009/2012**

8. 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**

9. **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.
10. **Human Resources** – There are no known Human Resources implications associated with the recommendations in this report.
11. **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.
12. 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**

13. 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**

14. Members of the Committee are asked to:
  - i. Approve the draft extended scope & timetable at paragraph 4 of this report
  - ii. Note and comment on the work undertaken by the Task Group to date

Reason: In order to progress this review

**Contact Details**

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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** 26.11.2009

**Specialist Implications Officer(s)** None

**Wards Affected:** Clifton Ward


All

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

**Background Papers:**

None

**Annexes**

None

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## **Economic & City Development Overview & Scrutiny Committee**

8<sup>th</sup> December 2009

### **Scoping Report – Newgate Market**

#### **Summary**

1. This report provides information to the Committee prior to the proposed commencement of a new scrutiny review on Newgate Market. It also asks Members of the Committee to approve and/or amend the remit and scope for the review.

#### **Background**

2. At a meeting of the Economic and City Development Overview and Scrutiny Committee held on 14th July 2009 Members received the 2008/09 Outturn Report – Finance and Performance. This reported a shortfall in income at Newgate Market following a trend of reduced stall take up and a national decline in the popularity of open markets. Discussions on this report ensued and it was agreed that the Committee would like further information on Newgate Market. A briefing note was prepared and presented to Members of the Committee at their meeting on 29<sup>th</sup> September 2009.

#### **Information Received To Date**

3. The briefing note (paragraph 2 of this report refers) provided an overview of trading conditions at Newgate Market as a result of the present economic climate. The main points of the briefing note are set out below:
  - There has been a marked effect on outdoor markets due to changes in customer expectations. This has resulted in a downturn of trader takings, stall occupancy and ultimately rental income to local authorities.
  - Newgate Market has fared fairly well compared with many open markets in the region but there is still concern that trade will decline. Managers have introduced a range of innovative measures to mitigate the effects of changing shopping patterns. These have been designed to ease the trader's economic circumstances and to raise the market's profile.
  - A new fees & charges structure has been introduced based on supply and demand. The layout of the market has been revised and some stalls withdrawn to open up new, more inviting aisles. In addition new 'building out' guidelines were also introduced.
  - New generic backdrop vinyl 'nameboards' were made available (at a subsidised cost) in order to make the market look more uniform and professional.

- A brochure was designed to promote the market and this was delivered to every household in York as well as being available at the library and some cafes in York. The cost of the brochure was funded by advertising within it.
  - Various promotion events were held including a live broadcast by Minster FM, a 'Love your Local Market' month, a 'markets on the move' roadshow, visits to local schools, a revamped *Trader Times* newsletter and reduced parking fees for traders' vehicles.
4. Consideration of the briefing note led Members to discuss the following themes and to agree to progress this topic to review:
- The City Centre Action Plan and the vision for the area
  - Properties on the Shambles and how they relate to Newgate Market
  - The effect of continental markets in Parliament Street on stalls within the market
  - Immediate, short & longer term developments in the area (including possible future usages of this area)
  - The possibility of receiving information giving a more comparative stance, for example, 'what makes a good market?' and examples of good practice.

### **Context of Review**

5. The future of Newgate Market is being formally considered as part of the statutory Local Development Framework (LDF) through its daughter document the City Centre Area Action Plan (CCAAP). With an agreed remit to feed into the CCAAP, a Renaissance Team has been established by the City of York Council and Yorkshire Forward (who are providing the finance) to investigate and put forward proposals in relation to the city centre public realm. This will not just focus on spatial/design issues but will address what uses might be encouraged, by whom and at what time of day. The Renaissance Team has had its inaugural meeting and is now quickly moving on to a detailed scoping of its future work.
6. Also underway is the Footstreets Review, which is looking at how Newgate is accessed at different times of the day. As with the CCAAP, consultation on the review is already underway with city centre businesses already looking forward to the next stage.

### **Consultation**

7. Relevant officers within the Economic Development Unit have been consulted during the preparation of this report.
8. Further interested parties will be consulted as the review progresses. Potential consultees are set out in the scope, which is at paragraphs 14 and 15 of this report.

### **Conduct of Review**

9. It is suggested that a representative of The National Association of British Market Authorities (NABMA) be invited to address the Committee as part of the review.



This would enable the Committee to receive an independent view in respect of areas such as good practice and 'what constitutes a good market?'

10. Members have the option of forming a small task group to undertake this review. This may have the advantage of giving Members further scope to work more immediately and flexibly on a review topic. Any task group will report back to the full Committee with their findings for approval.
11. It is anticipated that this review will take approximately 6 months to complete. Consideration will need to be given to commitments already in the Committee's work plan and a decision made on an appropriate time to commence this review.
12. In light of the information set out above the following draft remit and scope are proposed for Members of the Committee to agree and/or amend.

### **Draft Remit**

13. The information below presents a draft remit for Members to approve and/or amend:

#### **Aim**

To investigate possible ways of improving the area currently occupied by Newgate Market to input into 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.

#### **Key Objectives**

- i. To receive information from the Renaissance Team about its work plan; particularly in relation to Newgate Market
- ii. To investigate comparators to Newgate Market (what makes a good market, what constitutes good practice)
- iii. To investigate potential immediate, short and long term development of, improvements to and usages of this area
- iv. To look at the income generated by Newgate Market

### **Draft Scope**

14. The following paragraphs set out the draft scope for the meeting along with potential attendees:

#### **Meeting 1**

**Date:** 08.12.2009

**Key Objective(s) Covered:** All

**Action(s):** Approve the draft remit and scope

**Attendees:** Committee, scrutiny officer, relevant officers from Economic Development Unit

## **Meeting 2**

**Date:** TBC

**Key Objective(s) Covered:** (i & ii) To receive information from the Renaissance Team about its work plan; particularly in relation to Newgate Market and to investigate comparators to Newgate Market (what makes a good market, what constitutes good practice)

**Action(s):** To invite a representative of the Renaissance Team to present to the Committee on objective (i) and to invite an independent person from NABMA to address the Committee on objective (ii)

**Attendees:** Committee, scrutiny officer, relevant officers from Economic Development Unit, representative from the Renaissance Team, representative from NABMA

## **Meetings 3 & 4**

**Date:** TBC

**Key Objective(s) Covered:** All

**Action(s):** Site Visits – To visit the Newgate Market area by day when the market is taking place and also in the evening once the market has closed, in order to understand activity/problems faced in the area at different times of the day

**Attendees:** Committee and/or task group, scrutiny officer, relevant officers from Economic Development Unit

## **Meeting 5**

**Date:** TBC

**Key Objective(s) Covered:** (iii) To investigate potential immediate, short and long term development of, improvements to and usages of this area and key objective (iv) To look at the income generated by Newgate Market

**Action(s):** To receive information from the Economic Development Unit, by way of briefing note and ensuing discussion, in order to understand the following:

- To understand the effect changes in customer expectations have had on Newgate Market
- To investigate whether further innovative changes/measures can be made to improve Newgate Market in the short term in order to try and mitigate the effects of changing shopping patterns
- To investigate the impact that specialist markets have on Newgate Market
- To look at how other properties, such as those on The Shambles relate to Newgate Market [there may be restrictive covenants in place and the Property Team should be able to advise on this]
- To explore the further potential of the Newgate Market area, including both day and evening use of the space and to feed these ideas into the CCAAP
- To understand the income currently being generated by Newgate Market and previous income generated to use as a comparator

**Attendees:** Committee, scrutiny officer, relevant officers from Economic Development Unit, Property Team

### **Meeting 6**

**Date:** TBC

**Key Objective(s) Covered:** All

**Action(s):** To hold a public event in order to talk to market traders and market users to receive their ideas and views for the future of this area. This should be a combined event with the Renaissance Team who has already stated their desire to consult with City Centre Business Interests.

**Attendees:** Committee, scrutiny officer, relevant officers from Economic Development Unit, market traders and members of the public

### **Meeting 7**

**Date:** TBC

**Key Objective(s) covered:** All

**Action(s)** To receive information gathered to date and to formulate draft recommendation for inclusion with the draft final report. The recommendations will, ultimately, be put forward to the Renaissance Team to feed to include with their work.

### **Meeting 8**

Consideration of Draft final report & recommendations by the Economic & City Development Overview & Scrutiny Committee

15. On completion and agreement of the final report the findings will be presented to Scrutiny Management Committee and the Executive for approval. Once this has been done then recommendations can be formally fed back to the Renaissance Team.

## **Options**

16. Members are asked to:

- Approve and or amend the draft remit and scope set out in paragraphs 13, 14 & 15 of this report
- Consider whether they wish to form a task group to undertake the review.

## **Analysis**

17. York's open market is seen as a key component of city centre retailing, providing an alternative offer to city centre shopping, plus numerous employment opportunities. It is envisaged that the market will play a fundamental part in the City Centre Area Action Plan (CCAAP), which is expected to determine both its future look and location.

18. The CCAAP, which is currently underway, provides a platform to debate the market's future and how it might look and operate, enabling it to meet revised expectations and new economic challenges.
19. To introduce a scrutiny review without firmly anchoring it within the context provided in paragraphs 5 and 6 of this report would cause confusion. The Market Traders, as an example, are already involved with the CCAAP and the Footstreets Review and some will have already contributed to the processes. The technical officers within the Economic Development Unit therefore suggest that the scrutiny review 'piggybacks' on to the Renaissance Team's work and feeds its views into this process which will recommend new designs and roles for Newgate Market and its associated public realm.
20. Some flexibility may also be required in terms of timescales of the review as progress is made on the key CCAAP and Footstreets Review. Ongoing work in this area may have an impact on the work being undertaken by the Committee and Members will need to be mindful of developments being made by the Renaissance Team.
21. However, in the meantime new initiatives may well be introduced to revitalise existing arrangements as appropriate. In the current financial year, as a result of actions already taken, financial uplift is apparent in the rental tolls being taken. It is also envisaged that Newgate Market will benefit through association with the Food & Drink Festival and Christmas Markets.

### **Corporate Strategy 2009/2012**

22. This report and the proposed scrutiny topic on Newgate Market are linked with the Thriving City theme of the Corporate Strategy 2009/2012:  

'We will continue to support York's successful economy to make sure that employment rates remain high and that local people benefit from new job opportunities.'
23. It also touches on elements of the Sustainable City and Effective Organisation themes in the recently refreshed Corporate Strategy 2009/2012.

### **Implications**

24. **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 this report however; implications may arise as the review progresses.
25. **Human Resources** – There are no Human Resources implications associated with the recommendations within this report.
26. **Legal** – There are no legal implications associated with this report however, implications may arise as the review progresses.

27. There are no known equalities, property, crime & disorder or other implications associated with the recommendations in this report.

### **Risk Management**

28. In compliance with the Council's risk management strategy there are no known risks associated with the recommendations in this report.

### **Recommendations**

29. Members are asked to:

- i. Approve/amend the draft remit and scope set out at paragraphs 13, 14 and 15 of this report.
- ii. Consider whether they wish to form a task group to undertake the work associated with the review

Reason: To enable the review to progress.

### **Contact Details**

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**Chief Officer Responsible for the report:**

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

Report Approved



Date 26.11.2009

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

None

**Wards Affected:** Guildhall Ward

All

For further information please contact the author of the report

### **Background Papers:**

Newgate Market Focus Report – presented to the meeting of the Economic & City Development Overview & Scrutiny Committee on 29<sup>th</sup> September 2009

### **Annexes**

None

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## **Economic & City Development Overview & Scrutiny Committee**

8<sup>th</sup> December 2009

### **Feasibility Study – Safe Travel to School**

#### **Summary**

1. This report presents Members with a feasibility study regarding a scrutiny topic on the '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.' A copy of the topic registration form is at Annex A to this report.

#### **Background**

2. Councillor James Alexander originally registered the topic in November 2008. At the time of submission Councillor Alexander was advised to await the outcome of the Traffic Congestion Ad Hoc Scrutiny Committee, as it was envisaged that the final report from this would cover many of the issues he had raised.
3. Councillor Alexander has now seen the draft final report of the Traffic Congestion Ad Hoc Scrutiny Committee and is not satisfied that the issues that he has raised are covered. The original topic registration form, therefore, is still live and Members of the Economic and City Development Overview and Scrutiny Committee are asked to consider it at their meeting today. Councillor Alexander will be in attendance at the meeting to speak to the topic and to answer any questions Members may have for him.

#### **Criteria**

4. Councillor Alexander has indicated, on the topic registration form, that he believes the topic fits with all the listed criteria (Annex A refers).

#### **Consultation**

5. The following persons were consulted as part of the feasibility process and comments received are set out at Annex B to this report:
  - Executive Member for City Strategy
  - Executive Member for Children's Services
  - Relevant City of York Council officers

6. If any review is progressed then it is envisaged that there will be further consultees.

### **Options**

7. Members are 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

### **Analysis**

8. Many of the comments set out in Annex B to this report raise concerns regarding the extent of the proposed scrutiny topic. The comments suggest that the topic should be more clearly defined and concentrated around the Safe Routes To School Programme and/or School Travel Plans. As the topic stands at the moment the consultees indicate that it is too wide reaching and it is doubtful what value could be gained from it in its present form.
9. Members may, therefore, wish to consider receiving 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. A presentation would clearly define any areas that a scrutiny review could concentrate on or alternatively it may reassure the Committee that nothing further needs to be done. The Principal Transport Planner (Operations) has indicated that he, and Members of his team, would be happy to undertake this.
10. Should Members choose to proceed with a review on this topic in its present format, the topic registration form at Annex A to this report lists the areas that should be looked at along with suggestions for consultees.
11. Members will also need to take into consideration commitments already in their work plan and decide where any work regarding this would be best placed.

### **Implications**

12. **Financial** – There are no financial implications associated with the recommendations within this report however; should Members of the Committee choose to progress this topic to review implications may arise. There is a small amount of funding in the scrutiny budget to enable reviews to take place.
13. **Legal** – There are no known legal implications associated with the recommendations within this report however; should this topic be progressed to review implications may arise.



- 14. **Human Resources** – There are no known Human resources implications associated with the recommendations within this report.
- 15. There are no known equalities, crime & disorder, information technology or property implications associated with the recommendations within this report.

### **Risk Management**

- 16. In compliance with the Council's risk management policy there are no risks associated with the recommendations in this report.

### **Recommendations**

- 17. Members are recommended to undertake Option B as set out in paragraph 7 of this report and 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.

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

### **Contact Details**

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**Chief Officer Responsible for the report:**

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

**Feasibility Study  
Approved**



**Date** 26.11.2009

**Specialist Implications Officer(s)** None

**Wards Affected:**

All



For further information please contact the author of the report

### **Background Papers:**

None

### **Annexes**

**Annex A** Topic Registration Form  
**Annex B** Comments from Consultees

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## Scrutiny Topic Registration Form

**\* Proposed topic:** City of York Council scrutinises the physical access to schools across the city with specific reference to the school's travel plans, the speed of traffic, illegal parking, effectiveness of crossings and surface of roads and pavements.

**\* Councillor registering the topic** Councillor James Alexander

**Submitted due to an unresolved 'Cllr Call for Action' enquiry**

Please complete this section as thoroughly as you can. The information provided will help Scrutiny Officers and Scrutiny Members to assess the following key elements to the success of any scrutiny review:

**How** a review should best be undertaken given the subject

**Who** needs to be involved

**What** should be looked at

**By when** it should be achieved; and

**Why we are doing it?**

Please describe how the proposed topic fits with 3 of the eligibility criteria attached.

	Yes ?	Policy Development & Review	Service Improvement & Delivery	Accountability of Executive Decisions
Public Interest (ie. in terms of both proposals being in the public interest and resident perceptions)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Under Performance / Service Dissatisfaction	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
In keeping with corporate priorities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Level of Risk	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Service Efficiency	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
National/local/regional significance e.g. A central government priority area, concerns joint working arrangements at a local 'York' or wider regional context	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

**\* Set out briefly the purpose of any scrutiny review of your proposed topic. What do you think it should achieve?**

**Annex A**

Many parents are contacting me regarding the speed of traffic near schools in Holgate, illegal parking near schools causing obstructions and children having to walk in the road and almost be hit by motorists. Sometimes the motorists who are illegally parking are other parents on the school run. Parental reports also include poor signage near schools, poor road surface and so on. While speaking to other elected members it became clear that this was not just a catalogue of problems in Holgate.

The review should lead to a course of action that permits free and safe travel to and from schools.

**\* Please explain briefly what you think any scrutiny review of your proposed topic should cover.**

- Look more closely at school's travel plans with perhaps recommendations for changes
- Look at priority of road & footpath resurfacing & maintenance & possible improvements
- Perhaps introduce bollards at certain entrances
- Possibly introduce speed limits near schools etc.
- Parking near schools, illegal parking near schools
- Increased traffic signage near schools
- Teachers supervising outside schools as children arrive

I would like the scrutiny committee to look at a few schools of differing sizes across the authority. Some of these should be rural & some urban.

**\* Please indicate which other Councils, partners or external services could, in your opinion, participate in the review, saying why.**

- |            |                |           |
|------------|----------------|-----------|
| -Schools   | -Parents       | -children |
| -Residents | -Motorists     | -Cyclists |
| -Highways  | -City Strategy | -Members  |

**\* Explain briefly how, in your opinion, such a review might be most efficiently undertaken?**

It is my impression that this should be looked at by an existing scrutiny committee. A sample of schools should be looked at across the city (including ones in Holgate that I have specific information about). The members should analyse the ease and problems of physical access to the school based on the criteria outlined in the above section, which indicates why I believe this topic is important.

Estimate the timescale for completion.

- 1-3 months
- 3-6 months
- 6-9 months

**Support documents or other useful information** None

Date submitted: Friday, 28th November, 2008, 12.29 pm; submitted by: Councillor James Alexander

## **Safe Travel to School Consultation Comments**

### **Councillor Stephen Galloway – Executive Member for City Strategy**

This proposal seems a little ill-judged. It confuses the powers available to the Council with those that can be exercised by school governing bodies.

It muddles issues like the footpath and carriageway resurfacing programme prioritisation with parking enforcement.

It fails to include a key issue - the "safe routes to school" programme (and the commitment of some members of the SMC to it!).

Arising out of the "safe routes to school" programme there might usefully be a requirement to assess the powers that might be used to enforce non-car access to schools and the implications of such for future central government legislation.

### **Councillor Carol Runciman – Executive Member for Children's Services**

I think the focus of the topic needs to be more clearly defined - a review of the work on Safe Routes to School and/or School Travel Plans could be useful but giving a very wide scope could present problems. Although the use of school staff outside or near school entrances might be considered, it is not possible to direct schools to use their staff in this way – it is for them to deploy staff in the ways they consider the most useful.

Parking enforcement is a different topic and could involve another wide ranging set of issues, mainly affecting parents of children attending the school in question, as well as the use of council staff, PCSOs etc. This would need careful consideration and may be outside the scope of this topic.

### **Damon Copperthwaite – Assistant Director – Development & Transport – City of York Council**

The scope and extent of the scrutiny needs to be very carefully developed. On the basis of the registration form the scope is far reaching and would consume significant staff resources in City Strategy and Neighbourhood Services. We would resource it by reprioritising our workload to drop other work and then drawing staff from other areas. I think the timescale quoted of 1-3 months is ambitious.

The topic picks up on an issue that the Council is well aware of and has over a number of years attempted to address through its Safe Routes to School programme and through its Green Travel Plan initiatives. I see no reason why those two initiatives should not be scrutinised. With regard to new initiatives then no doubt the committee could assess what they may be. Whilst I may recognise the issues being raised by the topic I am not convinced that there are new solutions other than those already in place and so am sceptical about the value of the scrutiny.

**Christine Packer - School Travel Plan Co-ordinator – City of York Council**

**PARKING AND SIGNAGE**

Illegal parking and inconsiderate parking is a problem outside many of our schools. Many schools have parking restrictions, some do not. Parking Services do visit schools to enforce parking restrictions; when they visit, or if PCSOs are about parking improves and then returns to 'normal' once the officers have gone. Quality of signage does not seem to have a huge influence on how parents park around schools. In some schools, road markings are observed, in others they are totally ignored. Whilst it is clear an official presence makes a difference on the day, in the long term a different solution needs to be reached and this must actively involve the school themselves. Schools need to work with the parents, explaining the safety issues and that their (the parents) inconsiderate parking can cause a hazard to the children themselves, and to encourage more sustainable travel so that the number of cars outside schools are reduced. This work could be coordinated by a School Travel Plan Advisor in conjunction with the school themselves.

If more road markings are introduced, say double yellow lines, this will only push the problem out sideways rather than solve it. In a number of cases, parents block drives and cause obstructions so larger vehicles find it difficult to get through.

Schools are generally reluctant to supervise children outside school on arrival due to staffing issues - teachers are often in the classroom in the morning getting ready for the day and greeting children as they arrive into the classroom. One or two schools may be happy to consider this option, but my impression is that outside school the child is the parent's responsibility.

**TRAVEL PLANS AND SAFE ROUTES TO SCHOOL (SRTS)**

Most schools that have travel plans wrote them prior to 2007, the quality of which is variable and mostly not to the standard that is expected currently. With recent travel plans, the SRTS issues have been addressed as part of the travel plan. Evidence suggests that this has been the case in many cases in the past. Engineering (Ben Potter, Louise Robinson) will have records of where SRTS work has been completed and what that constitutes. To review each school's travel plans and recommend changes would probably create more work than there is staffing to do. In practice, the reality is that schools are not always willing to work with us as they have many other priorities.

Travel plans tend to get reviewed due to planning applications or the school, wishes to update them anyway (parking issues is sometimes a driver there). What might be appropriate is to use the schools census information to identify schools with high car use, combined with some local knowledge to identify those schools that could be approached with a view to cutting car use and improving parking. I strongly feel that we should not approach schools simply to target parking - there has to be a holistic approach. The current target, set

by the Department for Transport, is that we are to work with schools to deliver travel plans in 100% of schools by the end of March. For this reason, whilst it may be difficult to incorporate into workloads for this year, it is an obvious line of enquiry come April when all schools should have travel plans and we are looking at how we can maintain modeshift etc.

**Speed limits** - it is worth noting that unless a school is on a major route or one, which needs to be accessed by emergency vehicles, schools have a 20mph speed limit by them and in most cases, traffic calming as well.

**Road and Footpath resurfacing** - There may be some benefit in looking at this - Engineering would be the obvious contacts - particularly for footpaths. However, consideration may need to be given to the political impact of potentially improving paths outside schools when other paths around the City may be in greater need of attention.

In summary, parking is an issue. Whilst the Council can improve signage and road markings the real answer is to work with schools to get them to work with their parents to address the issues.

### **Comments from School Crossing Patrol Team – City of York Council**

#### **School Crossing Patrols**

##### **Recruitment**

There are a number of issues that School Crossing Patrols (SCP) and the Road Safety Team generally would like to raise in relation to the Scrutiny report. Currently SCPs have limited resources in terms of both the provision and supervision of school crossing patrols. Recruiting for school crossing patrol posts continues to be a challenge and, whilst we have a large number of applications, a vast majority drop out of the process along the way. Recruitment forms a disproportionately large part of the supervisor's time and can be immensely frustrating when interviews and training are arranged and carried out, only for the candidate to pull out at the last minute.

In addition to the difficulty of filling the vacant sites we do have, we also face a number of requests for new sites. These sites are reviewed to establish suitability for a school crossing patrol but inevitably are lower down the list than existing posts, which have been left empty through retirement or ill health and where the crossing patrol has become the norm. The supervisor is expected to make at least one visit to every site per term and this simply hasn't happened due to the volume of workload. The Supervisor role is currently part time. With the number of hours spent in recruitment and training, there is certainly a case (and the work) for this post to be made full time.

There are currently 8 vacant SCP posts. The supervisor's post is also vacant and is being covered by a temporary member of staff. It is hoped that this post will be filled in the next couple of months.

### Locating SCPs

It should be highlighted that under the School Crossing Patrol Service Guidelines set out by Road Safety GB, few schools in the York area qualify for a school crossing patrol, as they have facilities such as Pelican/ Puffin crossings already at the site, and/or the number of children vs. the volume of traffic is low. We would suggest that a view of the existing sites be carried out to establish whether, in safety (rather than political) terms, an SCP is really required at all sites?

### **Road Safety**

With regard to the speed limits outside and in proximity to schools, DFT guidelines (circular 01/2006) state that engineering on the road would have to be carried out in order to ensure compliance with a 20mph limit. In addition, police need to be in agreement that the correct speed limit has been set for the road so as to ensure that enforcement of the speed limit takes place.



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

Meeting Date	Work Programme
29 September 2009	<ol style="list-style-type: none"> <li>1. First Quarter Monitoring Report</li> <li>2. Further briefing on Economic Development Programme (Sections 1-4)</li> <li>3. Briefing on Newgate Market</li> <li>4. First report of the CCfA Task Group (Water Lane Traffic Issues) &amp; recent developments</li> <li>5. Report of the Executive Member regarding Highways Adoption</li> </ol>
8 December 2009	<ol style="list-style-type: none"> <li>1. Second Quarter Monitoring Report</li> <li>2. Chair of the York Environment Forum – Open Letter</li> <li>3. Interim report of the CCfA Task Group (Water End Traffic Issues)</li> <li>4. Attendance of Executive Member for City Strategy</li> <li>5. Feasibility Study – Broadway Shops</li> <li>6. Scoping &amp; Timetable – Newgate Market</li> <li>7. Feasibility report – Safe travel to School</li> </ol>
26 January 2010	<ol style="list-style-type: none"> <li>1. Attendance of the Leader</li> <li>2. Budget Consultation</li> <li>3. Audit Commission Report on Use of Resources</li> <li>4. Interim Report of the CCfA Task Group (Water End Traffic Issues)</li> <li>5. Interim Report on the Newgate Market Review</li> </ol>
9 March 2010	<ol style="list-style-type: none"> <li>1. Third Quarter Monitoring Report</li> <li>2. Annual Report from relevant Local Strategic Partners</li> <li>3. Bus tokens report</li> <li>4. Update on Proposed Scrutiny Topic - Highways Adoption</li> </ol>
6 July 2010	<ol style="list-style-type: none"> <li>1. Attendance &amp; report(s) of Executive Member for City Strategy &amp; the Leader</li> </ol>

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**FORWARD PLAN ITEM****Meeting:** Executive Member for City Strategy**Meeting Date:** 05/01/10**Keyword:****Item Type:** Executive Member Decision - of 'Normal' importance**Title of Report:** Bootham Cycle Crossing Facility**Description:** Purpose of report: Reports on a scheme that would provide a missing link in York's cycle network, and form part of the Haxby to Station route.

The decision was due to be made on this item at a meeting on 1 December but due to feedback from the consultation process the item will now be considered at a meeting on 5 January.

Members are asked to: Members are asked to consider the outcome of further feasibility work and consider an alternative proposal for public consultation.

**Wards Affected:****Report Writer:** Tom Blair **Deadline for Report:** 17/11/09**Lead Member:** Councillor Steve Galloway**Lead Director:** Director of City Strategy**Contact Details:** Tom Blair

tom.blair@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 Bootham Cycle Crossing Facility**Call-In**

If this item is called-in either pre or post decision, it will be considered by Scrutiny Management Committee on: 11/01/10

**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

**Meeting Date:** 05/01/10

**Keyword:**

**Item Type:** Executive Decision - of 'Normal' Importance

**Title of Report:** 10:10 campaign 2010

**Description:** Purpose of report: The report will outline the 10:10 campaign and identify planned projects, resources and timescales for implementation of the campaign across CYC directorates.

Members are asked to: Note the campaign and proposed projects that will enable the Council to achieve the aims of the 10:10 campaign.

**Wards Affected:**

**Report Writer:** Noel Collings **Deadline for Report:** 21/12/09

**Lead Member:** Councillor Steve Galloway

**Lead Director:** Director of City Strategy

**Contact Details:** Noel Collings

noel.collings@york.gov.uk

### Implications

**Level of Risk:** 04-08 Regular **Reason Key:**  
monitoring required

**Making Representations:** N/A

**Process:** N/A

**Consultees:** N/A

**Background Documents:** Committee Report for 10:10 campaign 2010

### **Call-In**

If this item is called-in either pre or post decision, it will be considered by Scrutiny Management Committee on: 11/01/10

### **Internal Clearance Process**

#### Pre-Decision

By Chief Officers at CMT on: 16/12/09

By Political Group Leaders on:

By Strategic Policy Panel (if required) on:

#### Post-Decision

By Strategic Policy Panel (if Required) on:

FORWARD PLAN ITEM	
<b>Meeting:</b>	Executive
<b>Meeting Date:</b>	05/01/10
<b>Item Type:</b>	Executive Decision - of 'Normal' Importance
<b>Title of Report:</b>	The Future Delivery of Key Account Management and Inward Investment Activity in York
<b>Description:</b>	<p>Purpose of report: To make proposals for the future delivery of Key Account Management and inward investment activity in York, through rationalisation and more efficient working. The purpose of this will be to offer a more streamlined approach to liaison with both indigenous and incoming businesses, including reviewing the future of york-england.com. It is intended that, subject to consultation, any new approaches will be implemented from April 2010.</p> <p>Members are asked to: To agree a new approach to the future delivery of engagement with businesses through Key Account Management, to be funded largely by Yorkshire Forward.</p>
<b>Wards Affected:</b>	
<b>Report Writer:</b>	Roger Ranson
<b>Lead Member:</b>	Councillor Andrew Waller
<b>Lead Director:</b>	Director of City Strategy
<b>Contact Details:</b>	Roger Ranson
	roger.ranson@york.gov.uk
<b>Deadline for Report:</b>	21/12/09
<b>Implications</b>	
<b>Level of Risk:</b>	04-08 Regular monitoring required
<b>Reason Key:</b>	
<b>Making Representations:</b>	N/A
<b>Process:</b>	N/A
<b>Consultees:</b>	N/A
<b>Background Documents:</b>	Committee Report for The Future Delivery of Key Account Management and Inward Investment Activity in York
<b>Call-In</b>	
If this item is called-in either pre or post decision, it will be considered by Scrutiny Management Committee on:	
	11/01/10
<b><u>Internal Clearance Process</u></b>	
<b><u>Pre-Decision</u></b>	
<b>By Chief Officers at</b>	QCG (No meeting - Circulation Deadline only)
<b>on:</b>	10/12/09

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