



**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: Monday, 17 May 2010

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 - 22)
 - a) To approve and sign the minutes of the meetings of the Economic & City Development Overview & Scrutiny Committee held on 22 February, 9 March and 24 March 2010.
 - b) To approve and sign the minutes of the final meeting of the Water End Councillor Call for Action Task Group, held on 14 April 2010, as the parent committee of this Task Group.
3. **Public Participation**
It is at this point in the meeting that members of the public who have registered their wish to speak can do so. The deadline for registering is **Friday 14 May 2010 at 5.00 pm.**

Members of the public can speak on agenda items or matters within the remit of the committee.

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

**4. Water End Councillor Call for Action (Pages 23 - 72)
(CCfA)-Final Report**

This report presents Members of the Committee with the draft final report of the Water End Task Group (Appendix 1 refers) and asks them to approve the recommendations arising from the Water End Councillor Call for Action (CCfA).

5. Newgate Market-Interim Report (Pages 73 - 94)

This Interim Report presents Members with information collated in relation to the review that is being conducted on Newgate Market.

**6. Update Report- Broadway Shops (Pages 95 - 106)
Councillor Call for Action**

In August 2009 Councillors D'Agorne and Taylor, Ward Members for Fishergate, submitted a Councillor Call for Action (CCfA) in relation to maintenance, parking and safety issues at Broadway Shops. In response to this the Economic & City Development Overview & Scrutiny Committee agreed to facilitate round table discussion between all willing parties in an attempt to resolve the problems being experienced.

This report provides Members with an update on the outcome of the facilitated discussion that took place on Tuesday 20th April 2010.

**7. Work Plan 2010 and Forward Plan Extracts (Pages 107 -
124)**

Members are asked to review the Committee's Work Plan for 2010. Extracts from the Forward Plan are included for Members' information.

8. Urgent Business

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

Democracy Officer:

Name: Judith Cumming
Telephone No.: 01904 551078
E-mail: judith.cumming@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

This page is intentionally left blank

About City of York Council Meetings

Would you like to speak at this meeting?

If you would, you will need to:

- register by contacting the Democracy Officer (whose name and contact details can be found on the agenda for the meeting) **no later than 5.00 pm** on the last working day before the meeting;
- ensure that what you want to say speak relates to an item of business on the agenda or an issue which the committee has power to consider (speak to the Democracy Officer for advice on this);
- find out about the rules for public speaking from the Democracy Officer.

A leaflet on public participation is available on the Council's website or from Democratic Services by telephoning York (01904) 551088

Further information about what's being discussed at this meeting

All the reports which Members will be considering are available for viewing online on the Council's website. Alternatively, copies of individual reports or the full agenda are available from Democratic Services. Contact the Democracy Officer whose name and contact details are given on the agenda for the meeting. **Please note a small charge may be made for full copies of the agenda requested to cover administration costs.**

Access Arrangements

We will make every effort to make the meeting accessible to you. The meeting will usually be held in a wheelchair accessible venue with an induction hearing loop. We can provide the agenda or reports in large print, electronically (computer disk or by email), in Braille or on audio tape. Some formats will take longer than others so please give as much notice as possible (at least 48 hours for Braille or audio tape).

If you have any further access requirements such as parking close-by or a sign language interpreter then please let us know. Contact the Democracy Officer whose name and contact details are given on the order of business for the meeting.

Every effort will also be made to make information available in another language, either by providing translated information or an interpreter providing sufficient advance notice is given. Telephone York (01904) 551550 for this service.

যদি যথেষ্ট আগে থেকে জানানো হয় তাহলে অন্য কোন অর্ধাতে তথ্য জানানোর জন্য সব ধরনের চেষ্টা করা হবে, এর জন্য দরকার হলে তথ্য অনুবাদ করে দেয়া হবে অথবা একজন দোআবী সরবরাহ করা হবে। টেলিফোন নম্বর (01904) 551 550।

Yeteri kadar önceden haber verilmesi koşuluyla, bilgilerin terümesini hazırlatmak ya da bir tercüman bulmak için mümkün olan herşey yapılacaktır. Tel: (01904) 551 550

我們竭力使提供的資訊備有不同語言版本，在有充足時間提前通知的情況下會安排筆譯或口譯服務。電話 (01904) 551 550。

اگر مناسب وقت سے اطلاع دی جاتی ہے تو ہم معلومات کا ترجمہ مہیا کرنے کی پوری کوشش کریں گے۔ ٹیلی فون (01904) 551 550

Informacja może być dostępna w tłumaczeniu, jeśli dostaniemy zapotrzebowanie z wystarczającym wyprzedzeniem. Tel: (01904) 551 550

Holding the Executive to Account

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

Scrutiny Committees

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

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

Who Gets Agenda and Reports for our Meetings?

- Councillors get copies of all agenda and reports for the committees to which they are appointed by the Council;
- Relevant Council Officers get copies of relevant agenda and reports for the committees which they report to;
- Public libraries get copies of **all** public agenda/reports.

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

This page is intentionally left blank

City of York Council

Committee Minutes

| | |
|---------------|---|
| MEETING | ECONOMIC & CITY DEVELOPMENT OVERVIEW & SCRUTINY COMMITTEE |
| DATE | 22 FEBRUARY 2010 |
| PRESENT | COUNCILLORS HUDSON (VICE-CHAIR, IN THE CHAIR), D'AGORNE, HOLVEY, HYMAN, KIRK, POTTER, SCOTT AND B WATSON (SUBSTITUTE) |
| IN ATTENDANCE | COUNCILLOR ALEXANDER |
| APOLOGIES | COUNCILLOR PIERCE |

42. DECLARATIONS OF INTEREST

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

Councillor Potter declared a personal non prejudicial interest in Agenda Item 3 (School Travel Plans and Safe Routes to School - Possible Review Topic) as a School Governor.

Councillor Scott declared a personal non prejudicial interest in Agenda Item 3 (School Travel Plans and Safe Routes to School - Possible Review Topic) as he lived close to a Primary School.

43. PUBLIC PARTICIPATION

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

44. SCHOOL TRAVEL PLANS AND SAFE ROUTES TO SCHOOL- POSSIBLE REVIEW TOPIC

Members received a presentation from Officers in the Transport Planning Unit on School Travel Plans and Safe Routes to Schools. The main themes of the presentation were as follows:

- School Travel Plans
 - What are School Travel Plans
 - Role of the School Travel Advisor
 - Key Drivers
 - Key Initiatives
 - Mode of Travel
 - Looking Forward 2010-2011
 - School Safety Schemes

- Safe Routes to Schools
 - School Safety Zones
 - School Cycle Parking
 - History of School Safety Schemes in York
 - School safety Programme
 - Safety Audit/Minor Works
 - Maintenance Issues

A School Travel Plan was a written document compiled by School Travel Plan Advisors in conjunction with individual schools. Plans are tailored to suit each school individually and aim to set out a package of measures to improve safety and sustainable travel choices. Officers expected there to be only two schools in York without School Travel Plans by the end of March 2010.

School Travel Plans are produced in consultation with both parents and children at schools, by asking which mode of transport they usually use to travel to school. The plans often look at problems that occur with transport to school such as the percentage of children who travel to school by car and parking issues that arise from this.

Discussions regarding School Travel Plans raised the following points:

- the percentage of children in secondary school in York travelling by car was between 7%-11%, and for children in primary school it was 30%. Parental income and location of the school affected these percentages.
- 20% of traffic around school nationally was produced by the school run.
- Officers said that the method of monitoring the effectiveness of School Travel Plans was through reviews by the School Travel Plan Co-ordinator in conjunction with the school. This, of course, could only take place once a Travel Plan was in place
- In some schools it was the responsibility of the School Governors to review Travel Plans annually.
- There was no legal responsibility for schools to have a Travel Plan although it was highly recommended and encouraged.
- Schools who use their Travel Plans effectively are often those who have members of the community willing to assist in implementing them i.e. by volunteering to take charge of a walking bus, or by car sharing.

Officers commented that one of the main difficulties encountered when discussing Safe Routes to School was that of the common perception that roads in the vicinity of schools are dangerous. Members were told how:

- There had been eight reported slight or serious accidents specifically on the route to school.
- There are currently twenty one operational school crossing patrols in York, although there are twenty seven registered sites.
- There was a need for additional staff to man school crossing patrols and that this was being promoted through the "Look Again" campaign.

Members were informed by Officers that there had been improved safety around schools with a number of cycling and walking to school schemes which had been formulated through School Travel Plans. The success of these initiatives were measured by the facts that:

- 65% of children in York complete their bike training whilst at primary school.
- The “Walk Once A Week” to school scheme would be replaced by “Walk to School Week” following the participation of 90% of York schools in the scheme in 2009.
- 100% of children in York undertake pedestrian training.
- More schools in York have been working with the new “Bike It” Officer and eleven schools have adopted a national Sustrans scheme, “Beauty and the Bike”, which was aimed at encouraging Year 6 and 7 girls to cycle to school.

Members were also told how more cycle events had been planned to increase public participation in using cycling as a safe way to travel to school such as; Biking Viking, Save our Bike Day and a Virtual Bike Race from Lands End to John O’Groats between the twenty one primary schools in York.

Following discussion Members felt that many of the issues raised were outside of the Economic and City Development Scrutiny Committee’s remit but still felt them to be important and worthy of review. The Committee therefore agreed that the best way forward would be for a cross cutting scrutiny committee comprising members of other relevant scrutiny committees to further examine this topic.

Members of the Committee agreed that should any review take place the focus should be on the following:

Funding

- Funding of the School Travel Co-ordinator Post after April 2011.

Review of Travel Plans

- What factors make a successful School Travel Plan, what difference do School Travel Plans make & how could this influence LTP3.
- How often are School Travel Plans reviewed/renewed and is there a policy around this.
- Best Practice (are there any outstandingly good School Travel Plans & how can the successful factors within them be shared).
- How can the profile of School Travel Plans be raised.

Health

- How can an increased use of School Travel Plans improve health benefits across the city.

Parking, Congestion & Safety

- How can this be improved near schools

The Chair thanked Officers for their very informative presentation.

RESOLVED: That, based on the above discussion, the Committee ask the Scrutiny Management Committee to consider setting up a joint cross cutting Scrutiny Committee to progress this topic to review.

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

45. WORK PLAN 2009-10

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

The Scrutiny Officer updated Members on changes to the plan which included an amended start time of 3.00pm for the Newgate Market review meeting on 24 March and the July meeting moving from 6 to 13 July 2010.

RESOLVED: That the work plan be amended to reflect the above changes.

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

CLLR B HUDSON, Chair

[The meeting started at 5.30 pm and finished at 7.00 pm].

| | |
|---------------|--|
| MEETING | ECONOMIC & CITY DEVELOPMENT OVERVIEW & SCRUTINY COMMITTEE |
| DATE | 9 MARCH 2010 |
| PRESENT | COUNCILLORS PIERCE (CHAIR), HUDSON (VICE-CHAIR), D'AGORNE, HOLVEY, HYMAN, KIRK, POTTER AND SCOTT |
| IN ATTENDANCE | COUNCILLOR ALEXANDER |

46. 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 D'Agorne declared a personal non prejudicial interest in item 8(Update on Broadway Shops), as the instigator of the original Councillor Call for Action.

Councillor Pierce declared a personal non prejudicial interest in item 6(2009/10 Finance and Performance Monitor 3 Report) as a member of York Travellers Trust.

47. MINUTES

Councillor Pierce asked Officers in relation to an action in the minutes from the last meeting, if information had been circulated to Members in relation to which Local Area Agreement targets and Performance Indicators had been met and which needed further attention.

The Scrutiny Officer said that she would clarify whether the information had been provided.

RESOLVED: That the minutes of the meeting held on 26 January 2010 be approved and signed by the Chair as a correct record.

48. PUBLIC PARTICIPATION/OTHER SPEAKERS

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

However, Councillor Alexander spoke on item 4(Feasibility Report Acceptance of Euros by York Businesses) as the original Councillor who registered the topic. He spoke briefly in support of his topic.

49. FEASIBILITY REPORT - ACCEPTANCE OF EUROS BY YORK BUSINESSES

Members received a report from Officers on the feasibility of a proposed scrutiny topic relating to the acceptance of Euros by York Businesses.

- RESOLVED:
- (i) To receive a presentation from Mr Martin at Visit York on his findings from the Gillygate pilot.¹
 - (ii) That the decision to proceed with a review be deferred until after the presentation from Mr Martin.
 - (iii) That the item be added to the work plan.

REASON: In order to address the issues highlighted in the topic registration form.

Action Required

To add item to the Workplan.

TW

50. DISTRIBUTION OF TRAVEL TOKENS

Members received a report from Officers on the distribution of travel tokens. This report updated Members on proposals, which had been agreed in principle by the Council's Executive to replace the tokens distribution for 2011/12 with a stored value 'smart' taxi-card system.

Officers were asked by Members as to what would happen to unused travel tokens when the new taxi card system came into operation in April. They commented that they would continue to collect them until National Transport Tokens Limited decided not to accept them.

- RESOLVED:
- (i) That the report be noted.
 - (ii) That the decision taken by the Executive, in principle for the introduction of a taxi-card to replace the distribution of tokens.

REASON: The Council cannot fully calculate the redemption of tokens as they are anonymous. As a result of this they have no identifying features of where they have been issued (for example in York or elsewhere) or to which financial year they relate. The taxi card would ensure that the Council has a clear record of all expenditure and would receive reimbursement at the end of each financial year for any credit remaining on the cards.

51. 2009/10 FINANCE AND PERFORMANCE MONITOR 3 REPORT

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

Officers reported that the key issues in the figures provided in the report were:

- The effect of the national economic downfall
- The downturn in the submission of major planning applications
- An overspend in the provision of concessionary bus fares

Officers corrected Paragraph 10 on page 42 of the agenda. The figure for Economic Development should have read £-15k not £-152k.

Members discussed the report and made the following comments and observations:

- That Paragraph 13 on page 43 of the agenda could suggest that the Traveller community are getting considerable subsidies for utilities and repairs on their sites.
- That if Peaseholme Hostel did not remain empty, that savings that could be made.

Officers responded that £13k of the Housing General budget goes to the York Traveller Trust and that the additional figures given related to utility costs. They added at one site, Osbaldwick, there were problems with the electrical supply and that a generator had to be hired to handle the increased demand.

In relation to Peaseholme Hostel, Officers replied that there had been a Corporate decision made to demolish the buildings as a matter of urgency and for it and the old Yorkshire Ambulance Station to be used for employment usage.

Discussion highlighted further points:

- The saving produced by a reduction of temporary Bed and Breakfast accommodation provided to the homeless.
- Savings produced by the relocation of existing services from Housing Repairs and Property Services.
- The creation of a Housing Repair Partnership and how this would offer a more streamlined delivery.
- That the speed camera trials have not moved forward as quickly as first hoped.

RESOLVED: That the report be noted.

REASON: To update the committee with the latest finance and performance information.

52. UPDATE ON RECOMMENDATIONS FROM PREVIOUS SCRUTINY REVIEWS

Members received a report on the implementation of recommendations arising from two previous scrutiny reviews, namely:

- Guidance for Sustainable Development
- Planning Enforcement

Guidance for Sustainable Development

Members discussed the recommendations arising from the review on the Guidance for Sustainable Development.

They questioned the slow progress of implementing these recommendations.

Members acknowledged that this was very closely linked to the Local Development Framework (LDF) process.

Members did not feel that they could sign off, as implemented, any of the outstanding recommendations and asked that this brought back to a future meeting.

Planning Enforcement

Members discussed the recommendations arising from this review and decided to sign off as complete the following recommendations; 1(ii), 1(iii),3,6,7,8 and 9 as set out in Annex B to the report.

This left several outstanding recommendations which were discussed and the following comments were made by both Officers and Members;

- Recommendation 1(i)- work is ongoing and implementation is imminent
- Recommendation 4(i)- implementation is imminent
- Recommendation 4(ii)- implementation is imminent
- Recommendation 5(i)- Building Control are currently testing a 'tablet device' and it is hoped that the results will be known soon.
- Recommendation 5(ii)- This is still outstanding as the First Response kits have been purchased but that training on how to use them still needs to take place.

The outstanding recommendations arising from this review will be rescheduled on the work plan for consideration at a later meeting.

- RESOLVED:
- (i) That the outstanding recommendations arising from Guidance on Sustainable Development be added to the work plan.¹
 - (ii) That the outstanding recommendations arising from Planning Enforcement be added to the work plan.²

REASON: To raise awareness of those recommendations which have still to be implemented.

Action Required

- 1. To add item to the Workplan TW
- 2. To add item to the Workplan TW

53. UPDATE REPORT - BROADWAY SHOPS

Members received an update report on the outcome of the facilitated discussion, which took place on Wednesday 10 February 2010.

The Scrutiny Officer clarified that Paragraph 40 of the report should have read “The Council representative to investigate whether it is legal for delivery vehicles to share space with the bus stop.” This point should also be clarified within the context of Paragraph 32 of the report.

It was also noted that Paragraph 17 of the report should have read “Further discussion ensued and it was decided, in principle, that this would be a beneficial thing to do; with the entrance at the Hairdressers end and the exit at the Post Office end of the service road.”

Councillor D’Agorne, who had originally submitted this CCfA, thanked all those who had been involved so far.

- RESOLVED:
- (i) To note the report.
 - (ii) That a further report be brought to the committee after the next facilitated discussion had taken place.¹

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

Action Required

- 1. To add item to the Workplan TW

54. WORK PLAN 2010

Members considered the work plan for the Economic and City Development Overview and Scrutiny Committee for 2010.

As a result of this meeting, it has been agreed that the following items be added to the work plan:

- To receive a presentation from Mr Martin of Visit York (minute 49 refers) and that this be provisionally booked in for the meeting on 13 July 2010.
- The implementation of recommendations arising from previous scrutiny reviews on Sustainable Development and Planning Enforcement(minute 52 refers)
- A further update report on the Broadway Shops CCfA (minute 53 refers)

Members considered the Forward Plan items attached to the agenda and agreed that they would like to receive reports on:

- York Northwest
- Traffic Arrangements at York Station

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 5.30 pm and finished at 6.35 pm].

| | |
|-----------|---|
| MEETING | ECONOMIC & CITY DEVELOPMENT OVERVIEW & SCRUTINY COMMITTEE |
| DATE | 24 MARCH 2010 |
| PRESENT | COUNCILLORS PIERCE (CHAIR), HUDSON (VICE-CHAIR), HYMAN, KIRK, POTTER, B WATSON (SUBSTITUTE) AND TAYLOR (SUBSTITUTE) |
| APOLOGIES | COUNCILLORS D'AGORNE, HOLVEY AND SCOTT |

1. **DECLARATIONS OF INTEREST**

Councillor Taylor declared a personal non prejudicial interest in item 3(Newgate Market Review Report) as an employee of City Screen.

Councillor Pierce also declared a personal non prejudicial interest in item 3 as a Council appointed governor of York St John University.

2. **PUBLIC PARTICIPATION**

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

3. **NEWGATE MARKET REVIEW REPORT**

The committee received a report which presented further information relating to the review that they were undertaking on Newgate Market. This report followed on from a scoping report which was presented to the Committee on 8 December 2009.

In light of the current progress of the review and to inform Members, two site visits to the Market had been conducted. These took place in daytime hours before and in the evening directly after the meeting at the Guildhall and were led by the City Centre Manager.

Members received two presentations during their meeting at the Guildhall in relation to Newgate Market. Copies of slides from both presentations were circulated at the meeting.

- The first presentation was from Andy Ward, a member of the National Association of British Markets Authorities(NABMA), on what made a good market and which examples of good practice from examples of markets in other areas, should be followed. His presentation concentrated on who markets were for; with the three key stakeholders being the Council, the Public and Traders. During their discussion on the presentation Members made the following comments;

- Specialist markets in York usually take place in Parliament Street, which is easier to find than Newgate.
- That York was not a member of NABMA.
- Whether the market is in the right location.
- If the Council are making the best use of the current space.
- Whether the canopies currently used let in enough light and whether they intensified the feeling of the area being claustrophobic.
- That lighting needs to be improved.
- That market traders do not tend to stay outside of footstreet hours.
- The current operating hours, for instance if the market was to be opened on fewer days of the week there would be more opportunity to clean and maintain the area.

The second presentation was given by a City Development Officer, who outlined the current views expressed on Newgate Market which included the responses and ideas obtained from the City Centre Area Action Plan(CCAAP) Issues and Options Document consultation and more recent ideas from the Renaissance Panel's charrette¹ weekend which discussed possible options for Newgate Market.

Officers circulated further information at the meeting on the preferred option of the Area Action Plan in relation to Newgate Market.

During their discussion on the second presentation Members made the following comments;

- Although the recent CCAAP consultation had included some specific questions on Newgate Market which had indicated that there were some negative aspects to the site, the respondents did not want the location of the current market to change.

Annex B to the report, detailed the 'actual' income of Newgate Market over previous years from 2005/06 to the present. This information had been requested by Members at the meeting of the Economic and City Development Overview and Scrutiny Committee held on 8 December 2009.

Officers at the meeting added that;

- The market was still making a profit, although this is not as significant as in previous years.

¹ Definition of charrette: A collaborative workshop focusing on a particular problem or project, a public meeting or conference devoted to discussion of a proposed community building project. Oxford English Online Dictionary [<http://oed.dictionary.com>]

- The annual cost of running the market was approximately £300,000 split predominantly between business rates, staff, cleansing and advertising.
- The figure for the shortfall for 2009/10 as outlined in paragraph 4 in Annex B had altered from £31,500 to approximately £20,000

Having noted all the above information, Members discussed the following points/aspects.

- The location of the market
- The Jubbergate entrance to the market
- Other access to the market(i.e. from The Shambles)
- Ownership of the 'fixed stalls' (i.e. the fish stalls and butchers stalls)
- Spatial use of the market (some areas of Newgate Market were currently neglected)
- Methods of advertising and promoting the use of Newgate Market
- The use of a different kind of stall(i.e. pop up rather than fixed)
- The possibility of fixing a glazed roof to part of the area.
- Special event and themed markets i.e. continental markets
- Cleansing provision
- The use of the market in the early evening and night.

Members also discussed the possibility of holding a public event to seek views of traders and members of the public who use the market, as outlined in the report.

In order to progress the review, Members requested the City Centre Manager and the Head of Economic Development to put together a set of proposals/business plan to bring back to a future meeting. In conjunction with other relevant departments within the Council this would include;

- How to realise the potential of the area
- Flexible usage
- Demountable stalls
- The incorporation or use of the Shambles and the associated buildings that abut the market.
- The need for an insistence on standards, which would lead to the perception of Newgate being a higher quality market.
- Making the market fit for purpose in the 21st century.

- RESOLVED:
- (i) That the reported be noted.
 - (ii) That the City Centre Manager and the Head of Economic Development, in conjunction with other relevant departments in the Council, prepare a set of proposals/business plan for the area, to be presented at the meeting of the Economic & City Development Overview & Scrutiny Committee on 17 May 2010.
 - (iii) That no public event be held as part of this review.

REASON: In order to progress this review.

Councillor R Pierce, Chair
[The meeting started at 4.30 pm and finished at 6.55 pm].

| | |
|---------|---|
| MEETING | WATER END COUNCILLOR CALL FOR ACTION TASK GROUP |
| DATE | 14 APRIL 2010 |
| PRESENT | COUNCILLORS D'AGORNE, HOLVEY, HUDSON (CHAIR) AND PIERCE |

5. DECLARATIONS OF INTEREST

Councillor D'Agorne declared a personal non prejudicial interest in item 4 on the Agenda (Water End Councillor Call for Action CCfA Progress Report and Further Information) as the Cycle Champion.

6. MINUTES

RESOLVED: That the minutes of the meeting of the Task Group held on 23 March 2010 be approved and signed as a correct record by the Chair.

7. PUBLIC PARTICIPATION

It was reported that there had been three registrations to speak under the Council's Public Participation Scheme in relation to Agenda Item 4(Water End CCfA Progress Report and Further Information.)

A resident of Westminster Road spoke and was of the opinion that:

- The installation of speed bumps had not deterred use of Westminster Road as a 'rat run'.
- Point closure would be a preferable course of action to take to deter traffic and to improve safety in the vicinity.
- Lockable bollards should be installed to allow passage for emergency vehicles.
- The proposal to put in a 20 mph speed limit along Westminster Road and The Avenue would not work.

Another resident of Westminster Road stated that the central issue was that there had been an unnecessary amount of increased traffic volumes as a result of the Water End cycle scheme.

A representative of the Cycle Touring Club spoke and was of the opinion that the value of the scheme would not be realised until the city's cycling orbital route had been completed. He felt that there should be further evaluation in regards to the Water End scheme and its effect on increasing cycling in the city.

8. WATER END COUNCILLOR CALL FOR ACTION(CCFA)-PROGRESS REPORT AND FURTHER INFORMATION

Members received a report presenting them with a draft final report and the further information that they had requested at the previous meeting of the Task Group on 23 March 2010. This report asked them to formulate recommendations arising from the review.

The further information provided in the report, was attached as a series of annexes. These annexes included; a briefing note providing analysis of the junction, the modelling output of the junction, an update on cycle flow statistics and traffic counts from the area affected. Also provided was a draft final report collating all the information provided and discussion that had taken place throughout the review.

Members focused their discussion around Annexes A, C and F of the report.

Annex A-Briefing Note-Junction Analysis

The Task Group welcomed the briefing note at Annex A to the report. They felt that paragraphs 14 and 15 of this note were particularly pertinent.

Discussion of the note illustrated that point closure would not work due to the physical limits of the junction. If there were to be a point closure this would need to be made in conjunction with a partial reinstatement of the left hand filter lane. The Task Group did not want to lose the cycle lane in order to reinstate the left turn filter lane.

Widening the road could be difficult because of the village green on one side and the cobbled area on the other. Also widening of the road would affect the conservation area around Clifton Green detrimentally.

They requested that this Annex be included in the draft final report.

Annex C- Cycle Flow on Clifton Bridge

The Task Group considered Annex C to the report and again asked for this information to be included in the draft final report.

Officers highlighted difficulties in monitoring cycle usage. They stated that any study must take place at least over a period of a year, due to seasonal fluctuations in results.

Annex F- Draft Final Report

Members discussed the Draft Final Report of the Task Group and reached the following conclusions that Annexes A and C of the agenda and the previously received information on air quality statistics in the vicinity of the junction should be included within the report.

They stated that it was clear that there were exceptional and unique circumstances at Water End.

An email was circulated outlining some findings and possible recommendations arising from the review. These were as follows;

- As a consequence of the Water End highway project, traffic levels in Westminster Road and The Avenue have increased substantially.
- These consequences were unforeseen during the testing of the future traffic flows using the macro traffic model which did not include Westminster Road, The Avenue or other side streets.
- The consequences were also unforeseen by the large number of agencies, councillors and residents who were consulted about the proposals.
- The junction arrangements were undertaken as part of a longstanding, well considered cycleway strategy and funded by the government grant for Cycling City.
- The increased use by cyclists sought has been achieved.
- The delays encountered by other traffic using the junction have not been greatly increased.
- However, the increase in cycle movements and absence of delays has been achieved by the diversion of other traffic by their drivers along Westminster Road/The Avenue route.
- On its own, point closure of Westminster Road/The Avenue would lead to substantial congestion at Water End.

The possible recommendations set out were;

- (i) The Council's Officers urgently develop new, comprehensive proposals for the Water End junctions to improve the current junction capacity and reduce greatly traffic flows in Westminster Road/The Avenue.
- (ii) The Council should in future, use traffic models, which incorporate side streets when assessing and designing junction improvements.
- (iii) The present policy of reviewing new highway schemes only after a period of twelve months should be modified to enable a review after three months when unforeseen consequences have arisen and when Ward Members request.

Discussion amongst the Task Group took place regarding the proposed recommendations. Proposed recommendations (ii) and (iii) were agreed and proposed recommendation (i) was agreed with the removal of the word capacity.

- RESOLVED:
- (i) That subject to minor amendment the following draft recommendations should be included within the draft final report with the deletion of the word capacity in the first of the proposed recommendations.
 - (ii) That Annexes A and C of the report dated the 14 April 2010 be included within the Draft Final Report.
 - (iii) That the Draft Final Report be presented to the Economic and City Development Overview and

Scrutiny Committee at their meeting on 17 May
2010.

Cllr B Hudson, Chair
[The meeting started at 5.35 pm and finished at 6.55 pm].



Economic & City Development Overview & Scrutiny Committee

17th May 2010

Report of the Head of Civic, Legal & Democratic Services

Cover Report – Water End Final Report

Summary

1. This report presents Members of the Committee with the draft final report of the Water End Task Group (Appendix 1 refers) and asks them to approve the recommendations arising from the Water End Councillor Call for Action (CCfA).

Background

2. In coming to a decision to further look at this CCfA the Economic & City Development Overview & Scrutiny Committee recognised certain key objectives and the following remit was agreed:

Aim

3. 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
 - 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.
4. A Task Group comprised of Members of the full Committee was tasked with undertaking the work.

Consultation

5. Consultation for this Councillor Call for Action took place with the relevant technical officers within the Council. A public event was also held to hear residents' view. In addition to this residents have spoken under the Council's Public Participation Scheme at various public meetings where this issue has been discussed.

Options

6. Having considered the findings of the Task Group contained within the final report and its annexes, Members may choose to support all, some or none of the recommendations shown in paragraph 10 of this report.

Analysis

7. In regards to the aims and objectives of this review, the final report attached at Appendix 1 analyses all of the information gathered.

Conclusions Arising from the Councillor Call for Action

8. The Task Group drew the following conclusions based on the evidence they had received:
 - As a consequence of the Water End highway project, traffic levels in Westminster Road and The Avenue have increased substantially
 - These consequences were unforeseen during the testing of the future traffic flows using the macro traffic model which did not include Westminster Road, The Avenue or other side streets
 - The consequences were also unforeseen by the large number of agencies, Councillors and residents who were also consulted about the proposals
 - The new junction arrangements were undertaken as part of a longstanding, well-considered cycling strategy and partially funded by a Government grant for Cycling City
 - The sought increased usage by cyclists has been achieved
 - The delays encountered by other traffic using the junction have not been greatly increased
 - However, the increase in cycle movements and absence of significant delays has been achieved by a driver instigated diversion of some traffic along Westminster Road and The Avenue
 - On its own, point closure of Westminster Road and/or The Avenue would lead to substantial congestion at Water End.

9. It was apparent that there was very limited space to widen the carriageway as the Village Green could not be impinged on and the cobbles on the other side were part of the Conservation Area. The Task Group were not prepared to support the loss of the cycle lane in order to reinstate the left hand turn. However, they realised that if there were to be a point closure on either Westminster Road or The Avenue then there would need to be a left hand filter lane to aid traffic flows on Water End.

Recommendations Arising from the Councillor Call for Action

10. In light of the conclusions drawn from the evidence received the Task Group agreed the following recommendations:
 - i. That Council Officers urgently develop new, comprehensive proposals for the Water End junctions to improve the current junction and reduce greatly traffic flows in Westminster Road/The Avenue
 - ii. That the Council should, in future, use traffic models which incorporate side streets when assessing and designing junction improvements
 - iii. That the present policy of reviewing new highway schemes only after a period of twelve months should be modified to enable a review after three months when unforeseen consequences have arisen and when Ward Members request.

Corporate Strategy 2009/2012

11. 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 had an obligation to address the issues raised within the formally registered CCfA. They have done this by forming a Task Group to investigate the issues. The Task Group directly reported to the Economic & City Development Overview & Scrutiny Committee with their findings.

Implications

12. There are no implications associated with this report. The Implications arising from the review are set out in paragraphs 128 to 133 of the final report.

Risk Management

13. There are no known risks associated with the recommendations within this cover report. Risks associated with the recommendations arising from the Councillor Call for Action are at paragraphs 134 to 136 of the Draft Final Report at Appendix 1 to this report.

Recommendations

14. Members are asked to note the contents of the attached final report and its annexes and approve or suggest amendment to the recommendations as shown in paragraph 10 of this report.

Reason: To ensure the remit of this CCfA has been satisfactorily addressed.

Contact Details

Author:

Tracy Wallis
Scrutiny Officer
Scrutiny Services
Tel: 01904 551714

Chief Officer Responsible for the report:

Andy Docherty
Head of Civic, Legal & Democratic Services
Telephone: 01904 551004

Report Approved

Date 6th May 2010

Specialist Implications Officer(s) None

Wards Affected: Clifton

All

For further information please contact the author of the report

Background Papers:

None

Annexes

Appendix 1 Draft Final Report & Associated Annexes



Economic & City Development Overview & Scrutiny Committee

17th May 2010

Water End Councillor Call for Action – Draft Final Report

Background

1. At a meeting of the Economic & City Development Overview & Scrutiny Committee held on 12th August 2009 Members were asked to consider a Councillor Call for Action (CCfA) submitted by Councillors Scott, King & Douglas in relation to traffic issues at the junction of Water End and Clifton Green, Westminster Road, The Avenue and Clifton Green.

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.

Background Information on Steps Taken to Resolve the Traffic Issues at the Junction of Water End

4. The topic registration form, attached at Annex A to this report, states that the following took place to try and resolve the traffic issues in the Water End area of the City:
 - Ward Committee meeting 21st April 2009 – City of York Council Officers attended this meeting and noted residents concerns.
 - Special Ward Committee meeting on 10th June 2009 – results of recent traffic surveys were reported to this meeting. However, whilst these figures were considered to be flawed, they indicated an increase of traffic along Westminster Road and The Avenue of over 50%.

5. A further informal Ward Committee meeting was held on 6th July 2009, which involved holding a mobile surgery at three locations in the ward; one of which was Clifton Green. Among the issues raised by residents were the ongoing traffic problems on Water End and Clifton Green. Residents pointed out that the increased traffic on Westminster Road and The Avenue was a safety issue, and suggested that it be addressed by road closure or preventing motorists from turning right/left in to the area. Residents also suggested that there be greater cooperation between various council departments, e.g. between Transport Planning and the Cycling City project.
6. In addition to the above, two separate petitions had been submitted to the Council by residents from the Westminster Road, The Avenue and Greycliffe Drive areas. The first of these, received on 10th June 2009, contained 95 signatures from 62 properties mainly from Westminster Road and called for the Council to instigate the closure of Westminster Road. The second petition received on 11th June 2009 came from residents of The Avenue; it contained 20 signatures covering 12 properties and also requested the closure of Westminster Road. There are approximately 158 properties along the three roads in this area. Both of these petitions were submitted to Full Council on 9th July 2009. A report regarding these petitions was subsequently presented to the Executive Member for City Strategy at a Decision Session in September 2009.
7. Having taken all the above information into consideration the Economic & City Development Overview & Scrutiny Committee agreed to progress this Councillor Call for Action to review and in doing so recognised certain key objectives and the following remit was agreed:

Aim

8. 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
 - 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.
9. A scoping report was presented to the Economic & City Development Overview & Scrutiny Committee on 8th December 2009, which further expanded the information to be received under the key objectives of the remit. It was also agreed that the work would be undertaken by a small Task Group

comprised of several Members of the Committee namely Councillors D'Agorne, Holvey, Hudson and Pierce.

Consultation

10. Consultation took place with the relevant technical officers within the Council. A public event was also held to hear residents' view. In addition to this residents have spoken under the Council's Public Participation Scheme at various public meetings where this issue has been discussed.
11. A list of all documentation received as part of the review is attached at Annex B to this report.

Information Gathered

12. During the course of this review, at informal sessions, a public event and formal meetings Members gathered the following evidence in relation to this CCfA:

Key Objective (i)

To establish whether local concerns still exist in the light of the Executive Member's Decision¹

Executive Member for City Strategy Decision Making Meetings

13. At a meeting of full Council on 9th July 2009 residents of the area presented two petitions regarding traffic issues in the Water End area of the City.
14. A report was subsequently prepared in response to these petitions and presented to the Executive Member for City Strategy on 1st September 2009 for decision. The report detailed the results of initial survey information and options in response to the two petitions received regarding the change in traffic conditions due to works carried out on Water End earlier in 2009. The Task Group prepared comments on this report, which were presented to the Executive Member for City Strategy for consideration.
15. As part of their commentary the Task Group recognised the difficulties being faced by the residents of the area. They acknowledged that the introduction of the Water End Cycle Scheme, the burst water main and the removal of the speed cushions along Westminster Road had had a significant impact on traffic issues in the area. They did however, acknowledge, that this series of events was an abnormal combination and would not usually have happened.
16. The Task Group also acknowledged that no speeding problems had been reported and once the speed cushions along Westminster Road had been reinstated then the speeds would fit with the criteria for a 20mph zone.
17. They then made the following comments on the options set out in the report to the Executive Member for City Strategy dated 1st September 2009:

¹ This refers to reports that were presented to the Executive Member for City Strategy, for decision, on 1st September 2009 & 5th January 2010.

- There was already some through traffic in the area prior to the changes being made
 - It would be hard to judge whether this would change when the speed cushions in Westminster Road were reinstated
 - The Task Group supported that a survey be started by the end of September 2009 to allow for the return to school and the report be completed by October 2009 (on the understanding that the speed cushions would be replaced by the end of August 2009)
 - They supported the introduction of a 20mph speed limit and a review of the St Peter's School Travel Plan
 - The Task Group did not believe that the introduction of an access only order or banned turning manoeuvres would be an effective deterrent. Both of these options would be difficult to enforce and could be more disadvantageous to local residents than to occasional users of the route
 - The introduction of a one-way route could be disadvantageous to residents, particularly in terms of speed
 - The Task Group accepted that point closure was a possible solution but it would need very careful exploration due to the knock on effect it may have on other streets in the area, access for emergency services and increase in pressure on other highways
 - The Task Group suggested that the installation of chicanes be explored
18. On consideration of the report and its associated annexes the Executive Member for City Strategy agreed that:
- Further surveys should be undertaken once the road humps on Westminster Road had been replaced and the outcome of these surveys should be reported to a future decision session.
 - To progress the introduction of a 20mph speed limit and undertake a review of St Peter's School Travel Plan.
 - Point closure along The Avenue or Westminster Road be given further consideration as part of reporting of the above 2 points
 - That the option of introducing build outs or chicanes as a method of controlling traffic speed and volumes be evaluated and reported back
19. The three Clifton Ward Councillors subsequently called this decision in for the following reasons:
- “That the Executive Member misdirected himself in:
- Failing to follow the representations of local Councillors
 - Failing to follow the representations of the residents of Westminster Road
 - Failure to opt for a point closure”
20. The decision of the Executive Member for City Strategy was then referred to the Scrutiny Management Committee (SMC) for consideration at a meeting on 14th September 2009. SMC referred the matter back to the Executive (Calling in) for reconsideration with a recommendation that further consultation be carried out with residents with the aim of reporting the results to the Executive

Member for City Strategy on 1st December 2009, or at the same time as the results of the further surveys.

21. At the Executive (Calling in) meeting held on 15th September 2009 the Executive agreed to accept the recommendations of SMC.
22. A further report was presented to the Executive Member for City Strategy at a decision session on 5th January 2010 which detailed the key results of vehicle surveys and a questionnaire carried out in relation to the through traffic in the Westminster Road area following the introduction of the Water End Cycle Scheme.
23. On consideration of this report the Executive Member for City Strategy agreed to implement a 20mph zone for the area. He noted the outcome of the traffic surveys and decided to take no further action in terms of a point closure. However he did agree that the results of the survey be considered as part of any future evaluation² of the Water End Cycle Scheme. He also requested that the Police monitor the junctions in this area with a view to addressing any examples they may find of inappropriate driver behaviour.
24. The decision of the Executive Member was subsequently called in by Councillors Scott, Douglas and King for the following reasons:

“That the Executive Member misdirected himself by: -

 - Failing to listen to the representations of residents;
 - Failing to listen to the representations of Ward Councillors;
 - Failing to recognise and correct the deficiencies in the consultation process;
 - Failing to act so as to alleviate the increased traffic volumes and flow on Westminster Road and The Avenue;
 - Failing to comply with the Council's own highway design guide; and
 - Failing to honour his commitment on the issue given at an EMAP meeting in 2009.”
25. On consideration of the call in Scrutiny Management Committee upheld the decision of the Executive Member for City Strategy.

Public Event

26. As part of key objective (i) of the remit the Task Group held a public event on Thursday 18th February 2010 to listen to the views of members of the public, to hear their concerns and to try and establish whether local concern still existed. The following paragraphs are a summary of the views received at that event and are sub-divided into road user categories.

Cycling

27. A member of the Cyclists Touring Club (CTC) expressed the view that the work that had been carried out at the Water End junction had been beneficial to

² The Task Group understood that there would be an evaluation of the scheme after the changes to the junction had been in place for one year

cyclists, especially as many people in the city commuted to work by bicycle. He stated that a recent survey had highlighted that 57% of cars in the peak period were undertaking short journeys and there was a need to encourage a move to alternative modes of transport for these.

28. The Water End scheme was not a 'stand alone' scheme and was just one part of an orbital cycle route that was being built around the city.
29. Traffic counters will be in place to monitor and prove change of usage.
30. A local resident expressed the view that there were very few cyclists using the new cycle lanes. They did not believe that cyclists should have any more leeway than other road users. A short car journey via the new junction could now take up to 20 minutes.
31. During a 20 minute journey from Leeman Road to Clifton Green one resident said they saw only 1 cyclist. They questioned why priority was given to cyclists when so few were using the facilities.

Pedestrians

32. 'Rat running' was not good for pedestrians, especially those with pushchairs and/or small children. One resident with small children had had a 'near miss' at The Avenue.
33. It was quite difficult to cross the road at The Avenue at peak times. Even if vehicles were not going at more than 20 miles per hour it was still awkward for the elderly and those with pushchairs and small children.
34. A Representative from the Cyclists Touring Club North Yorkshire said that there was a pedestrian footway on the south side of Clifton Bridge, however many pedestrians did not cross to use this.
35. A Westminster Road resident said that having safe walking routes was fundamental. National Guidance suggests that we need them, especially for children and young people to play in the street. Westminster Road and The Avenue were less attractive for pedestrians since the changes to the junction. There were 486 vehicle movements on Saturday 6th February 2010 between 2pm & 3pm.
36. One resident asked whether Council policy was to prioritise in the following order; pedestrians followed by cyclists followed by vehicular traffic.³

Motorists

37. There has been a significant increase in traffic over recent years and the City of York Council's traffic engineers have not taken the impact of this into consideration when implementing/designing new schemes.
38. There is no consistency in City of York Council policy

³ The answer to this question is addressed at another point in this report

39. Residents in the area have had to bear the brunt of the introduction of this scheme.
40. A resident, who was both a cyclist and a motorist, was in favour of the cycling provision at Water End and felt the changes to the junction had made the area safer for cyclists. As a motorist he expected to be delayed and felt that motorists were part of the problem.
41. The Police do not have the resources to monitor traffic flow, junctions or 'rat running'.

Local Residents' Views

42. Changes to major junctions must be well planned through traffic modelling that takes into consideration the impact changes may have on suburban roads. This was not taken into consideration when the modelling for the junction changes at Clifton Green was undertaken.
43. There was a 97% increase in through traffic volume in Westminster Road and The Avenue.
44. 93% of residents in Westminster Road and The Avenue petitioned for point closure such was the negative impact of increased traffic on their community.
45. Many letters have been sent to the Chief Executive and to the Executive Member for City Strategy.
46. The increase in through traffic is not in dispute but the solution is. The proposed 20mph speed limit is a token gesture and will not address the problems being experienced.
47. Generally local residents welcomed the fact that the scheme would be evaluated a year after installation (March/April 2010). They did, however, believe that any evaluation should include the impact the changes to the junction had had on Westminster Road and The Avenue.
48. 50% of the increased traffic flow is not at peak times, so there is no let up in traffic even at weekends. There is an overall increase in traffic on Westminster Road as a result of the changes made to the junction.
49. A resident living on the corner of Westminster Road and The Avenue said that a 20mph limit was counter-productive as it highlights that it is a main road that people may consider using. They did not feel enough was being done on the phasing of traffic lights. The only solution was to close the road, which the majority of residents were in favour of. They could not understand why the Council were too afraid to do this.
50. A Resident living at the junction of Westminster Road and The Avenue said that due to increased traffic travelling in both directions there had been many near misses.

51. As cars frequently had to queue for 20 minutes at a time to pass through the junction there were concerns about the air quality in this area. Residents asked if there were air quality statistics available for before and after the changes to the junction.⁴
52. Residents asked if there were statistics showing the amount of cyclists that used the junction both before and after the changes were made.⁵
53. If you introduce a point closure then the traffic on the main highway would increase and people would have to queue for much longer. People will always drive, so we shouldn't be making changes to the highways just to accommodate a few cyclists.
54. Clifton planning panel should have been involved/consulted on the junction changes.
55. Motorists prefer to cut through Westminster Lane to go north onto the A19 rather than wait in a queue of traffic.
56. The pattern of traffic using Westminster Road is now established; adjusting the traffic lights will now no longer address the issue.
57. Many residents feel that closing the road would be the lesser of two evils.
58. Chicanes would cause further pollution.

Other views

59. There has been a large increase in traffic around the end of the day, in part due to St Peter's School. However, this view was counteracted by a resident who expressed the view that it was the through traffic that was the problem rather than the school traffic. He believed that the school was also in favour of a point closure.
60. Whilst cycling is important, the infrastructure needs to accommodate all modes of transport including cars.

Written Representations

61. In addition to the views expressed above several written representations were received from members of the public who were unable to attend the meeting. Some of these views have already been detailed in the paragraphs above and the list below sets out points not previously made:
 - Introduce a 20mph speed limit on Clifton Green on the stretch from the junction with Clifton to Water End
 - Position a belisha beacon at the crossing to the bus stop by The Old Grey Mare
 - Install a solar-powered 20mph sign to alert motorists to their speed
 - Tighten the chicane on Clifton Green to further reduce speed

⁴ This question is addressed at another point in this report

⁵ This question is addressed at another point in this report

- Despite the vast sums of money spent improving cycling facilities on Water End many some people still seem to prefer to cycle on the pavement.
 - Westminster Road is being used as a rat run
 - Cars are speeding and even overtaking in the residential streets in the area
 - Dangerous driving in the Westminster Road area
 - A house wall in The Avenue was destroyed by a Council vehicle trying to avoid oncoming cars
 - Traffic chaos at peak times
 - Difficult to cross Westminster Road at peak time due to the increase in traffic
 - Why is an evaluation needed? It is quite obvious that the remodelling at Water End is a complete failure
 - A 20mph speed limit would have little or no effect
 - Environmental issues due to constant traffic jams caused by the removal of the filter lane
 - The size of vehicles now using the once quiet residential streets
 - Feel that the Council deceived us in their previous questionnaire. The Council didn't ask if we wanted to close the road, which I'm sure we would nearly all have agreed to, they (City of York Council) knew that there would be disagreement in where to close it so gave us lots of choices so no one would agree
 - Risk of damage to parked cars
62. In addition to the above a report was received from the Informal Traffic Group for Westminster Road and The Avenue, which had been annexed to the report presented to the Task Group on 23rd March 2010. The views expressed in this document generally reflected the same public concerns that have been expressed elsewhere within this report.

Task Group's Comments

63. The Task Group acknowledged the views that had been expressed at the public event and within the written representations and appreciated that these had generally been consistent throughout the course of the review.⁶ The Task Group made the following comments in relation to the views expressed:
- The junction at Water End and Clifton Green lies within a Conservation Area. There were cobbles on one side of Water End and Clifton Green itself on the other. This made it difficult to widen the road; it also made it difficult to provide a safe pedestrian crossing at this point
 - Point closure could set a precedent and the wider implications, for the rest of the City, of having a point closure at Westminster Road needed to be explored
 - The possibility of a temporary closure of Westminster Road to assess the impact on the main highway and traffic trends
 - The possibility of using a rising bollard at any point closure
64. The Task Group thought that, perhaps, there were lessons to be learned in relation to including secondary channels within modelling schemes, thus

⁶ Views expressed at the public event were the views of those that had attended the event or provided a written representation. These were the personal opinions of attendees at the event and of other respondents to this CCfA

allowing peripheral roads (such as Westminster Road in this instance) to be taken into consideration prior to a scheme being implemented. Any impact that a new scheme may have on peripheral roads may then be gauged prior to works being undertaken.

Officers' Comments

65. In response to some of the comments made at the public event officers said that through traffic using Westminster Road and The Avenue was not a new situation. However, they had not been able to predict the actual increase in traffic and the impact this might have had. The removal of the road humps to allow the works to be undertaken at St. Peter's School had not helped the situation as this had made it easier to use Westminster Road and The Avenue as a 'rat-run'.

Questions Arising from the Public Event

66. A number of questions were raised at the public event and officers were asked to respond to these at a meeting of the Task Group on 23rd March 2010. Whilst these questions and their responses do not fully sit under key objective (i) of this remit they are included below for continuity.

Question

67. Are there air quality statistics for Clifton Green, Westminster Road and The Avenue before and after the changes?

Answer

68. The Task Group were informed that data was not specifically available for these roads, however data was available for a number of locations surrounding them and this is set out in Figures 1 & 2 of Annex C to this report.
69. Members were informed that diffusion tubes did not distinguish between traffic pollution, industrial pollution or background pollution but they could provide an indication of traffic emissions where they were co-located with traffic counters. Whilst traffic counters are located on Clifton Bridge and Shipton Road they are not co -located with diffusion tubes.
70. Further data was provided to indicate that there was a similar upward trend in air quality in other areas of the city and this is presented in Figures 3, 4, 5 and 6 of Annex C
71. On consideration of the information provided in relation to this question, the Task Group highlighted the following issues:
- After discussion with officers there appeared to be a general increase in Air Quality (AQ) levels across the city not just in the area around Water End
 - It was noted from officers' comments that 'Real Time Monitoring' was more accurate than diffusion tube monitoring

Question

72. What is the methodology of the evaluation, how has it/will it be used?

Answer

73. The Task Group were informed that the Clifton Green cycle scheme was part of the wider orbital route. The orbital route had been identified as part of the strategic cycle network in an effort to join the east/west routes either side of the river. The Clifton Bridge scheme was identified as an obvious gap in the cycle network and was included in the list of capital schemes to be progressed to address the issues raised by a previous Scrutiny Committee considering cycling several years ago. A significant amount of consultation had been carried out as part of that process and cyclists had advised that it was a location that needed addressing.⁷
74. The methodology to assess the success or otherwise of the scheme is a comparison of before and after data from key locations along the route:
- Clifton Bridge cycle counts
 - Clifton Bridge vehicle counts
 - Cycle City project monitoring (area wide cycle usage)
 - Turning counts at Salisbury Road and Clifton Green
 - A check of the modelling outputs and predictions against the actual flows and delay times (from the traffic master data set)
75. On consideration of the information provided in relation to this question, the Task Group highlighted the following issues:
- Traffic queues are difficult to model; whilst queues are longer delays can actually be shorter

Question

76. Is Council policy still to prioritise pedestrians over cyclists over motorists?

Answer

77. The Council has a Road User Hierarchy (RUH) that places pedestrians at the top followed by people with mobility problems and then cyclists. Car borne commuters are at the bottom of the hierarchy. It does not mean that pedestrians have absolute priority; it means that their needs should be considered before other modes in making any improvements or alterations to the highway.
78. Council Officers did, however, say that it might be how well we do this as a Council, that is the issue.
79. On consideration of the information provided in relation to this question, the Task Group highlighted the following issues:

⁷ This issue is further discussed under key objective (ii) of this report

- As previously mentioned, there were constraints on the junction design due to it being in a Conservation Area and this is why there hasn't been provision for pedestrians to cross Water End near Clifton Green.

Question

80. What cycle data is available to show the use of the route before and after the alterations?

Answer

81. Peak time cycle flow data for Clifton Bridge, for before and after the scheme, was implemented is set out in the table below.

| Clifton Bridge | | | | | | | | | | | | |
|-----------------------|--------------------|-------------|---------------------|--------------------|--------------------|-------------|---------------------|--------------------|--------------------|-------------|---------------------|--------------------|
| Eastbound | | | | | | | | | | | | |
| AM peak | | | | PM peak | | | | 12 hour | | | | |
| | All traffic | Cars | Pedal Cycles | Pedestrians | All traffic | Cars | Pedal Cycles | Pedestrians | All traffic | Cars | Pedal Cycles | Pedestrians |
| Sep-08 | 791 | 627 | 85 | N/A | 702 | 605 | 23 | N/A | 6477 | 5241 | 388 | N/A |
| Sep-09 | 816 | 558 | 126 | 46 | 661 | 548 | 39 | 33 | 7286 | 5688 | 521 | 326 |
| Nov-09 | 688 | 582 | 114 | N/A | 666 | 566 | 49 | N/A | 7373 | 5888 | 491 | N/A |
| | | | | | | | | | | | | |
| Westbound | | | | | | | | | | | | |
| AM peak | | | | PM peak | | | | 12 hour | | | | |
| | All traffic | Cars | Pedal Cycles | Pedestrians | All traffic | Cars | Pedal Cycles | Pedestrians | All traffic | Cars | Pedal Cycles | Pedestrians |
| Sep-08 | 753 | 616 | 38 | N/A | 1260 | 1054 | 92 | N/A | 8660 | 7075 | 406 | N/A |
| Sep-09 | 843 | 611 | 57 | 34 | 1110 | 850 | 98 | 44 | 9102 | 6942 | 495 | 313 |
| Nov-09 | 852 | 699 | 50 | N/A | 1135 | 900 | 118 | N/A | 9224 | 7435 | 537 | N/A |

82. On consideration of the information provided in relation to this question the Task Group highlighted the following issues:

- There had been a significant increase in all westbound traffic

Other

83. In addition to the public views expressed at the event held on 18th February 2010 members of the public have spoken at various public meetings since the works have taken place at Water End and a summary of their views is set out in the paragraphs below:

Residents' Views expressed under the Council's Public Participation Scheme

84. On 12th August 2009, when the feasibility study was considered, a resident, who was a member of an informal traffic group, was concerned about the disruptive influence that traffic had been causing on Westminster Road. He suggested that the disruption had been caused by two situations. Firstly, the new cycle facilities at Water End and its effect on traffic management. Secondly the removal of speed cushion humps from Westminster Road due to

construction work at St Peter's School. He added that residents had been upset by the dust, noise and vibration of additional traffic that had been using the roads in question and that they had signed a petition for closed bollards to be constructed on Westminster Road to solve the traffic problems. This petition was presented at the Full Council meeting on 9th July 2009.

85. On 1st September 2009 representations were made to the Executive Member for City Strategy at his decision session. A resident spoke in support of a point closure on Westminster Road, as they did not feel that speed cushions or road signage would have any affect on through traffic in the area.
86. Another resident referred to the increased volume and speed of through traffic on every day of the week. He pointed out that residents felt that point closure was the only lasting method of resolving the traffic problems being experienced. He stated that the recently replaced road humps were less robust then those that had previously existed.
87. At a meeting of the Task Group on 15th December 2010 a resident of Westminster Road said that the scheme had led to an increase in through traffic on Westminster Road and The Avenue. He felt that the modelling used for the scheme was at fault, as it did not look at the effect the scheme would have on the nearby residential areas. He said that more traffic was coming down Westminster Road and The Avenue and traffic was increased by 97%. He thought that the solution to the problem was to install bollards (exact location to be determined), which would create a point closure and effectively stop the through traffic.
88. The same resident did not feel that the cycle route was used as much as it should be and mentioned a nearby pathway that could be used by cyclists if the overgrowth were cleared from the area. When asked whether the reinstatement of the road humps had lessened the traffic he responded it was not speed that was an issue but the quantity of traffic using the residential roads.
89. On 5th January 2010 representations were made to the Executive Member for City Strategy at his decision session. A local resident spoke in support of point closure of Westminster Road and referred to the detrimental impact of through traffic on the residential road since the nearby cycle scheme had been implemented. He confirmed that these issues had been raised with local Councillors, the Ward Committee and Officers. He stated that the increase in traffic was affecting residents' well-being and quality of life as the road was being used as a 'rat run' and that the only effective solution would be point closure.
90. A further representation was received from a resident of Westminster Road who confirmed that he had spoken to the Task Group and that residents were looking for a lasting solution to the traffic problems in the area. He stated that residents had seen a 97% increase in through traffic since the changes at Water End which had resulted in deterioration in their environment.
91. At a meeting of Economic & City Development Overview & Scrutiny Committee on 26th January 2010 a local resident explained that she was increasingly

finding it difficult to manoeuvre out of her driveway owing to the increase in the volume of traffic. She also raised concerns on the grounds of safety, particularly in relation to the left turn into the Avenue. She requested the closure of Westminster Road.

92. Another resident spoke at this meeting on behalf of himself and his neighbours. He was a long term resident of the area and a frequent pedestrian in the vicinity of Water End. He referred to the increase in the volume of traffic, which made the area unsafe for local children. He confirmed that traffic had increased since the changes to the Water End junction. He felt that the only solution was to block the road to prevent through traffic and suggested that the area should be made more attractive for pedestrians.
93. At a meeting of the Water End CCfA Task Group held on 23rd March Members heard from two local residents. The first stated that it had been almost a year since the scheme had been implemented and it was now well documented that it was having a negative impact on local residents. The second resident reiterated a point previously made, namely that there had been a 97% increase in traffic and Westminster Road was now being used as a relief road.
94. The Water End Task Group met again on 14th April when they heard from two local residents who reiterated points that had previously been made. The Task Group were also addressed by a representative of the Cyclists Touring Club who believed that the full value of the scheme would not be realised until the orbital cycle route had been completed. He hoped that any future evaluation of the scheme would indicate that there had been an increase in cyclists using this route.

Key Objective (ii)

To explore whether further improvements can be made to address the current traffic issues

Site Visit

95. On 18th 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 time observing traffic at the junction of Water End and Westminster Road.
96. The Assistant Director (City Development & Transport) gave a guided tour and explanation of the improvement works. He explained that whilst queues back along the bridge were longer the actual delay was shorter because of the recently changed traffic light sequencing. Considerable traffic flow data had been obtained (including CCTV) which demonstrated the greater efficiency of the new junction arrangements and increased bicycle flows. He explained that vehicular traffic had not been excluded from the space occupied by the previous left turn into Shipton Road as a pecked line, from which traffic was not excluded, marked the cycle lane.

Information received at a meeting on 15th December 2009

97. At a meeting on 15th December 2009 the Task Group considered the following information:

Report to the Executive Member for City Strategy & Advisory Panel on 20th October 2008 (Water End – proposed improvements for cyclists)

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

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

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

- Queue lengths were difficult to measure - a 'before & after' queue length survey had not been undertaken
- Queue lengths could be longer but delays shorter due to the green light phasing
- New traffic counter can count on and off carriage cycle usage
- The use of a pecked line to mark the edge of the cycle lane rather than a solid lane (a pecked line allows motorists to cross it)
- The original ATC was damaged during the works to the carriageway (the ATC on the North East Loop stopped recording from 10th March 2009 until 25th August 2009) A new ATC was installed on 27th August 2009, this also counts cycle movements

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

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

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

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

Wherever possible the route uses off-road paths but where this isn't possible it uses quiet or traffic-calmed streets. Improved crossing facilities will be provided where the route crosses the main radial routes into the city centre. The vast majority of residents won't use the whole route but will find it a useful means to reach many of their destinations by hopping onto and then off the route as it suits them.

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

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

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

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

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

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

Some sections of the route have been in place for a long time already, such as the University to Hob Moor route which crosses the Millennium Bridge to the south of the city centre, and the Foss Islands Path between Nestle and James

Street to the north of the city centre. More recent additions are the improved facilities along Water End and the facilities currently under construction along Crichton Avenue. A further three sections are proposed for possible construction in 2010/11, which will substantially complete the Orbital Route. These are:

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

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

105. On discussion of these e-mails the Task Group raised the following further points:

- The Sustrans route from the Hospital to James Street is unsuitable for 24 hour use because, despite the street lighting, it is largely in a cutting or 'not over-looked' and does not provide a route, which most cyclists regard as safe.
- Whether it would be possible to use linear programming to devise an optimal route
- Ways of enhancing all routes that may be attractive to cyclists
- When this scheme was originally discussed it was asked why there couldn't be a contra flow cycle lane along the one-way road beside the Green. Various reasons were given as to why cyclists had to be routed via the junction rather than provide for this route, which cyclists wishing to go via Bootham might see as logically most convenient.
- The orbital route is policy and monies have already been invested in it and we need to build on the strategy we already have

106. Officers also provided the following additional comments:

- The route has already been decided and there has been significant amounts of money spent on this
- Looking at a new route now would be very costly
- In trying to cater for most needs especially the target audience of this programme (lapsed cycle users) off road is more preferable

107. The Task Group queried whether there were alternative, viable cycle routes and were informed that as part of the public consultation on the Water End proposals in September 2008, a resident of Westminster Road had suggested using a nearby pathway alongside the John Berrill Almshouse as an alternative route for cyclists. A response was sent to the resident stating that for several reasons the path was not suitable. The main reasons being as follows:

- The middle part of this existing pedestrian footpath is too narrow for pedestrians and cycles to share. It could not be widened without land purchase on one side or the other

- The actual benefit cyclists appears to be minimal, given that the proposed scheme safely guides cyclists to Clifton Green signals, and that after making the left turn, there is just a relatively short section of the A19 leading to the Rawcliffe Lane signals.
- A relatively narrow route that mixes pedestrians and cyclists (which is also overgrown and not particularly well lit) is not likely to be considered an attractive route to the vast majority of cyclists and is therefore not likely to be well used. This tends to be confirmed by the fact that it is not well used at the moment by cyclists.

Breakdown of the cost of the works at Water End/Clifton Green to date

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

Viability & the cost of restoring the road to its original layout

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

Further Information Requested

111. Having taken all the information received to date into consideration the Task Group asked Officers to prepare a briefing note on what impact a point closure would have on the main highway. This is attached at Annex D to this report.
112. The Task Group discussed Annex D at their meeting on 14th April 2010 and noted that the left hand lane turn outlined was shorter than it was prior to the scheme being implemented. The briefing note clearly indicated that a point

closure would create an increase in the amount of traffic using the main highway. Concerns were raised about how the re-introduction of a left hand turn would impact on cyclists and the rationale of creating an orbital cycle route.

113. If a left hand turn were to be reintroduced then, in order to maintain the status and quality of cycling provision the road would need to be widened. This may be difficult due to the constraints of the Village Green on one side of the highway and the cobbled area to the other.
114. The Task Group also received some updated information on cycle flows on Clifton Bridge and this is attached at Annex E to this report. Members were informed that there were certain difficulties in monitoring cycle usage and to gather the most accurate data monitoring needed to take place for about a year; thus allowing for seasonal fluctuations in usage to be recorded.

Key Objective (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

115. At a meeting on 23rd March 2010 Members of the Task Group received information on the following:

The Consultation Processes used for Highway Schemes

116. A briefing note was received detailing the consultation exercise undertaken for the Water End/Clifton Green Cycle Scheme and for comparison a similar summary for the A19 Fulford Multi-Modal Corridor Improvement Scheme. Copies of the consultation documentation were circulated at the meeting held on 23rd March 2010.
117. Discussion between the Task Group and officers drew out the following points:
- The first consultation document in relation to the Fulford scheme went to approximately 4700 homes. There was a 13% response rate, which officers confirmed was good.
 - Enough views were received back on the Fulford scheme to see what the representative views were
 - Only a small portion of homes in Westminster Road received consultation documentation on the Water End scheme (approximately 25)
118. The Task Group asked why similar consultation, to that on the Fulford scheme, was not undertaken at Water End and if it had been would it have highlighted the potential impact on Westminster Road and The Avenue? Officers said that consultation must be pitched to each individual scheme. It was already known from previous consultation that this was area of the City needed improved provision for cyclists.

Trial Highway Schemes

119. At the same meeting a briefing note on the possibility of trialling highway schemes, prior to full implementation, was considered by the Task Group. The briefing note stated that there were a number of factors that could make implementation of a scheme on a trial basis an impractical proposition.
120. On discussion of this document with officers the Task Group were advised that it was only practical to undertake trials on small, simplistic schemes.
121. Members of the Task Group felt that trialling was possible in certain circumstances and it was not difficult to re-sequence traffic lights or cordon off part or all of a carriageway with temporary bollards in order to create a temporary cycle lane. This would be a lot less expensive than installing a permanent change only to find it did not work.

Key Objective (iv)

To understand the context of the Land Compensation Act 1973 in relation to this CCfA

122. At a meeting on 26th January 2010 Members received information on the Land Compensation Act 1973. This contained a summary of the law for Members' information.
123. A Council Legal Officer was in attendance at the meeting and confirmed that public works and increases in traffic flows on side roads would not give rise to a claim for compensation. He also confirmed that he was unaware of any successful claims that had been agreed by the authority.

Analysis & Key Findings

124. On considering all of the information received as part of this Councillor Call for Action the Task Group acknowledged that the set of circumstances leading to the problems being experienced were unique. It was clear that this was an exceptional set of circumstances and they felt that because they had, in part, been caused by the changes to the junction the Council had some responsibility to attempt to resolve them.
125. The Task Group drew the following conclusions based on the evidence they had received:
 - As a consequence of the Water End highway project, traffic levels in Westminster Road and The Avenue have increased substantially
 - These consequences were unforeseen during the testing of the future traffic flows using the macro traffic model which did not include Westminster Road, The Avenue or other side streets
 - The consequences were also unforeseen by the large number of agencies, Councillors and residents who were also consulted about the proposals

- The new junction arrangements were undertaken as part of a longstanding, well-considered cycling strategy and partially funded by a Government grant for Cycling City
 - The sought increased usage by cyclists has been achieved
 - The delays encountered by other traffic using the junction have not been greatly increased
 - However, the increase in cycle movements and absence of significant delays has been achieved by a driver instigated diversion of some traffic along Westminster Road and The Avenue
 - On its own, point closure of Westminster Road and/or The Avenue would lead to substantial congestion at Water End.
126. It was apparent that there was very limited space to widen the carriageway as the Village Green could not be impinged on and the cobbles on the other side were part of the Conservation Area. The Task Group were not prepared to support the loss of the cycle lane in order to reinstate the left hand turn. However, they realised that if there were to be a point closure on either Westminster Road or The Avenue then there would need to be a left hand filter lane to aid traffic flows on Water End.

Corporate Strategy 2009/2012

127. 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 had an obligation to address the issues raised within the formally registered CCfA. They have done this by forming a Task Group to investigate the issues. The Task Group directly reported to the Economic & City Development Overview & Scrutiny Committee with their findings.

Implications

128. **Financial** – Funding will need to be found to update the SATURN modelling programme to incorporate side streets as suggested in recommendation (ii) of this report. The financial implications are, however, unknown at this time because it will be dependent on the number of side streets included in any updates to SATURN. Financial costs could include traffic counters, cameras and extra staffing costs in order to survey further streets. This could amount to a significant sum of money dependent on how many side streets were incorporated. Officers in the City Strategy Directorate are planning a refresh of the model for LTP3 and may increase the level of detail in the model in some areas - although expanding the area of coverage is probably more of a priority. Officers have also indicated that whilst it may not be practicable to include all road links in the transport model, for individual schemes a greater level of detail in the modelling is possible and in some circumstances desirable. Another financial implication is that the design cost of schemes may rise due to additional surveys and modelling time, this would need to be factored against the delivery of the individual schemes.

129. Additional costs could also be incurred (as yet unknown) if further alterations to the junction and/or Westminster Road and The Avenue are made. Any costs would have to be identified as part of the development of any new comprehensive proposals as suggested in recommendation (i) arising from this review.
130. **Human Resources** – Appropriate staffing resources will need to be made available to implement recommendation (i) of this review.
131. **Legal** – Under The Planning (Listed Buildings & Conservation Areas) Act 1990 the Local Authority has a legal duty to preserve or enhance the character or appearance of conservation areas. Any further alterations to the junction should mitigate the likelihood of causing damage to the conservation area and may need to be addressed under recommendation (i) arising from this review.
132. Clifton Green is a registered village green and is protected from development. The cobbles, as part of the highway, are not formally protected although the duty under the 1990 Planning Act to preserve and enhance the special character conservation areas does extend to highways schemes. The cobbles are considered to be part of the character of the conservation area along with trees, verges, boundary walls and urban form in general – all the elements that make for distinctive townscape interest in the area. Conservation Area Consent may be necessary for any further engineering works.
133. There are no known equalities, property, crime & disorder or other implications associated with the recommendations in this report.

Risk Management

134. This Councillor Call for Action was raised by the Clifton Ward Councillors in response to significant dissatisfaction amongst local residents regarding the changes to the junction at Water End. Failure to respond to these concerns and the recommendations within this report could lead to the issues raised in this CCfA remaining unresolved.
135. However, there is also a risk that a solution may not be found that can adequately address recommendation (i). The Task Group has already established that there is no room for two traffic lanes and a cycle lane. They have also expressed the wish that the cycle lane remain. This, therefore, leaves limited possibilities to adapt the junction. Those possibilities that do remain may have a negative impact on the conservation area, which would need to be very carefully considered, and the appropriate officers in the Council would need to be consulted.
136. It could also lead to potential problems elsewhere in the city as the orbital cycle route is developed and other major junctions are changed to accommodate this.

Recommendations

137. In light of the above report the Task Group have agreed the following recommendations:

- i. That Council Officers urgently develop new, comprehensive proposals for the Water End junctions to improve the current junction and reduce greatly traffic flows in Westminster Road/The Avenue
- ii. That the Council should, in future, use traffic models which incorporate side streets when assessing and designing junction improvements
- iii. That the present policy of reviewing new highway schemes only after a period of twelve months should be modified to enable a review after three months when unforeseen consequences have arisen and when Ward Members request.

Reason: To address the concerns raised in the Councillor Call for Action

Contact Details

Author:

Tracy Wallis
Scrutiny Officer
Scrutiny Services
Tel: 01904 551714

Chief Officer Responsible for the report:

Andrew Docherty
Head of Civic Legal & Democratic Services
Tel: 01904 551004

**Final Draft Report
Approved**



Date 6th May 2010

Specialist Implications Officers

Legal - Andrew Docherty
Tel: 01904 551004

Financial – Patrick Looker
Tel: 01904 551633

Wards Affected: Clifton

All

For further information please contact the author of the report

Background Papers:

A list of the documentation received as part of this review is attached at Annex B to this report.

Annexes

- Annex A** Topic Registration Form
Annex B List of Documentation Received as part of the Review
Annex C Air Quality Statistics
Annex D Effects of Point Closure on the Main Highway/Junction Analysis
Annex E Cycle Flows on Clifton Bridge



SCRUTINY TOPIC REGISTRATION FORM

PROPOSED TOPIC: Councillor call for Action in relation to traffic issues at the junction of Water Lane and Clifton Green, Westminster Road, The Avenue and Clifton Green

COUNCILLOR(S) REGISTERING THE TOPIC: David Scott, Helen Douglas, Ken King

SECTION 1: ABOUT THE TOPIC

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

This is a Councillor Call for Action and should be conducted in accordance with the agreed "protocol" and legislation

Who needs to be involved

Officers, Ward Councillors, Executive Member for City Strategy, Local Residents

What should be looked at

Traffic issues at the junction of Water Lane and Clifton Green, Westminster Road, The Avenue and Clifton Green

By when it should be achieved;

This should be treated as an urgent matter. It has been the subject of a 2 ward committee meetings – including a special Ward Committee and a petition is due to be presented to Full Council on 9th July 2009

Why we are doing it ?

All usual avenues have been exhausted. There is significant resident dissatisfaction

Annex A

| Please describe how the proposed topic fits with 3 of the eligibility criteria attached. | | | | |
|---|---|-----------------------------|--------------------------------|---------------------------------------|
| <i>As a general rule, topics will only proceed to review if they meet 3 of the criteria below. However, where it is adequately demonstrated that a topic is of significant public interest and fits with the first criteria but does not meet 3, Scrutiny Management Committee may still decide to allocate the topic for review. Please indicate which 3 criteria the review would meet and the relevant scrutiny roles:</i> | | | | |
| | ✓ | 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) | X | X | X | X |
| Under Performance / Service Dissatisfaction | X | | X | X |
| In keeping with corporate priorities | X | | X | X |
| Level of Risk | X | X | X | X |
| Service Efficiency | X | X | X | X |
| National/local/regional significance e.g. A central government priority area, concerns joint working arrangements at a local 'York' or wider regional context | X | | | |

Further Information on how topic fits with Eligibility Criteria

Public Interest –

The traffic issues in question are related to a major arterial road. It has links to the provision of better cycling provisions as part of Cycling City

Under Performance / Service Dissatisfaction –

There have been significant concerns expressed from resident regarding the structure, consultation and implementation of the revision to the Water Lane/Clifton Green junction

In keeping with Corporate Priorities –

It has links to the Healthier City and the Thriving City Corporate Priorities

Level of Risk –

The level of risk was incorrectly assessed initially when this project was assessed.

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

If you have not already done so above, please indicate in response to this, how any review would be in the public or Council's interest e.g. reviewing recycling options in the city would reduce the cost to the Council for landfill

This is a Councillor Call for Action raised because of significant resident dissatisfaction following amendments to the traffic flow at the junction of Water Lane and Clifton Green. This was implemented following the decision of the Executive Member for City Strategy at the City Strategy EMAP in October 2008.

Changes to the junction have resulting in additional congestion in the area and "rat running" along Westminster Road, The Avenue and Clifton Green.

The previous Cycling Champion, Cllr Watt, resigned because of the changes to this junction.

Officers from City Strategy attended the normal Clifton Ward Committee and noted residents concerns. Traffic surveys were conducted and reported to a special meeting of the Ward Committee on 10th June. However whilst the figures were considered to be flawed they indicate an increase of traffic along Westminster Road and The Avenue of over 50%.

Officers have indicated any changes cannot be agreed until December 2009 at the earliest with work to commence after that time. This is too long for residents to have to suffer, taking into account the proximity of a school.

The situation has been exacerbated by the removal of speed humps on Westminster Road to facilitate building works at he school

The Executive Member gave an assurance at the City Strategy EMAP in October to review the matter if there were significant difficulties. Those have been clear identified by residents.

Residents require have made various suggestion to solve/reduce the problems. They include:-

- *Closing Westminster Road to through Traffic*
- *Re-instating the left turn at Water lane/Clifton Green junction*
- *NO right turn in Westminster Road*
- *20 mph zone*

Officers have failed to provide any interim or long term solutions or options

Urgent action is therefore needed to break the log-jam.

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

This information will be used to help prepare a remit for the review should Scrutiny Management Committee decide the topic meets the criteria e.g. How much recycling is presently being done and ways of increasing it

See above

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

Involving the right people throughout the process is crucial to any successful review e.g. CYC Commercial Services / other local councils who have reviewed best practice for recycling / other organisations who use recycled goods

Residents of the affected area
Car and Cycling Groups
Police

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

This is not about who might be involved (addressed above) but how the review might be conducted e.g. sending a questionnaire to each household to gather information on current recycling practices and gathering information on how recycling is carried out in Cities similar to York

It should follow the procedure for the Councillor Call for Action

Estimate the timescale for completion.

Please circle below the nearest timescale group, in your estimation, based on the information you have given in this form.

(a) 1-3 months;

PLEASE ENCLOSE ANY SUPPORTING DOCUMENTS OR OTHER INFORMATION YOU FEEL MIGHT BE USEFUL BACKGROUND TO THE SUBMISSION OF THIS TOPIC FOR CONSIDERATION.

See minutes of Ward Committees meeting for the Clifton ward Committee

What will happen next?

- a Scrutiny Officer will prepare a feasibility study based on the information you have provided above and on further information gathered. This process should take no more than six weeks;
- on completion, the feasibility study will be presented to Scrutiny Management Committee together with a recommendation whether or not to proceed with the review. If the recommendation is to proceed, the feasibility study will include a remit on how the review should be carried out

In support of this topic, you may be required to:

- meet with the Scrutiny Officer to clarify information given in this submission and/or assist with developing a clear and focussed remit for a potential review;
- attend the meeting of Scrutiny Management Committee at which the topic is being considered for scrutiny review in support of your registration

What will happen if the topic is recommended for review?

- The Scrutiny Management Committee will agree a timescale for completion of the review.
- An Ad-hoc Scrutiny Committee will be formed and a series of formal meeting dates will be agreed. These should allow for at least the following:

1st Meeting Scoping Report

2nd Meeting interim progress meeting

Depending on the timescale of the review, a further interim progress meeting may be required

3rd Meeting Agree final draft report for SMC

- The final draft report will be considered by SMC and a final report with recommendations will be produced for consideration by the Executive
- Any decisions taken at Executive as a result will be reviewed after six months to ensure implementation has taken place.

A Member will be nominated to be responsible for monitoring the implementation of the recommendations - you may be asked to take on this role.

Please return your completed registration form to Scrutiny Services or, if you want any more information about Scrutiny or submitting a new topic for consideration then please contact the Scrutiny Team.

Email: Scrutiny.services@york.gov.uk

Tel No. 01904 552038

For Scrutiny Administration Only

Topic Identity Number

Date Received

Feasibility Study to be completed by:

Date of SMC when study will be considered:

SC1- date sent

This page is intentionally left blank

List of Documents received to date

| Date of Document | Document | Notes |
|---------------------------------|---|---|
| 17 th March 2008 | Report to the Executive Member for City Strategy & Advisory Panel on the Proposed 2008/09 City Strategy Capital Programme | Received for background information |
| 8 th September 2008 | Report to the Executive Member for City Strategy & Advisory Panel on York Cycling City | Received for background information |
| 20 th October 2008 | Report to the Executive Member for City Strategy & Advisory Panel on Water End – Proposed Improvements for Cyclists | Received for background information |
| June/July 2009 | Topic Registration Form | Original Topic Registration Form submitted by the Clifton Ward Councillors |
| 12 th August 2009 | Feasibility Report & Associated Annexes | Detailing background to the CCfA |
| 29 th September 2009 | Interim Report & General Update | Detailing work undertaken to date & comments to the Executive Member for City Strategy on a report presented to him on 1 st September 2009 & his subsequent decision |
| 8 th December 2009 | Interim Report of the Water End Task Group | Detailing the scope of the review and the observations from the site visit undertaken on 18 th November 2009 |
| 14 th December 2009 | E-mail | Information on York's cycling infrastructure in particular the Orbital Cycle Route, the rationale of the scheme and how the works in the Water Lane area fit with this |
| 15 th December 2009 | Plans of the Orbital Cycle Route | |
| 15 th December 2009 | Clifton Bridge & Water End Cycle Works | Costings |

| Date of Document | Document | Notes |
|--------------------------------|--|---|
| 15 th December 2009 | Traffic Flow Chart | Flow change 6th May 2008 to 5 th November 2009 |
| 26 th January 2010 | Interim Report of the Water End Task Group | Information received to date & Task Group comments to the Executive Member for City Strategy on a report presented to him on 5 th January 2010 |
| 26 th January 2010 | Briefing Note & Map | Footpath alongside the John Burrill Almshouses and Barleyfields: suggested conversion to shared use for cyclists and pedestrians |
| 26 th January 2010 | Briefing Note | Land Compensation Act 1973 |
| 18 th February 2010 | Summary of Views | Summary of Views expressed at the public event on 18 th February 2010 |
| 18 th February 2010 | Written Representations | Various – received at the public event held on 18 th February 2010 |
| 18 th February 2010 | Report to the City of York Council's Water End Scrutiny Task Group | Report from the Informal Traffic Group for Westminster Road & The Avenue |
| 23 rd March 2010 | Responses to Specific Questions | Responses to specific questions raised at the public meeting on 18 th February 2010. |
| 23 rd March 2010 | Cycle Flow Data for Clifton Bridge | Date for before and after the scheme |
| 23 rd March 2010 | Briefing Note | Consultation Processes for Highway Schemes (includes copies of documentation used for consultation) |
| 23 rd March 2010 | Briefing Note | Trial Highway Schemes |
| 24 th March 2010 | E-Mail | Further & Update Air Quality Information |

| Date of Document | Document | Notes |
|-----------------------------|----------------------|---|
| 14 th April 2010 | Briefing Note | Junction Analysis/Impact of Point Closure on Main Highway |
| 14 th April 2010 | Modelling Output | Statistical information |
| 14 th April 2010 | Briefing Note | Cycle Flow on Clifton Bridge |
| 14 th April | Traffic Counts 1 & 2 | Statistical information |

This page is intentionally left blank

Air Quality Information

Figure 1 - plan showing the location of monitoring equipment in the Water End area



Figure 2 - table detailing the annual average of nitrogen dioxide ug/m3 in the Water End area

| Tube reference | Annual Average Nitrogen Dioxide ug/m3 | | | |
|-------------------------------|---|------|------|------|
| | 2006 | 2007 | 2008 | 2009 |
| 68 | 29 | 36 | 31 | 38 |
| A11 | 34 | 42 | 40 | 46 |
| A12 | 35 | 38 | 40 | 49 |
| A13 | 25 | 25 | 29 | 27 |
| A14 | 23 | 26 | 29 | 27 |
| A14a | 23 | 26 | 29 | 27 |
| A15 | 27 | 26 | 29 | 30 |
| A16 | 24 | 23 | 27 | 28 |
| A5 | 32 | 34 | 39 | 49 |
| A59 | 31 | 27 | 33 | 28 |
| A6 | 30 | 27 | 32 | 34 |
| A7 | 33 | 33 | 36 | 39 |
| A85 | 22 | 25 | 30 | 31 |
| A87 | 41 | 43 | 39 | 47 |
| A9 | 32 | 37 | 38 | 45 |
| A90 | 39 | 40 | 48 | 51 |
| Explanation of results | | | | |
| <35ug/m3 | Generally not of concern | | | |
| 35-40 | Elevated concentrations approaching objective | | | |
| >=40 | Breach of air quality annual objective for nitrogen dioxide | | | |

Figure 3 – Monitoring near Gillygate/Lord Mayor's Walk

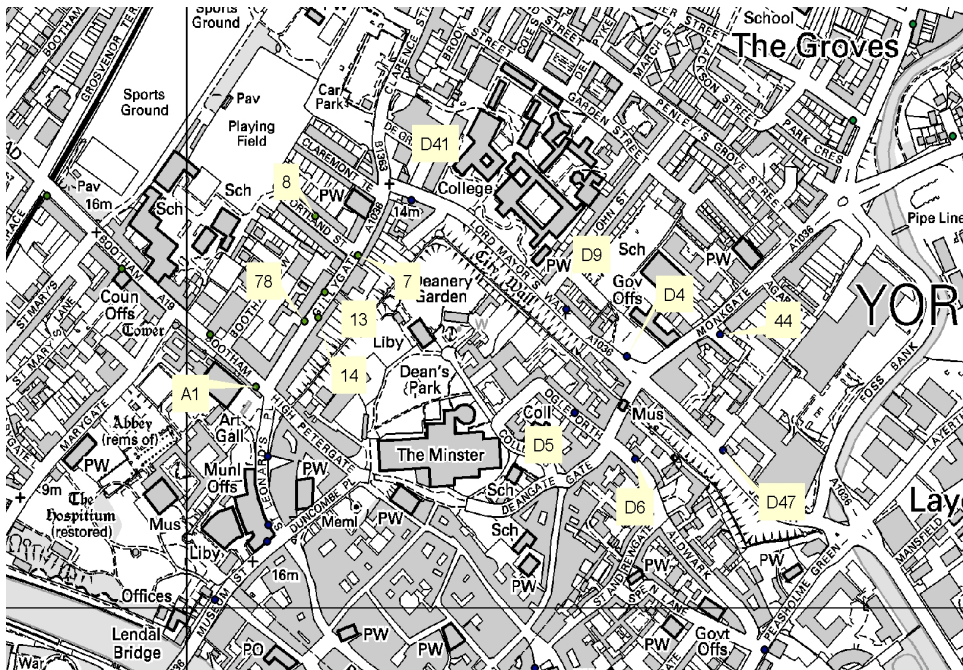


Figure 4 - table detailing the annual average of nitrogen dioxide ug/m3 in Gillygate/Lord Mayor's Walk area

| Gillygate / LMW | | | | |
|-----------------|------|------|------|-------|
| Tube Ref | 2007 | 2008 | 2009 | ug/m3 |
| A1 | 57 | 59 | 70 | |
| 78 | 32 | 36 | 37 | |
| 13 | 45 | 52 | 60 | |
| 7 | 52 | 55 | 68 | |
| 8 | 24 | 26 | 28 | |
| D41 | 47 | 50 | 56 | |
| D4 | 34 | 37 | 44 | |
| D5 | 26 | 27 | 28 | |
| D6 | 28 | 29 | 29 | |
| D9 | 47 | 47 | 50 | |
| 44 | 32 | 33 | 36 | |
| D47 | 35 | 40 | 44 | |
| 14 | 47 | 54 | 68 | |

Figure 5 – Monitoring Equipment in the Nunnery Lane/Blossom Street area

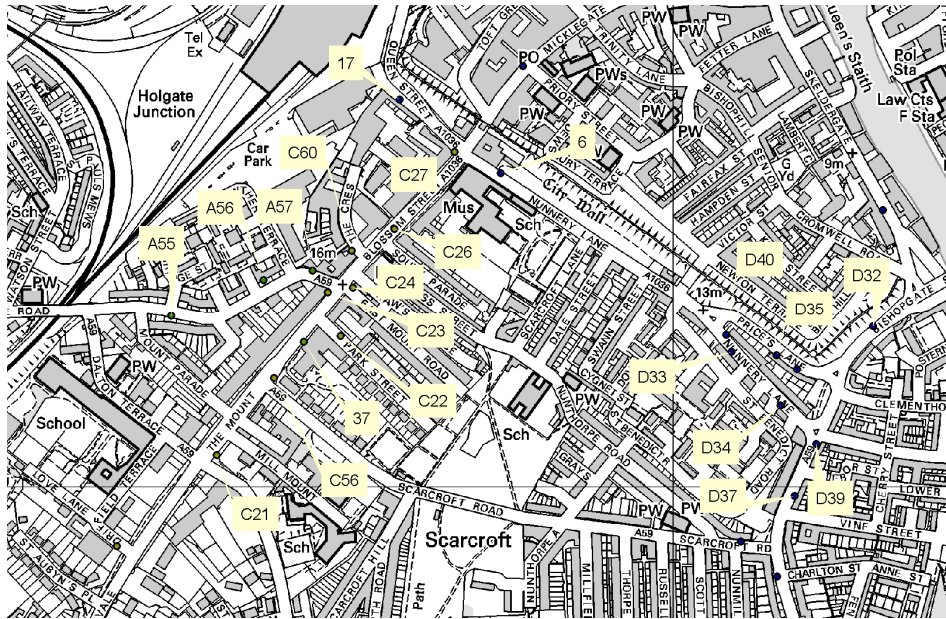


Figure 6 - table detailing the annual average of nitrogen dioxide ug/m3 in the Nunnery Lane/ Blossom Street area

| Nunnery / Blossom / Queen | | Ug/m3 | | |
|---------------------------|------|-------|------|--|
| Tube Ref | 2007 | 2008 | 2009 | |
| A55 | 41 | 40 | 44 | |
| A56 | 30 | 37 | 36 | |
| A57 | 60 | 60 | 66 | |
| C60 | 34 | 41 | 42 | |
| 17 | 35 | 41 | 44 | |
| C27 | 51 | 56 | 70 | |
| 6 | 51 | 53 | 53 | |
| C26 | 41 | 49 | 53 | |
| C23 | 45 | 50 | 50 | |
| C22 | 29 | 32 | 32 | |
| 37 | 39 | 40 | 46 | |
| C56 | 36 | 41 | 46 | |
| Nunnery / Blossom / Queen | | Ug/m3 | | |
| Tube Ref | 2007 | 2008 | 2009 | |
| C21 | 32 | 31 | 38 | |
| D33 | 39 | 42 | 44 | |
| D34 | 50 | 52 | 57 | |
| D37 | 38 | 40 | 39 | |
| D39 | 39 | 43 | 47 | |
| D40 | 33 | 31 | 37 | |
| D35 | 40 | 43 | 48 | |
| D32 | 39 | 43 | 49 | |
| C24 | 38 | 37 | 40 | |

This page is intentionally left blank



Economic & City Development Overview & Scrutiny Committee

Technical Briefing Note:

Junction Analysis Modelling of Clifton Green – Westminster Road / The Avenue Closure.

Summary

1. This note reports on the highway impacts of the closure of the through route between Water End and Clifton via Westminster Road and The Avenue. It also investigates an option of partially reinstating the left turn lane and filter at the Water End approach to Clifton Green, as mitigation for closure of Westminster Road.

Background

2. The removal of the left turn filter and lane at Water End junction with Clifton Green, as part of the Water End cycle scheme and consequential loss of capacity at the junction resulted in an increase in delay on Water End. Since implementation of the scheme some traffic has redistributed away from the Clifton Green junction to avoid the delays and an element of traffic is using Westminster Road and The Avenue as a through route to avoid queuing at the traffic lights.
3. Modelling work has been undertaken to assess the impact on Clifton Green junction of a closure on Westminster Road or The Avenue. The modelling work is based on traffic surveys undertaken on 29th September 2009 and 5th November 2009. Signal timings used are as provided by the Council's Network Management team.
4. An investigation into the benefits of a partial reinstatement of a short left turn lane and filter on Water End has been made.

Modelling Analysis

5. Ten scenarios were modelled. Table 1 is a summary of the modelling outputs. Practical Reserve Capacity (PRC) is a measure of the capacity of the junction. Negative values indicate that the junction is over capacity and will be experiencing delays. Flow is measured in passenger car units (pcu) where 1 car occupies 1 pcu of road space, a bus occupies 2.5 pcu, HGV =

2.9 pcu. Total delay is measured in pcu hours, this being a measure of the amount of delay experienced over the hour on all legs of the junction.

6. The queue lengths presented in Table 1 are mean queues. Queues at saturated junctions tend to build as the peak hour progresses therefore observed queues can be up to twice the mean queue. It has also been noted that long queues are longer per vehicle than shorter queues because drivers leave bigger gaps when far back in the queue. For reference Westminster Road is 300m back from the signals at Clifton Green, Clifton Bridge 500m, Salisbury Road 1000m and the Boroughbridge Road junction 1500m.
7. The analysis is based on traffic surveys undertaken on 29th September 2009 and 5th November 2009.

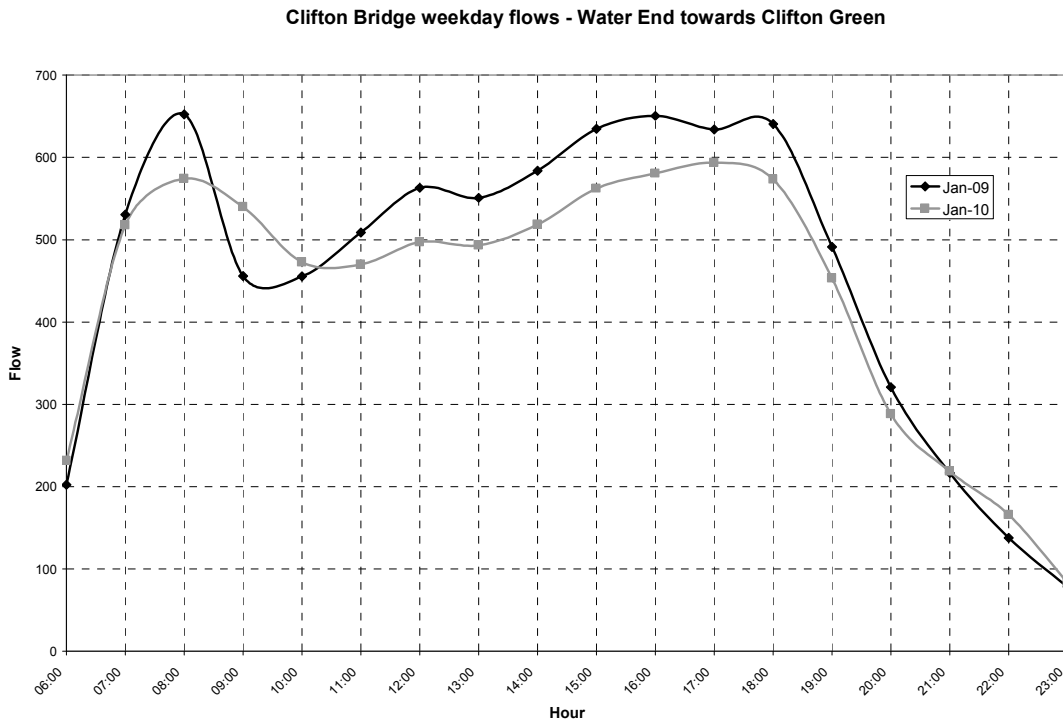
Table 1.

| Scenario: | Practical Reserve Capacity | Total delay (pcu hr) | Water End average delay per pcu (mins) | Water End Mean Queue (pcus) | Water End Mean Queue (meters) |
|---|----------------------------|----------------------|--|-----------------------------|-------------------------------|
| 1. AM at opening (April 2009) | -111% | 270 | 16.9 | 263 | 1576 |
| 2. AM peak post scheme (Nov 2009) | -20% | 58 | 3.8 | 42 | 253 |
| 3. AM peak post scheme + closure | -42% | 121 | 5.7 | 77 | 460 |
| 4. AM peak post scheme + 8 veh filter | -8% | 35 | 1.0 | 19 | 111 |
| 5. AM peak post scheme + 8 veh filter + closure | -27% | 82 | 5.0 | 69 | 413 |
| 6. PM at opening (April 2009) | -94% | 195 | 15.4 | 186 | 1115 |
| 7. PM peak post scheme (Nov 2009) | -15% | 51 | 2.6 | 38 | 230 |
| 8. PM peak post scheme + closure | -31% | 93 | 6.1 | 82 | 490 |
| 9. PM peak post scheme + 8 veh filter | -14% | 34 | 0.9 | 21 | 125 |
| 10. PM peak post scheme +8 veh filter +closure | -14% | 42 | 1.5 | 32 | 191 |

8. Scenarios 1 and 6 clearly indicate the scale of the delays that were experienced when the scheme was first implemented in April 2009.
9. The changes that have occurred in the months since opening are that traffic has redistributed its self on the network in order to avoid the delays on Water End and some traffic is using Westminster Road and The Avenue to avoid the signals. In terms of traffic volumes during the peaks these are down 10%-15% on Clifton Bridge (Figure 1). It is interesting to note that the post AM peak traffic is up, an indication that people are changing their time of travel to avoid the delays? The signal timings have also been altered to take account of the new arrangement and flows. Scenarios 2 and 7 represent the current situation.
10. It was noted during the analysis that the signal timings that are currently running on the junction are less than optimal particularly for the AM peak. This is due in part to the need to protect the running times on the Rawcliffe Park and Ride service. It is noted however that the latest changes to the signal timings was in April 2009, when there is a possibility that the scheme may still have been 'bedding in'. It is recommended that a further review of the signal timings is made by the Council, making use of the November 2009

survey results. It is also recommended that a Saturday and Sunday survey be undertaken and that the signal timings be reviewed for these days. It is understood from Network Management that they are planning on linking the Toucan crossing with the signals, the review should take place to coincide with this change.

Figure 1.



11. Scenarios 3 and 8 indicate the impact of closure of Westminster Road / The Avenue. The assumption has been made that all traffic turning right into Westminster Road from Water End will post closure make the right turn at Clifton Green. This is a 'worst case scenario' dependent on where the closure was implemented this figure could be less. The modelling shows a significant impact on the level of queuing and delay on Water End. It might be expected that some further redistribution of traffic will take place, although it may be that the traffic that has remained using Water End has little alternative or it would have already done so. If this is the case the further reductions in traffic volumes on Clifton Bridge will be small and the delays will remain at this level. Overall in this situation the modelling is indicating a doubling in the level of congestion (queues and delays) at Clifton Green during both peaks. As a consequence it is likely that there would be a further spreading of the peaks.
12. Scenarios 4 and 9 show the impact of the reinstatement of a filter lane and signal at Clifton Green without the closure. This has been modelled at 7 vehicle lengths (expected use 4 vehicles per cycle of the lights) and is shorter than the pre-scheme situation 18 vehicle lengths (expected use 9 vehicles per cycle). The results indicate a big improvement during the AM peak but only a moderate improvement PM due to there being less vehicles turning left. It should be noted that whilst improvements would be realised on

opening 'day 1' of the proposal it is highly likely that traffic would gravitate back to Water End and the benefits seen would rapidly be reduced. This is not to say that this would not provide some relief on the routes that the traffic has been displaced to i.e. the Outer and Inner Ring Roads.

13. Scenarios 5 and 10 show the impact of closure accompanied by re-instatement of the shorter filter lane. In the AM peak the filter only partially mitigates against the impact of the closure. In the PM peak it more than mitigates and the situation represents an improvement over the current situation. The reason for it not being fully successful in the AM is that there is more traffic displaced onto the right turn with the short lane this blocks the left filter so its benefit is not realised.

Conclusion

14. Point closure on Westminster Road or The Avenue preventing through traffic is demonstrated to have a significant adverse impact on the highway network.
15. The impact of the point closure could be mitigated by the partial reinstatement of the left turn lane and filter at Clifton Green during the evening (and off) peak periods. The morning peak remains problematic, in that the impact of the closure is not fully mitigated by this measure and would see a significant worsening of congestion over the current situation.
16. Should the point closure take place and the left turn be reinstated then ideally these measures should be implemented together so as to avoid traffic trip redistribution taking the benefit of the added capacity afforded by the reinstatement of the left turn.
17. A further review of the signal timings will be made following any changes to include Saturdays and Sundays as well as the peak periods.

Contact Details

Author:

Simon Parrett
Principal Transport Modeller
Transport Planning Unit
Ext 1631

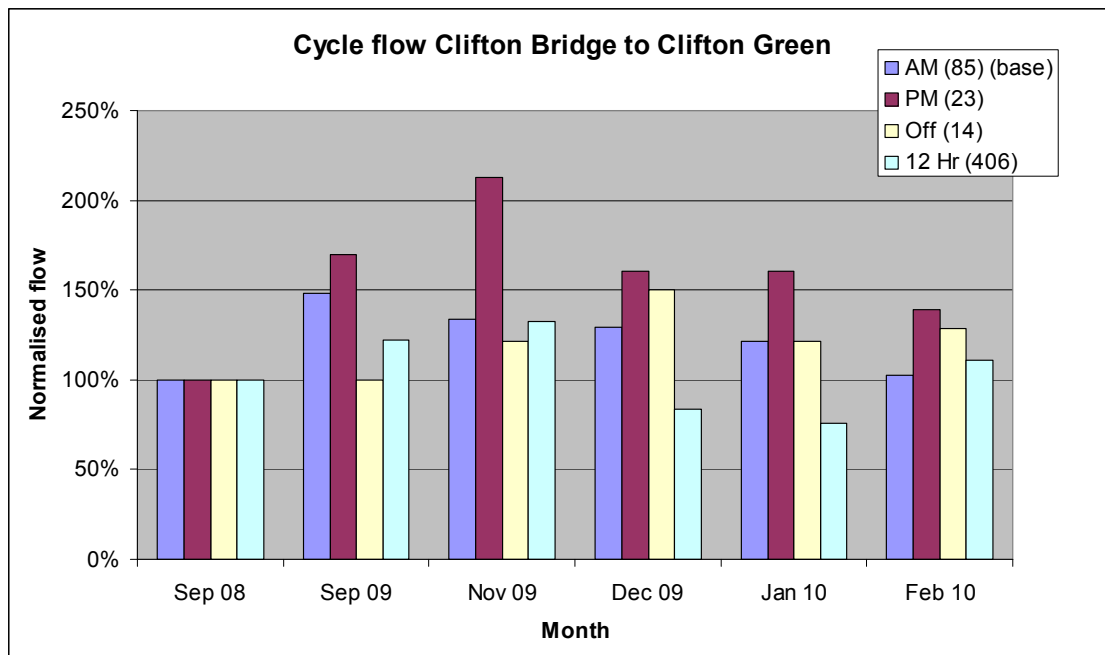
Cycle flow on Clifton Bridge 'Update': 31/3/2010

Chart shows the observed change in cycle flow on Clifton Bridge compared to a base month of September 2008. The base year flows are shown in (brackets) on the key.

An element of caution needs to be applied to the interpretation of the results.

- Cycle data is highly variable on a day to day and month to month level so the above results may be subject to random variation.
- Some of the flows are low so again susceptible to random fluctuations.
- There may be reasons for increased flow not related to the building of Water End cycle route – the Bootham riverside off-road cycle track was closed for bank maintenance south of Clifton Bridge.
- There was a protracted period of poor weather in January.
- Of a lesser impact Scarborough bridge was closed for maintenance 09/10 (reopened early Feb)
- The orbital cycle route is not yet complete.

Despite this the results are promising if not conclusive. The Water End 'End of Year Report' is due to be reported to the decision session of the Executive Member for City Strategy on 1st June 2010.

This page is intentionally left blank



Economic & City Development Overview & Scrutiny Committee

17th May 2010

Newgate Market Review – Interim Report

Background

1. At a meeting of the Economic & City Development Overview & Scrutiny Committee held on July 14th 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. Members expressed an interest in receiving further information on Newgate Market and received a further briefing note on 29th September 2009. On consideration of this it was agreed to undertake a review on Newgate Market and in coming to this decision they recognised certain key objectives and the following remit was agreed:

Aim

2. To investigate possible ways of improving the existing stall market and its surrounding area currently occupied by Newgate Market as a contribution to 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

Context of the Review

3. 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.

4. Also underway is the Footstreets Review, which is looking at how Newgate is accessed at different times of the day. As with CCAAP, consultation on the review is already underway with city centre businesses already looking forward to the next stage of the review.

Consultation

5. Relevant Officers within the Economic Development Unit have been consulted as part of the review process.
6. A representative from the National Association of British Market Authorities (NABMA) addressed the Committee at a meeting held on 24th March 2010.

Site Visits

7. In addition to considering information directly associated with the five key objectives of the remit the Committee undertook 2 site visits to Newgate Market and the surrounding area on 24th March 2010. The first of these visits took place during the day whilst the market was in operation; the second took place in the early evening after the market traders had left for the day.
8. The City Centre Manager showed the Committee around the market whilst it was in operation and provided them with the following background information:
 - The market has operated on 7 days of the week since 1996
 - The market is open everyday except Christmas Day, Boxing Day and New Year's Day
 - There are now approximately 100 stalls on the market
 - There are 65 midweek licences and 27 Sunday licences
 - On average there are 7 casual traders per day
 - The occupancy rate is approximately 71% (with a performance indicator of 74%)
 - Newgate Market has its most traders on a Saturday with 63 licensed stalls, plus casuals leading to an average occupancy rate of 88%
 - Newgate Market has its least traders on a Monday with 29 licensed stalls and a handful of casuals with an average occupancy rate of 35%
 - The fees and charges structure was reviewed in 2009 and appears to be competitive
 - Specialist and event markets occupy Parliament Street for 95 days per year
 - The income from Newgate Market is circa £450k
 - The income from events' markets is circa £100k
 - There is an advertising budget of approximately £14k, spent in many different ways
 - There is no National Market Trader Federation or trader representative branch any more
 - Many of the traders only operate during Footstreet hours and the market therefore, finishes early. Its hours of operation are basic
 - Traders' commitments to the market and its operation vary
 - There is no real security in the market area

- Site maintenance is difficult as the market operates 7 days a week
 - Storing market equipment is problematic as there is little available space
9. A site visit was also undertaken on the evening of 24th March where it was noted that the area seemed to be poorly lit and being used as a free car park. Members of the Committee, who attended this site visit, did not feel that this was an inviting place to be during the evening.
10. Discussions on the site visits highlighted concerns around whether the market operates on too many days, whether there are too many stalls, accessibility, awareness, traders' commitment, evening use of the space and the general 'offer' the market provided.

First Key Objective

(i) To receive information from the Renaissance Team about its work plan; particularly in relation to Newgate Market

11. The Committee received a presentation from a City Development Officer, outlining the recent progress on the economic masterplan and vision work, as currently being developed through Professor Alan Simpson and his team, and funded by Yorkshire Forward. The goal was to produce a City Centre Masterplan that would:
- Articulate spatial vision and objectives
 - Integrate new development and regenerate peripheral areas
 - Combat economic decline and stimulate recovery
 - Improve access
 - Make improvements and connections through a public realm and accessibility framework
12. To date consultation has taken place on various issues and options in relation to the City Centre Area Action Plan (Annex A refers) and this included specific questions on Newgate Market which established that:
- The Newgate Market space is not flexible and does not allow for multifunctional uses
 - It is not an active area at night. The market closes at around 4pm and there is nothing to draw people in to the area after that time, giving rise to unwanted activities and car parking at night
 - It is a poor physical space that looks shabby with too many empty stalls and too much litter making for a tired looking market
 - It feels disconnected from the areas around it
 - Access to The Shambles was uninviting
13. Both the presentation and Annex A to this report suggest some ideas for improvement of the area and the key themes of these are listed below:
- Reduce the number of stalls and have good quality removable/pop up stalls
 - A quality product offer, perhaps themed days

- Use the area for more activities to attract people to the space with more outdoor seating, lighting and a performance space
- Possibly glaze over all or part of the area to allow different uses at different times of the day

Issues Arising

14. Discussion between the Committee and the City Development Officer highlighted the following key points:

- Respondents to the City Centre Area Action Plan consultation had indicated that they did not want the location of the market to change. They had however, indicated that the site had some negative aspects
- The medieval buildings surrounding the market place were not always well cared for
- The possibility of redeveloping the fixed stalls - the fixed cheese stall, fish stall and butcher's stall were leased by the stallholders from the Council's Property Department and the income from these leases was not part of the market's income. The Property Department would need to be involved in discussions should redevelopment be a way forward.
- Location of the market stalls – should they all be together, more spaced out, fixed or removable
- Could some of the land towards the back of the market be used for cycle storage
- Problems with glazing or partially glazing the area. If part of the area were glazed over it could quickly become very grimy and laden with litter, there may also be problems with heat and the area could become equally, if not more claustrophobic than it is at present. Glazing may also be difficult as the surrounding buildings are of different heights and ages
- How best to use the space at different times of the day
- If the area were used for public events/entertainment how would this affect the residents living in the surrounding buildings

Second Key Objective

(ii) To investigate comparators to Newgate Market (what makes a good market, what constitutes good practice)

15. A representative from the National Association of British Market Authorities (NABMA) addressed the Committee on 24th March 2010. He informed the Committee that nationally there had been a decline in outdoor markets however; indoor markets were generally doing well.

16. The Committee received a presentation from him, which concentrated on the three most significant stakeholders in a market namely the Council, the public and traders and what their expectations of a market were.

17. **The Council** as operator of a market or markets generally has a monopoly and this can lead to a disincentive to manage it well. The Council would generally want their market to be a tourist attraction, attractive to residents, an employment opportunity, animated, sustainable, issue free and fully let.

18. **The Public** as users of the market generally want value for money, quality products, good customer care and one to one contact, a nice atmosphere and a clean and attractive environment.
19. **The Traders** need the market to be viable and profitable and well located with a high footfall. The fees and charges need to be competitive and realistic and the area needs to be easy to access for loading and unloading their products onto and off stalls. It also needs to be well promoted.
20. In summing up, the representative from NABMA suggested the Committee might like to consider:
 - Whether the market was in the right location
 - Whether the Council were making the best use of the space available
 - Whether the canopies currently in use let in enough light or whether they were too dark and led to a feeling of the space being claustrophobic.

Issues Arising

21. The Committee thanked the representative of NABMA for attending and discussed the information received with him. The key points of the discussion are set out below:
 - Is the market in the right place – should consideration be given to moving the market into Parliament Street or somewhere else in the City or should it remain in its current location? Currently the market can only legally be held in Newgate or Parliament Street. Realistically there were very few, if any, alternate spaces in the City that could be used as a permanent market place
 - The market needed to be better signposted
 - The specialist markets, being in Parliament Street, are perceived to be easier to find than Newgate Market, which is hidden away. It was hoped that there would be more space/scope for the specialist markets once, and if, Parliament Street was redeveloped
 - Footfall is good in some parts of the market but other parts are barely used. Newgate Market is invisible from The Shambles which has a high footfall and is one of York's most famous streets
 - Whether the stalls at the Jubbergate entrance to the market could be moved so this access to the market area was more noticeable. Some Members felt that these should stay as they drew people into the market area others felt that they caused accessibility problems and made this access point to the market look cluttered. The stalls in Jubbergate raised a good income for the market and were always 100% let
 - Many of the stalls were hard to access for traders; especially in terms of moving heavy goods around
 - Parking costs for traders
 - There is little flexibility in the current fixed stalls. Removable/pop-up stalls may be more appropriate
 - There are storage problems for market equipment. Gazebo style stalls that the regular traders can take with them at the end of the day may help solve storage problems

- The market area feels claustrophobic and the canopies currently in place do not let in enough light and are not cleaned often enough making the area appear dingy. The canopies do not get cleaned as often as they should, partly because the market is in operation 7 days a week and partly because the area does not have its own dedicated cleaning staff
- There is a lack of social areas within the market areas – i.e. pavement cafés and those that are there often close at the same time as the traders go home
- Locally sourced produce is becoming increasingly more important to consumers
- There are few incentives for traders to recycle and all waste goes to landfill or into a compactor
- Other markets (Hinckley was given as an exemplar) were only open for 3 days a week. Keeping the market in operation seven days might not be viable and could lead to the market being considered ‘boring and stale’. This is why there was often a more bustling and exciting feel when the Farmers’ Markets and Specialist Events Markets came to the City
- Efforts should be made to encourage the market traders to commit to helping make the market a success

22. The Committee also noted that York was not currently a member of NABMA. Further discussion established that the membership fee was approximately £600 per annum. As a member of NABMA the Council would be entitled to a free half-day consultation. Alongside this there was the NABMA website which offered a wealth of expert information and networking possibilities which were an invaluable source of advice. There was also an annual conference for members.

Third Key Objective

(iii) To investigate potential, immediate, short and long term development of, improvements to and usages of this area

23. Information on this key objective is set out in paragraphs 29 to 30 of this report under the heading ‘Next Steps’

Fourth Key Objective

(vi) To look at the income generated by Newgate Market

24. It was confirmed that the market had generated approximately £450k in 2009/2010. The target income had been £476,580. The market had made a profit but had not quite achieved its target.

25. The main costs involved in running the market were as follows (approximate figures):

- | | |
|--------------------------|----------|
| ➤ Advertising | £14,000 |
| ➤ Cleansing | £91,000 |
| ➤ Business Rates | £81,000 |
| ➤ Dedicated Market Staff | £49, 000 |

Issues Arising

26. Members welcomed the fact that the market was making a profit, as they had previously believed it was running at a loss.
27. Further discussion of the above key objective led to the following comments being made:
 - The advertising budget for the market was £10k per annum and was used to attract both traders and visitors to Newgate Market and the specialist events markets. Advertisements were placed in the national Market Trader News. To try and encourage people to the market in the shorter term there had been a £5 per stall offer and whilst this had attracted new stallholders it had caused complaints from others. There had also been television and radio adverts to try and attract visitors and traders.

Other Information

28. The City Centre Manager provided the Committee with the following additional information:
 - A questionnaire had also been circulated seeking the opinion of market users. Of the 300 (approximate) returned the most popular product was fresh produce (fruit & vegetables, fresh fish and fresh meat).

Next Steps

29. In light of all the information received so far and to address key objective (iii) of the remit the Committee requested the Head of Economic Development and the City Centre Manager produce an outline business plan for the area. This was to include information on:
 - The location, number and types of stall & mix of traders
 - Days and hours of operation
 - Traffic management
 - Cleansing proposals
 - Use of lesser used parts of the Newgate Market area (particularly those to the rear of the market)
 - Evening use and management of the area
 - Revenue
30. This is set out at Annexes B, C and D for Members' consideration today and officers from the Economic Development Unit will be in attendance to present and answer Members' questions.

Options

31. Members can:

- i. Endorse or suggest amendments to the business plan attached at Annex B to this report
- ii. Clarify whether further information is required or whether they would like to formulate some recommendations for inclusion in a draft final report

32. Members are also asked to consider all information received to date and if appropriate consider formulating some recommendations for inclusion within the draft final report.

Analysis

33. At their last meeting on 24th March 2010 Members requested the information contained within Annexes B, C & D of this report with a view to this being recommended to the Council's Executive as a contribution to the City Centre Area Action Plan, the Renaissance Team's work and other planning studies and (subsequent) associated public consultation.

34. If the Committee feel that they have received enough information to make some draft recommendations then they are asked to formulate these and they will be included in a draft final report, consideration of which will need to be scheduled into the Committee's work plan.

Corporate Strategy 2009/2012

35. This report and the 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.'

36. It also touches on elements of the Sustainable City and Effective Organisation themes in the Corporate Strategy 2009/2012.

Implications

37. **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 if the Committee choose to endorse the business plan at Annex B to this report and recommend that it be progressed by the Executive.

38. **Human Resources** – There are no Human Resources implications associated with the recommendations within this report.

39. **Legal** – There are no legal implications associated with this report however, implications may arise as the review progresses.

40. There are no known equalities, property, crime and disorder or other implications associated with the recommendations within this report.

Risk Management

41. In compliance with the Council's risk management strategy there are no known risks associated with the recommendations within this report. Dependent on the recommendations made by the Committee risks may occur and these would be addressed in the draft final report.

Recommendations

42. Members are asked to:

- i. Note all the information received to date and consider the next steps in the course of this review.
- ii. Formulate some recommendations for inclusion within the draft final report.

Reason: In order to progress this review

Contact Details

Author:

Tracy Wallis
Scrutiny Officer
Scrutiny Services
Tel: 01904 551714

Chief Officer Responsible for the report:

Andy Docherty
Head of Civic, Legal & Democratic Services
Tel: 01904 551004

**Interim Report
Approved**

Date 6th May 2010

Wards Affected: Guildhall Ward

All

For further information please contact the author of the report

Background Papers:

None

Annexes

Annex A Newgate Market Briefing Note
Annex B Outline Business Plan
Annex C Market Layout Plan
Annex D Newgate Footprint

This page is intentionally left blank

Newgate Market
CCAAP Issues & Options Briefing Note

The Preferred Option of the Area Action Plan would be to take forward Option 2 of Question 21 of City Centre Area Action Plan Issues and Options 'to **redesign the market to maximise the potential of the site and ensure the continuation of this historic market**'.

Issues:

1. The market is not performing as well as it could in financial terms. Moving the market to Parliament Street would impact on the specialist events and markets there that bring in more money than Newgate market (which is currently suffering a decline in trading).
2. Some rationalisation of stalls would increase the desirability of the stalls and reduce the poor image that empty stalls convey.
3. Crime and unwanted activities at night put people off using the area in the evenings leading to continued misuse of the area. An evening car park was suggested to make use of the area but was not progressed in the light of work being done by the Renaissance Panel to consider how best to make use of the space. The area is currently illegally used as an unofficial car park (and is reliant on the police coming to move vehicles off).

Key points from Consultation Response Summary from City Centre Area Action Plan Issues and Options Document (AAP):

1. Whilst public opinion was divided on the consultation; the majority of respondents felt it was better to review the market in its current location.
2. Nine respondents felt it would be better to move the market to Parliament Street and two felt the Castle Car park would be a suitable relocation venue.
3. Several respondents commented on the shabby environment of Newgate, the poor quality of the stalls, litter in the area and crime at night and one said that some people did not know it was there.
4. Suggestions have included a design competition to redesign Newgate as a dual use market and showcase evening/weekends events space to provide space to enhance the market and introduce more flexible space.

Current Situation:

1. The Economic and City Development overview and Scrutiny Committee Scoping Report (December 2009) set out the measures that had been implemented to promote the market in the light of declining trade.
2. The future of Newgate Market is being formally considered through the Local Development Framework process through the AAP. The Renaissance Panel will investigate and offer proposals for improvement of the public realm, look at design issues, uses by whom and at what time of day.

3. This will feed into AAP.

Outcomes and Next Steps:

1. Members will receive information from Renaissance Panel about the work plan for Newgate Market and the income generated.
2. Comparators will be investigated as well as good practice.
3. Potential immediate, short and long term development, improvements and use of area will be proposed.
4. The Renaissance Panel will investigate improvements for the area and recommend new designs and roles for Newgate Market and the Public realm for Members to consider. The Renaissance Panel views will be taken into account in the AAP in conjunction with the Footstreets Review and the views of the Economic and City Development overview and Scrutiny Committee.
5. The City Centre Area Action Plan will contain a policy on Newgate Market informed by (4) above.
The day to day management of the footstreets is beyond the scope of the AAP but it would support any measures to reduce vehicle access to improve the 'ambience' of the city centre and to promote sustainable transport choices – both aims will form the basis of policy in the AAP.
6. The AAP will contain principles for public realm improvements in a number of key areas throughout the city centre (Newgate is one of 30 areas identified), to be followed by a Public Realm and Movement Strategy that will include details of improvements to all aspects of the public realm including surfaces, street furniture, lighting, signage, interpretation, public art etc.
7. This will be produced once recommendations from the Renaissance Team have been made and decisions have been made on which streets are footstreets, times of access, who has access etc. including possible changes to the use of spaces. The Renaissance Team will assist with design aspects and the public realm and movement strategy.

Alongside consideration of the Renaissance Panel's and viability findings of the market it is recognised that the nature of markets is changing everywhere with internet shopping, edge of town retail centres etc. It is therefore vital that Newgate Market provides a good quality environment with a quality market offer. This requires good quality stalls, good quality products and a flexible space for a range of activities at different times of day to ensure its financial continuity and increased use. The hours of operation should also be reviewed with a view to operating from 08.30 to 17.30 (at least in summertime hours). The relationship with existing development at the Shambles will also be an important consideration.

Suggestions received so far:

There appear to be 3 discrete areas of Newgate that could be redesigned to create a much improved market area including:

- a) redevelopment between the permanent fish stalls and the Shambles (suitable for good quality retail, live work units, craft enterprise type accommodation).

- b) The central part could be used with perhaps 50 good quality pop up stalls to give a good market offer, perhaps with different offers on different days to improve the 'value' of the market itself e.g. household one day, crafts another.
- c) The third area comprises of the triangular area to the rear of Marks and Spencer and is less visited. This area should be better lit, better used perhaps as a café, seating and/or performance or exhibition space to attract people there and provide more activity and interest. Glazed area (issues of overheating in summer and cleaning the glass would need to be addressed).
- d) What do Members feel about the offer from York St John to use Newgate Market as a project to see what they come up with by way of ideas, improvements and suggestions?

This page is intentionally left blank

Scrutiny Committee – 17 May 2010
Newgate Market – Outline Business Plan

Following the Scrutiny Committee meeting of 24 March officers were asked to provide a briefing note outlining a vision and broad “balance sheet” for the future of the Newgate Market area.

Suggested proposals, which provide a broad vision for the Newgate area in making the market “fit for purpose” and meeting modern day trading expectations, can basically be condensed into six main categories:

1.Future uses of the Newgate area:

- Consideration of uses of the area for different times of the day and by different users
- A more flexible use in general - i.e. not necessarily just for retailing, consideration could be given for pavement cafes, art works, landscaping, performance area, “big screen”, cycle racks, exhibitions, busking area etc.

2. The Market itself:

- There are currently around 100 stalls, with the market open 7 days per week, all year round (see attached layout plan). Many stalls though are regularly not occupied though and certain areas are under-used.
- The existing stalls are ‘fixed’ in situ and have been since 1991 when the market was last refurbished. They are very solid and robust (resulting in only a handful of cancelled market days due to inclement weather). However this arrangement means the area can never be used for anything other than a market, and it can look dull and uninviting when stalls are not occupied (e.g. on quieter market days, plus every evening once the traders have gone).
- Consider reducing the overall size of the actual market / the ‘footprint’ onto which the stalls stand, with 50 or 60 quality stalls, with an agreement by traders to remain open for a minimum number of hours (e.g. 8.30am -5.00pm)
- Possible top of the range demountable stalls - such as mini-marquees or gazebos - that can be removed when not required (i.e. on non-market days, at night etc) or, traders to provide their own stalls, to a consistent design for uniformity
- Consider the number of operational market days, based on trends of supply and demand (Mondays for example is currently only running at about a third capacity – if it were to close on this day for example, it would offer up an opportunity to regularly maintain and clean the whole area – a luxury unavailable at present with the market being open every day).
- It is anticipated that all the stalls on a reduced sized market would regularly be occupied, virtually all year round. Furthermore, it would be an opportunity to reassess and improve the quality of what is being offered, raising standards generally to the customers’ benefit
- Conclusion – a regularly full, well-stocked, busy, attractive market with guaranteed ‘minimum’ opening times to reinstate customer confidence.

3. The Adjoining Area:

- Encourage neighbouring businesses in the Shambles to 'open up' the backs of their properties on to the (new) market place
- Encourage any Shambles food operators to consider a small 'pavement café' extension of their business onto the market area
- Similarly with M&S that dominates the majority of the west side of the Newgate area, encourage the store to open-up/engage more with the Newgate site

4. Raising Revenue:

- A "capital receipt" could be gained by enabling a small development (attractive, purpose-built, bespoke units) in either the area between the top of The Shambles and the current meat and fish stalls (Site A on attached plan - circa 1,800 sq.m) or, at the lower end in the area between M&S and Cox's leather shop (Site B – Circa 3,000 sq.m)
- Revenue raised could then be used to enhance the area (better lighting, better surface, the purchase of 'new' stalls, plus new "pop up" electrical supplies, redevelop the meat and fish stalls)
- Residual site values have been estimated at £150k and £125k respectively by officers in Consultancy. However, it should be noted both sites would be subject to tight planning controls and would be advertised to ensure best offers
- Alternatively, consider using the 'excess' income (from Newgate Market budget income over expenditure) which in 2009/10 was around £180k

5. Other Issues:

- Market cleansing – this is currently being reviewed by Neighbourhood Services, who are costing-up a draft, proposed SLA. However, such a refreshed and revitalised central location would require cleansing attention of the highest standards
- Overnight parking in Newgate - central area review currently being undertaken by Transport Planning Unit, but an evening city centre car park for Newgate is considered inappropriate by Network Management (there is a need therefore to consider the legal and highway position in stopping current informal parking practices)
- York to join NABMA (*National Association of British Market Authorities*) - currently being considered by officers, to quantify benefits of £600 annual membership fee
- Storage - currently being reviewed in conjunction with Consultancy and Neighbourhood Services; there is a possibility of a bespoke, purpose built storage compound at the lower / M&S area of the market; *nb there is an urgent need to remove the 2 unsightly containers currently in Silver Street which were provided to accommodate vital equipment displaced by the provision of the adjacent new public toilets.*
- Removal of Jubbergate Stalls to enable a clear, open, more inviting entrance to Newgate (*Option 1*)
- Partial clearance of Jubbergate, retaining a quality, attractive stall or two (e.g. flowers and/or seating or pavement café (*Option 2*))
- Silver Street could have potential for better usage (ad hoc stall units, landscaping with flower tubs or seating).

- It should be noted though that in using demountable stalls there would be cost implications in erection/dismantling if done by CYC staff. Also, demountable stalls would be rather more vulnerable to the weather (e.g. strong winds, heavy snow).

6. Outline Balance Sheet:

- The following are indicative costings based on a smaller overall market operation
- With a minimum 50 stalls, say, at an average rate of £30 per day (current average is circa £21 per day – including Jubbergate), and using *Option 1* above (i.e. with no Jubbergate stalls) this equates to about £400k per annum (compared to existing income of around £460k generated from the current 100 stall market)
- In addition, any units sited in Jubbergate (flower stand, café) as highlighted in *Option 2* above could attract at least a further £500 per week (£26k per annum). Likewise, Silver Street could be used during footstreet hours.
- Further income could be generated by the ad hoc 'letting' of land in Newgate on any non-market days (commercial promotions, exhibitions, pavement cafes etc).
- Initial funding would be needed for the demountable stalls (if CYC to provide them) of around £50k, plus funding for 'pop-up' electric units and their installation (a 'very' rough estimate of £60k has been put forward by Neighbourhood Services M&E section who suggest more time/detail would be needed for a more accurate figure)
- Funding also required for clearance of existing stalls, improved surfaces in places, better lighting and better signage (costs unknown at this stage). Improvements could be carried out on a rolling basis covering a number of financial years to an agreed plan – which would invest not only in the market but leisure and entertainment infrastructure.
- A separate exercise is currently ongoing with regard to a purpose built storage area/compound in the market area to accommodate all the markets/city centre operational equipment and spare parts etc, plus the demountable stalls when not in use. An estimate of £21k has been put forward by Consultancy in this respect and ways of funding this are currently being explored.

Conclusion:

For an initial outlay of approximately £100k, and given that there are 2 possible funding options (either 'capital receipt' as in 4 above, or 'top-slicing' of the current excess income over expenditure of the Newgate Market budget), York could have a modernised, new city centre focal point, available for a variety of uses – markets, leisure, exhibitions, performance space, outdoor cafes, seating, bike racks etc - thus meeting the needs, aspirations and expectations of the 21st century, with the potential to become a facility of renown. This thinking could be built into the *Renaissance Project*, and the *City Centre Area Action Plan* process. It should be noted, of course, there will be a need for extensive consultation with the traders and public on design matters before any final decisions are settled upon. However, the potential lies within the Newgate area to help reinvigorate York's central area.

This page is intentionally left blank



TOTAL No. of STALLS = 101
(including 12 stalls in Jubbergate)

- Zone A
- Zone B
- Zone C
- Zone D
- Zone E & F



9, St Leonards Place, York, YO1 2ET
Telephone: 01904 551550

NEWGATE MARKET

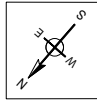
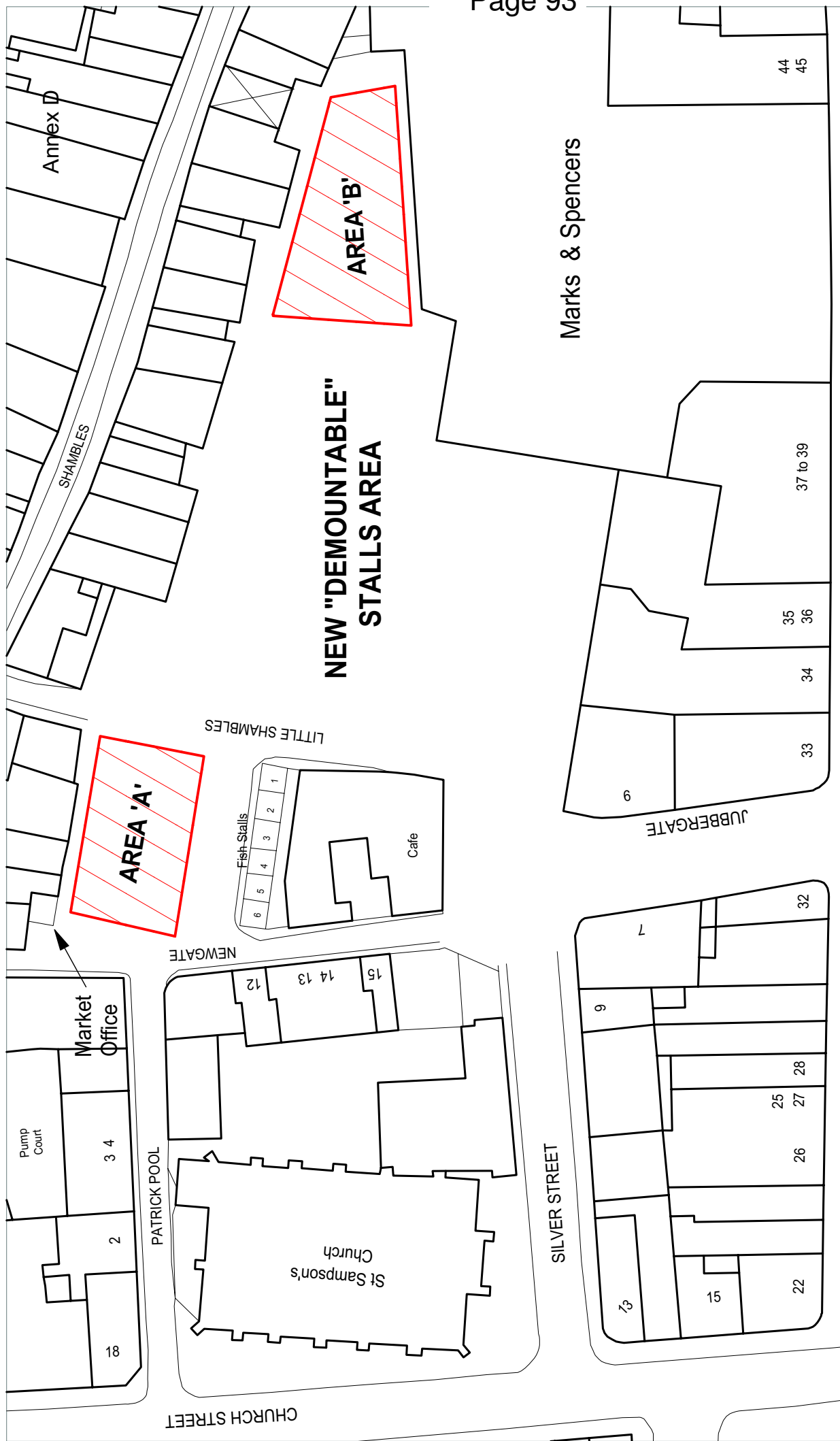
SCALE 1:500
DRAWN BY JBP/SL
Project
Draughting & Presentation

DATE 30/12/2008
Drawing No. MKT



Produced from the 1983 Ordnance Survey 1:1250 mapping with the permission of the Controller of Her Majesty's Stationery Office
© Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.
City of York Council, LA 1000 2018

This page is intentionally left blank



NEWGATE MARKET

SCALE: 1:500
 DRAWN BY: JB/PSL
 DATE: 13/04/2010
 Drawing No: MKT3
 Project:



CITY OF
YORK
 COUNCIL
 9, St. Leonards Place, York, YO1 2ET
 Telephone: 01904 551550

Produced from the 1993 Ordnance Survey 1:1250 mapping with the permission of the Controller of Her Majesty's Stationary Office
 © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.

This page is intentionally left blank



Economic & City Development Overview & Scrutiny Committee

17th May 2010

Report of the Head of Civic, Legal & Democratic Services

Update Report – Broadway Shops Councillor Call for Action

Summary

1. This report provides Members with an update on the outcome of the facilitated discussion that took place on Tuesday 20th April 2010.

Background

2. In August 2009 Councillors D'Agorne and Taylor, Ward Members for Fishergate, submitted a Councillor Call for Action (CCfA) in relation to maintenance, parking and safety issues at Broadway Shops. In response to this the Economic & City Development Overview & Scrutiny Committee agreed to facilitate round table discussion between all willing parties in an attempt to resolve the problems being experienced.
3. An initial discussion was held on Wednesday 10th February 2010, which was facilitated by Councillor Kirk. A report detailing the outcome of this meeting was presented to the Committee at their meeting on 9th March 2010. A further facilitated discussion was held on Tuesday 20th April 2010 and is detailed below.

Update on & Analysis of the Facilitated Discussion

4. The second round table discussion took place at St Oswald's CE Primary School, Fulford and was attended by the following:
 - Councillor Madeleine Kirk (facilitator)
 - Richard Bogg – Divisional Head – Traffic, Development & Transport (City of York Council representative)
 - Ward Councillors D'Agorne & Taylor
 - Tracy Wallis (Scrutiny Officer) & Jill Pickering (Democracy Officer)
 - Regional Property Manger (Co-operative Group)
 - Owner of 42 Broadway (currently empty)
 - Representative from the Greengrocers
 - Representatives from Broadway Post Office
 - Representatives of BAGNARA (Broadway Area Good Neighbour & Residents' Association)

- Representative of Fulford Parish Council
5. Due to unforeseen circumstances the representatives of 50/50 Hairdressers were unable to attend.
 6. Prior to the meeting all interested parties were sent the following information which formed the basis for discussion at the meeting:
 - Information (including an appropriate plan) on how to undertake a Land Registry search to determine if the title to the shop forecourts and slip road was registered
 - A briefing note prepared by the Divisional Head – Traffic, Development & Transport setting out further details in relation to some of the points raised at the first facilitated discussion on 10th February 2010 namely; the possible re-location and/or shared use of the westbound bus stop, possible alterations to the traffic island, signage and Traffic Regulation Orders, re-location of the post box and relocation of the Co-operative's trolley bay (Annex A refers).
 - The Council's property surveyor had also provided some advice for all interested parties as set out below

'If an owner cannot be identified the principle of benefit and burden would be considered. The occupiers of property adjoining the forecourt cannot gain access to their property without crossing the forecourt. If they have an unfettered right of access and right of light over this land, it is of substantial benefit to them. As they enjoy such benefit, the burden of responsibility of maintaining and managing this land will also fall to them. It would be unreasonable for them to gain the benefit without also bearing the responsibility.'

Land Ownership

7. As mentioned at the previous meeting the land outside the shops, that is the immediate forecourt and access road, is not publicly maintainable highway and therefore, the Council, as Highway Authority cannot legally assist with the cost of repair or alteration. Interested parties were therefore provided with some information to assist them with a Land Registry search should they wish to do so.
8. At an early stage of the meeting it was established that to date no one had wished to undertake such a search, however one person shared a copy of a plan he had obtained from his solicitor showing the boundary of his property. This did not show the 'grey area' or the 'unadopted land' as being in his ownership; others also confirmed that the deeds of their property showed the same.
9. To date the Regional Property Manager from the Co-operative Group was not in a position to confirm whether the Co-operative's solicitors had established anything different from that in the paragraph above.

10. Discussions ensued around the cost of bringing the 'unadopted land' up to adoptable standard and the Divisional Head – Traffic, Development & Transport advised that this could run into tens of thousands of pounds per frontage thus making it an unfeasible solution to address the problems being experienced. It would also need to be widened considerably (maybe eating into the traffic island) to cater for delivery lorries and modern vehicles.

Westbound Bus Stop (re-location and/or shared use)

11. During the first facilitated discussion the Ward Councillors queried whether it would be possible for delivery vehicles to unload elsewhere i.e. the bus stop on Broadway itself and/or whether it would be possible to relocate the bus stop to a straighter section of the road. The Divisional Head – Traffic, Development & Transport gave these suggestions further consideration and his response is set out at Annex A to this report.
12. On discussion of the information detailed in Annex A it was accepted that it was not possible to pursue a traffic order permitting both bus stopping and loading/deliveries and it would be too impractical and unpopular to move the bus stop further down the road.

Alterations to the island

13. Annex A to this report also detailed preliminary cost estimates for the shortening of the traffic island. These had been requested; as it was believed vehicles would do less damage to the area if there were enough space to manoeuvre. Further discussion of these costs ensued and the Divisional Head – Traffic, Development & Transport reiterated that the cost of replacing the bollards when they were knocked over was much smaller than undertaking work to shorten the island. However, the local retailers felt that there was a cost to them as the bollard only went some way to protecting parts of the area outside the parade of shops from damage by heavy vehicles. A wider turning circle for delivery vehicles would help prevent much of the slip road from being churned up.
14. The Ward Councillors suggested that they might be able to assist in funding a feasibility study to enable more accurate costings to be established. Annex A had highlighted that there may be additional costs associated with utility protection and or/diversions that may arise and it was agreed that a feasibility study would be worthwhile to establish a more accurate estimate.
15. In an e-mail dated 27th April the Divisional Head – Traffic, Development & Transport indicated that colleagues in Engineering Consultancy had suggested that £1000 would be a reasonable working budget to enable staff to carry out an initial feasibility study that would seek to identify the key issues in modifying the island and develop a more robust cost estimate. It was hoped that the Ward Councillors would be able to seek funding for the feasibility study at a Ward meeting to be held during the week commencing 26th April 2010.
16. Once (and if) a feasibility study has been prepared all parties would need to consider whether this would help ease the problems being experienced and

whether it offered value for money. Consideration would also need to be given to whether appropriate funding sources were available to enable the works to be undertaken.

Pedestrian Access & Safety

17. The representatives from BAGNARA were keen not to lose sight of addressing the current pedestrian safety issues that had been raised as part of the CCfA. They felt that there were several issues contained within the CCfA (namely parking, safety and maintenance issues) and as some of these were more complex to address than others then the focus, of this meeting, should be to try and find a way forward to solve the pedestrian safety issues. They circulated further photographs of the area taken on the afternoon of the day of the facilitated discussion that indicated problems were still being experienced in terms of pedestrian safety.

18. At the first facilitated discussion held on 10th February 2010 there had been general support for installation of the following to help improve pedestrian safety in the area:

| | |
|-------------------------------------|--------------|
| 5 tubs @ £140 each | £ 700 |
| 3 Sheffield Hoops @ £100 each | £ 300 |
| 101m White lining @ £1.42 per metre | <u>£ 144</u> |
| Total | £1144 |

19. This would allow for tubs/and or cycle hoops to be strategically placed to prevent vehicles from parking too close to the shop fronts, coupled with a painted white line at least 2 metres from the shop fronts it was hoped that this would produce a safe pedestrian pathway. Some retailers felt that 2m was not wide enough and this should be increased to at least 2.6 metres.

20. It was noted that the total cost might vary dependent on whether retailers chose to have tubs and/or cycle hoops on their forecourts. The Ward Councillors mentioned a scheme that offered cycle stands free to small businesses and the Divisional Head – Traffic, Development & Transport agreed to pass details of interested parties to the relevant officer within the Council. If more retailers preferred to use the free cycle hoops then the cost would be less than that quoted above; alternatively the money saved on cycle hoops could be spent on additional tubs. Several retailers expressed interest in receiving free cycle stands whilst others preferred to opt solely for tubs, feeling that they were more suitable for the outside of their premises.

21. After discussion of paragraphs 17 to 20 above it was agreed that the Divisional Head – Traffic, Development & Transport would contact the relevant officer within Neighbourhood Services to arrange a site visit to ‘mark up’ where individual retailers would like hoops, cycle stands and white lining. This was felt to be the best way forward in light of the fact that representatives from the hairdressers had been unable to attend and may well have comments they

would like to make. It may also help in appeasing some of the concerns around whether 2m would allow a wide enough pathway. It would also allow for retailers to see a 'mock up' of how the area might look once the tubs, cycle hoops and white lining were in place.

22. The representatives of BAGNARA had offered to fund the items above¹.

Other

23. Further discussion ensued about various issues outstanding from the first meeting and these are listed below:

- For the time being the marking out of parking bays would not be followed up, as there was not 100% agreement from retailers on this matter and there were concerns around the management of them
- The Co-operative had agreed to move their trolley bay, and charcoal stores, to the side of the building to clear a path for pedestrians which would be clearer once it had been marked with white lines.
- There are ongoing discussions in relation to relocating the post box

Next steps

24. All parties in attendance agreed to the following course of actions:

- i. The Divisional Head – Traffic, Development & Transport would
 - Liaise with an appropriate Council officer, providing details of the works (paragraphs 17 to 20 refer). BAGNARA will then liaise with the Council officer to arrange a site meeting to mark out where the agreed items would be.
 - Contact the relevant Council officer to enquire about the offer of free cycle stands for small businesses
 - Enquire as to the staff costs associated with preparing a feasibility study on alterations to the traffic island (paragraph 15 of this report refers)
- ii. The Ward Councillors to indicate whether the Ward Committee wishes to fund the feasibility study (paragraphs 13 to 16 refer)
- iii. A further meeting to be held in the summer of 2010 to establish whether the white lining, cycle hoops and tubs have improved pedestrian safety outside of Broadway Shops. If the feasibility study regarding the traffic island should go ahead then the outcome of this will also be presented.

¹ Since the meeting BAGNARA have indicated that the sum of £1000 offered is not set in stone and if the amount spent is above this then they may still be able to fund the works

Consultation

25. All retailers in the parade of shops at Broadway and the secretary of BAGNARA have been consulted and kept fully informed of proceedings as they progress.
26. The appropriate Council Officers and the Ward Councillors have been consulted and kept fully informed as part of the CCfA process.

Options

27. In agreeing to facilitate discussions in relation to the CCfA the Scrutiny Committee is not required to take any further action at this meeting. This report is for information only but Members of the Committee are asked to consider whether they would like to receive a further update after the next discussion in the summer of 2010.

Analysis

28. The discussion, which highlighted the key points, is set out in the paragraphs above. It is clear from these that some progress has been made towards addressing the pedestrian safety issues. However there are other outstanding issues within this CCfA (parking and maintenance issues and the outcome of any feasibility study on alterations to the traffic island) and it is hoped that these can be addressed at the next discussion scheduled for the summer of 2010.

Corporate Strategy 2009/2012

29. The contents of this report are directly linked to the 'Safer City' element of the Corporate Strategy.

Implications

30. **Financial** – There are no direct financial implications for the Council associated with the recommendations within this report; however financial implications could arise from any further meeting that takes place. To date all works that have been agreed have been funded independently of the Council.
31. **Legal** – There are no known legal implications associated with the recommendations within this report however, the information in paragraphs 32 & 33 below is pertinent in relation to the 'Land Ownership' section of the report.
32. As the problems being experienced at Broadway Shops have been going on for many years this matter has been brought to the attention of the Council on several occasions. In a report to the meeting of the Executive Member for City Strategy & Advisory Panel on 8th December 2008 it is clear that the Divisional Head (Traffic, Development & Transport) had sought legal advice from the Council's legal department and it had been confirmed that the Council had no legal duty to promote a scheme of upgrading to the forecourt/road area nor did

they have a legal right to undertake any such works. This would extend to the ability or otherwise of ward committees to fund any works.

33. There were, 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 work could be the repair of deep/extensive potholes, which create a serious hazard to pedestrians or other users.
34. Further legal issues may occur at the meeting planned for the summer and these will be addressed appropriately should they arise.
35. **Human Resources** – There are no known Human Resources implications directly associated with the recommendations within this report however; there may be staffing implications in terms of preparing a feasibility study into the cost of adapting the traffic island as referred to in paragraph 15 of this report.
36. There are no equalities, crime & disorder, information technology or property implications associated with the recommendations within this report.

Risk Management

37. In compliance with the Council's risk management strategy, there are no risks associated with the recommendations within this report. However, maintenance, parking and safety issues in this area have been ongoing for approximately 15 years and there is a risk that these will continue indefinitely should this matter not be addressed satisfactorily through the CCfA process.

Recommendations

38. The next facilitated discussion will take place in the summer of 2010 and will look at whether the improvements made in front of Broadway Shops (paragraphs 17 to 20 refer) have improved pedestrian safety. The outcome of any feasibility study into alterations to the traffic island will also be discussed. In light of these Members of the Committee are asked to note the content of this report and consider whether they would like a further update after the next facilitated discussion.

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:

Andrew Docherty
Head of Civic, Legal & Democratic Services
Tel: 01904 551004

Report Approved

Date 5th May 2010

Specialist Implications Officer(s)

Legal – Andrew Docherty
Head of Civic, Legal & Democratic Services
Tel: 01904 551004

Wards Affected: Fishergate Ward

All

For further information please contact the author of the report

Background Papers:

None

Annexes

Annex A Briefing Note from the Divisional Head (Traffic, Development & Transport)

**CCfA – Broadway Shops
Briefing Note for facilitated meeting Tuesday 20th April
prepared by Richard Bogg – Divisional Head – Traffic,
Development & Transport, City Strategy Directorate**

The following items have been given further consideration:

Westbound Bus Stop (re-location and/or shared use)

A meeting and subsequent discussions have been undertaken involving the public transport officer responsible for bus stop arrangements in the city. His comments are as follows:

This stop is served by the following bus services:

24/26 towards the city centre. 07.46 – 18.06. This is the primary service operating to and from this stop.

55 towards the city centre.

415 towards the city centre. 19.52 – 23.52

The stop is used by a large number of older and disabled residents to access both the city centre and Broadway Shops. The stop is a timing point for most services and can therefore have buses parked for several minutes at a time throughout the day. Transdev York, operator of service 24/26, reports that its vehicles are not, at present, regularly obstructed from reaching the stop by delivery or shoppers' vehicles.

Option A – Current situation

The current stop location is ideally situated for pedestrian access for residents in the area and for people accessing Broadway Shops. The current location is able to accommodate a shelter. This is the preferred option.

Option B – Shared use bus layby

The theory behind this option would involve the multi-use of the lay-by through the implementation of a Traffic Regulation Order. The highway and traffic regulations do not allow for such arrangements, therefore it is not possible to take this option any further. Even if the legal aspect was supportive it would be difficult to recommend such, due to the foreseeable practical issues, confusion, not to mention safety concerns and expectations that would arise as to enforcement.

Option C – Re-site the stop

The only physically suitable location for re-siting the bus stop would be to a point midway between the driveways of numbers 66 and 68 Broadway. This would require a shortened run of Kassel kerbs and an area of hardstanding running down to the driveway of number 66 Broadway.

This option is not preferred for several reasons: it will place bus passengers further from the shops than private car passengers, thereby acting as a disincentive to sustainable travel; it is likely to be contested by frontagers of nearby properties, especially if the shelter is to be moved with the stop.

In conclusion, despite officer concerns regarding Option C, it is feasible for this to be considered further. The council would have to formally consult with affected frontagers. If this resulted in objections, then a report would have to be taken initially to a Chief Officer within City Strategy. Depending on level of support versus objection, it is feasible that such a decision would have to be referred to the Executive Member for City Strategy.

The costs involved in making such a relocation would be in the range of £2000-£3000. A decision on utilizing funding from the general bus stop improvement budget would also have to be taken into account, in formally considering the above.

Alteration of the end of the island

Highway engineers have looked at the site and have provided cost estimates for the shortening of the island. These costs include the required preliminary works, earthworks, pavement reconstruction and kerbs but do not include any unknown costs associated with utility protection or diversions that may arise.

On this basis, it would cost approximately £3000, to reduce the island by 2 metres. If this was undertaken at both ends the cost would double.

By way of comparison the cost to reinstate a damaged bollard is less than £100. Such small-scale highway reinstatement has been undertaken in the past and on the basis of cost; it would continue to be the selected method, unless adequate funding could be sourced for larger scale works.

Signage and Traffic Regulation Order (TRO)

The installation of two blue background (advisory) signs at either end of the island, with Entry/No Entry, was discussed at the last meeting and it was agreed could be installed. The cost for these would be £200 each.

If it is determined to pursue the relocation of the bus stop and such is approved, then it is advisable for a TRO to be progressed to regulate the use of the existing lay-by. It would make sense for this to be along the lines of:

Goods Vehicle loading only 7-9 except Sundays

60 minute limited waiting no return within the hour 9am - 10pm except Sundays.

The costs associated with advertising and installing an order would be approximately £1500.

Post Box location, trolley bay outside Co-op.

Officers have struggled to establish a contact at the Post Office (main York office) regarding the potential to relocate the post box. Leeman Rd sorting office appear to have no idea who would deal with that and the National property team say to contact Leeman Rd! It seems as though Leeman Rd (as the local sorting office would need to raise an order to relocate with the head office who then ok it/process it)

Discussions with the Co-Op have indicated (verbally), that they are willing to remove the trolley bay, which would give greater flexibility on the frontage in terms of installing any other features, to manage parking.

This page is intentionally left blank

Economic & City Development Overview & Scrutiny Committee Work Plan 2010

| Meeting Date | Work Programme |
|------------------------------------|---|
| 9 March 2010 | <ol style="list-style-type: none"> 1. Third Quarter Monitoring Report 2. Bus tokens report 3. Updates on Implementation of Recommendations from Previous Scrutiny Reviews 4. Update on the Facilitated Discussion Meeting – Broadway Shops CCfA 5. Feasibility Study – Acceptance of Euros by York Businesses |
| 23 March 2010 | Water End Task Group Meeting |
| 24 March 2010 | First meeting regarding the Newgate Market Review |
| 14 April 2010 | Water End Task Group Meeting |
| 20 April 2010 | Broadway Shops Facilitated Discussion (by invite only) |
| 17 May 2010 | <ol style="list-style-type: none"> 1. Interim Report on Newgate Market Review 2. Update on the Second Facilitated Discussion Meeting – Broadway Shops CCfA 3. Final report of the CCfA Task Group (Water End Traffic Issues) |
| 13 July 2010 (provisional) | <ol style="list-style-type: none"> 1. Attendance & report(s) of Executive Member for City Strategy & the Leader 2. Annual Report from relevant Local Strategic Partners 3. 2009/10 Year End Outturn Report & Proposals for Corporate Priorities 4. Presentation on the Visit York pilot scheme regarding use of Euros 5. Update on Proposed Scrutiny Topic - Highways Adoption 6. Information/Progress Report on York Northwest 7. Information/Progress Report on Traffic Arrangements at York Railway Station |
| 28 September 2010 (provisional) | <ol style="list-style-type: none"> 1. Quarter 1 Monitoring Report & Reports or attendance of Executive Member(s) 2. Updates on Recommendations from Previous Scrutiny Reviews (Guidance on Sustainable Development & Planning Enforcement) |
| 7 December 2010 (provisional) | <ol style="list-style-type: none"> 1. Quarter 2 Monitoring Report |
| 25 January 2011 (provisional) | |
| 8 March 2011 | <ol style="list-style-type: none"> 1. Quarter 3 Monitoring Report & Annual Report from LSP Chairs |

This page is intentionally left blank

| FORWARD PLAN ITEM | |
|--|---|
| Meeting: | Executive |
| Meeting Date: | 11/05/10 |
| Item Type: | Executive Decision - of 'Normal' Importance |
| Title of Report: | Foot streets Review Progress Report |
| Description: | <p>Purpose of report: To inform the Executive of the progress to date on the Footstreets Review and to put forward proposals for potential amendments to the current scheme to address the key issues raised during consultation. The potential amendments are proposed to improve the pedestrian realm and to reduce abuse of the current scheme. Proposed amendments are prioritised into short, medium and long term delivery with the short term ones potentially deliverable during the 2010/11 financial year, medium term 2011 to 2014 and long term 2014 onwards.</p> <p>Members are asked to: To approve the recommendations for delivery.</p> |
| Wards Affected: | All Wards; |
| Report Writer: | Andy Vose |
| Lead Member: | Councillor Steve Galloway |
| Lead Director: | Director of City Strategy |
| Contact Details: | Andy Vose |
| | andy.vose@york.gov.uk |
| Deadline for Report: | 28/04/10 |
| Implications | |
| Level of Risk: | 01-03 Acceptable |
| Reason Key: | |
| Making Representations: | N/A |
| Process: | N/A |
| Consultees: | N/A |
| Background Documents: | Committee Report for Footstreets Review Progress Report |
| Call-In | |
| If this item is called-in either pre or post decision, it will be considered by Scrutiny Management Committee on: 17/05/10 | |
| <u>Internal Clearance Process</u> | |
| <u>Pre-Decision</u> | |
| By Chief Officers at | QCG (No meeting - Circulation Deadline only) on: 22/04/10 |
| By Political Group Leaders on: | |

FORWARD PLAN ITEM

Meeting: Executive

Meeting Date: 11/05/10

Keyword:

Item Type: Executive Decision - of 'Normal' Importance

Title of Report: High Speed Rail

Description: Purpose of report: The report advises on the government initiative to create a company to consider high speed rail (HS2), sets out the conclusions of HS2 and advises on the outcome of a recent review undertaken to establish a policy position for CYC.

Members are asked to: Note the contents of the report and agree the recommendations.

Wards Affected:

Report Writer: Ruth Stephenson **Deadline for Report:** 28/04/10

Lead Member: Councillor Steve Galloway

Lead Director: Director of City Strategy

Contact Details: Ruth Stephenson

ruth.stephenson@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 High Speed Rail

Call-In

If this item is called-in either pre or post decision, it will be considered by Scrutiny Management Committee on: 17/05/10

Internal Clearance Process

Pre-Decision

By Chief Officers at Agenda Planning Meeting on: 22/04/10

By Political Group Leaders on:

By Strategic Policy Panel (if required) on:

Post-Decision

By Strategic Policy Panel (if Required) on:

| FORWARD PLAN ITEM | |
|---|---|
| Meeting: | Executive |
| Meeting Date: | 11/05/10 |
| Keyword: | Environment; |
| Item Type: | Executive Decision - of 'Normal' Importance |
| Title of Report: | Should York be a World Heritage Site? Information and Update Report |
| Description: | Purpose of report: This report updates the Executive on the release of the DCMS Stage 1 Application Form for a revised UK Tentative List of World Heritage Sites and summarises progress since the Report to the Executive in March 2009. |
| | Members are asked to: Note the contents. |
| Wards Affected: | |
| Report Writer: | John Oxley |
| Lead Member: | Councillor Steve Galloway |
| Lead Director: | Director of City Strategy |
| Contact Details: | John Oxley |
| | john.oxley@york.gov.uk |
| Deadline for Report: | 28/04/10 |
| Implications | |
| Level of Risk: | 01-03 Acceptable |
| Reason Key: | |
| Making Representations: | N/A |
| Process: | N/A |
| Consultees: | N/A |
| Background Documents: | Committee Report for Should York be a World Heritage Site? Information and Update Report |
| Call-In | |
| | If this item is called-in either pre or post decision, it will be considered by Scrutiny Management Committee on: 17/05/10 |
| <u>Internal Clearance Process</u> | |
| <u>Pre-Decision</u> | |
| By Chief Officers at | on: |
| By Political Group Leaders on: | |
| By Strategic Policy Panel (if required) on: | |
| <u>Post-Decision</u> | |
| By Strategic Policy Panel (if Required) on: | |

FORWARD PLAN ITEM**Meeting:** Executive Member for City Strategy**Meeting Date:** 11/05/10**Keyword:** Transport and infrastructure;**Item Type:** Executive Member Decision - of 'Normal' importance**Title of Report:** Blossom Street Multi Modal Scheme - Consultation Results; Analysis of Network Implications; and Option Selection**Description:** Purpose of report: The report will inform the Executive Member of the results of the citywide public consultation undertaken as well as advising on the road network implications of any alterations made to Blossom Street and it's junctions. It will also present potential options and a preferred option for altering the layout of Blossom Street to improve the safety for all users.

Members are asked to: Note the results of the public consultation, the results of micro-simulation undertaken to ascertain the road network impact of making various alterations to Blossom Street. Consider potential options for improving the safety of the Blossom Street area. Approve the implementation of the preferred option.

Wards Affected:

Report Writer: Richard Holland **Deadline for Report:** 26/04/10
Lead Member: Councillor Steve Galloway
Lead Director: Director of City Strategy
Contact Details: Richard Holland

Richard.Holland@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 Blossom Street Multi Modal Scheme - Consultation Results; Analysis of Network Implications; and Option Selection**Call-In**

If this item is called-in either pre or post decision, it will be considered by Scrutiny Management Committee on: 17/05/10

Internal Clearance ProcessPre-Decision

By Chief Officers at

on:

By Political Group Leaders on:

FORWARD PLAN ITEM**Meeting:** Executive Member for City Strategy**Meeting Date:** 11/05/10**Keyword:** Transport;**Item Type:** Executive Member Decision - of 'Normal' importance**Title of Report:** A progress report on 'YORcard' and associated public transport ticketing initiatives**Description:** Purpose of report: The report briefly outlines the background to 'smart' and 'integrated' public transport and specifically bus ticketing in York. The national, regional and local progress made toward introduction of a smart bus ticket is then considered as well as progress towards the introduction of an integrated bus ticket(s) for York. The report outlines the likelihood and estimated timescales for the introduction of both 'smart' and 'integrated' ticketing.

Members are asked to: Acknowledge the contents of the report, consider possible further action and support officers in their efforts to introduce smart and integrated public transport ticketing to the City of York.

Wards Affected: All Wards;**Report Writer:** Andrew Bradley **Deadline for Report:** 26/04/10**Lead Member:** Councillor Steve Galloway**Lead Director:** Director of City Strategy**Contact Details:** Andrew Bradley, Principal Transport Planner, City Strategy

andrew.bradley@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 A progress report on 'YORcard' and associated public transport ticketing initiatives**Call-In**

If this item is called-in either pre or post decision, it will be considered by Scrutiny Management Committee on: 17/05/10

Internal Clearance ProcessPre-Decision

By Chief Officers at

on:

By Political Group Leaders on:

FORWARD PLAN ITEM**Meeting:** Executive Member for City Strategy**Meeting Date:** 11/05/10**Keyword:****Item Type:** Executive Member Decision - of 'Normal' importance**Title of Report:** Public Rights of Way - Wildlife & Countryside Act 1981 - Preparation of Definitive Map former County Borough of York (Holgate, Clifton, Heworth, Hull Wards)**Description:** Purpose of report: This report seeks to determine whether or not to make an omnibus Definitive Map Modification Order to add the routes within the Holgate, Clifton, Heworth and Hull Wards.

Members are asked to: Consider all the evidence available regarding the status of all the routes.

Wards Affected: Clifton Ward; Heworth Ward; Holgate Ward; Hull Road Ward;**Report Writer:** Joanne Coote **Deadline for Report:** 26/04/10**Lead Member:** Councillor Steve Galloway**Lead Director:** Director of City Strategy**Contact Details:** Joanne Coote

joanne.coote@york.gov.uk

Implications**Level of Risk:** 01-03 Acceptable **Reason Key:****Making Representations:** N/A**Process:** N/A**Consultees:** N/A**Background Documents:** Committee Report for Public Rights of Way - Wildlife & Countryside Act 1981 - Preparation of Defintive Map former County Borough of York (Holgate, Clifton, Heworth, Hull Wards)**Call-In**

If this item is called-in either pre or post decision, it will 17/05/10 be considered by Scrutiny Management Committee on:

Internal Clearance Process**Pre-Decision**

By Chief Officers at

on:

By Political Group Leaders on:

By Strategic Policy Panel (if required) on:

FORWARD PLAN ITEM**Meeting:** Executive Member for City Strategy**Meeting Date:** 11/05/10**Keyword:** Transport;**Item Type:** Executive Member Decision - of 'Normal' importance**Title of Report:** City of York Local Transport Plan 3 - Amended consultation/preparation strategy for LTP3**Description:** Purpose of report: To inform members of the revised process for taking forward the consultation on and preparation of LTP3, due to calling-in of Executive Member's (provisional) Decision on 2nd March 2010 for undertaking the LTP3 Stage 2 Consultation.

Members are asked to: Note the contents of the report and approve the recommended process for taking forward the preparation of LTP3.

Wards Affected: All Wards;**Report Writer:** Ian Stokes**Deadline for Report:** 26/04/10**Lead Member:** Councillor Steve Galloway**Lead Director:** Director of City Strategy**Contact Details:** Ian Stokes, Team Leader

ian.stokes@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 City of York Local Transport Plan 3 - Amended consultation/preparation strategy for LTP3**Call-In**

If this item is called-in either pre or post decision, it will be considered by Scrutiny Management Committee on: 17/05/10

Internal Clearance Process**Pre-Decision**

By Chief Officers at

on:

By Political Group Leaders on:

By Strategic Policy Panel (if required) on:

Post-Decision

FORWARD PLAN ITEM**Meeting:** Executive Member for City Strategy**Meeting Date:** 11/05/10**Keyword:****Item Type:** Executive Member Decision - of 'Normal' importance**Title of Report:** Operation of City of York Council's Dial & Ride service**Description:** Purpose of report: The report will set out the arrangements for the day-to-day operation of Dial & Ride, which is currently carried out by the charity York Wheels. The report will explain the implications for continuing with the current arrangement or with procuring the service.

Members are asked to: Approve the recommendations to ensure the continued success of the service and its value for money.

Wards Affected: All Wards;**Report Writer:** Paul Brand**Deadline for Report:** 26/04/10**Lead Member:** Councillor Steve Galloway**Lead Director:** Director of City Strategy**Contact Details:** Paul Brand

paul.brand@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 Operation of City of York Council's Dial & Ride service**Call-In**

If this item is called-in either pre or post decision, it will be considered by Scrutiny Management Committee on: 17/05/10

Internal Clearance Process**Pre-Decision**

By Chief Officers at

on:

By Political Group Leaders on:

By Strategic Policy Panel (if required) on:

Post-Decision

By Strategic Policy Panel (if Required) on:

FORWARD PLAN ITEM**Meeting:** Executive Member for City Strategy**Meeting Date:** 11/05/10**Keyword:** Transport and infrastructure;**Item Type:** Executive Member Decision - of 'Normal' importance**Title of Report:** Access York Phase 1 - Bus Corridor Works

Description: Purpose of report: The timescale is tight and the detailed design will probably start in late April or early May. Ongoing consultation is continuing with Ward Committees but the main consultation on detailed proposals will follow on in June/July, subject to the consultation approach set out in the report is approved. A report giving details of the proposed works should be available in September 2010. The final results will become evident during the construction period which should be May 2011 through to April 2012.

Members are asked to: Note the anticipated timescales for different aspect of work. Seek approvals to the approach to consultation. Note that further detailed reporting will be required on the bus corridor works affecting public highways.

Wards Affected: All Wards;**Report Writer:** Paul Thackray **Deadline for Report:** 26/04/10**Lead Member:** Councillor Steve Galloway**Lead Director:** Director of City Strategy**Contact Details:** Paul Thackray

paul.thackray@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 Access York Phase 1 - Bus Corridor Works**Call-In**

If this item is called-in either pre or post decision, it will be considered by Scrutiny Management Committee on: 17/05/10

Internal Clearance ProcessPre-Decision

By Chief Officers at

on:

FORWARD PLAN ITEM**Meeting:** Executive Member for City Strategy**Meeting Date:** 11/05/10**Keyword:****Item Type:** Executive Member Decision - of 'Normal' importance**Title of Report:** Public Rights of Way - Wildlife & Countryside Act 1981 - Preparation of Definitive Map former County Borough of York (Guildhall, Fishergate, Micklegate Wards)**Description:** Purpose of report: This report seeks to determine whether or not to make an omnibus Definitive Map Modification Order to add the routes within the Guildhall, Fishergate, Micklegate Wards.

Members are asked to: Consider all evidence available regarding the status of all the routes.

Item deferred to 11 May 2010 meeting.

Wards Affected: Fishergate Ward; Guildhall Ward; Micklegate Ward;**Report Writer:** Joanne Coote**Deadline for Report:** 26/04/10**Lead Member:** Councillor Steve Galloway**Lead Director:** Director of City Strategy**Contact Details:** Joanne Coote

joanne.coote@york.gov.uk

Implications**Level of Risk:** 01-03 Acceptable**Reason Key:****Making Representations:** N/A**Process:** N/A**Consultees:** N/A**Background Documents:** Committee Report for Public Rights of Way - Wildlife & Countryside Act 1981 - Preparation of Definitive Map former County Borough of York (Guildhall, Fishergate, Micklegate Wards)**Call-In**

If this item is called-in either pre or post decision, it will be considered by Scrutiny Management Committee on: 17/05/10

Internal Clearance Process**Pre-Decision**

By Chief Officers at

on:

By Political Group Leaders on:

By Strategic Policy Panel (if required) on:

FORWARD PLAN ITEM**Meeting:** Executive Member for City Strategy**Meeting Date:** 01/06/10**Keyword:****Item Type:** Executive Member Decision - of 'Normal' importance**Title of Report:** A19 Fulford Road and Fishergate Gyratory Improvements studies

Description: Purpose of report: The report will provide an update on transport studies of the Fishergate Gyratory and the northern section of the A19 Fulford Road corridor. It will identify the current transport related issues affecting this part of the network. It will set out potential improvement measures and analyse the implications of those measures. It will seek a decision as to the way forward to enable public consultation to be carried out on any agreed improvement and for detailed design of the resultant schemes to commence.

Members are asked to: The report will note the current progress with transport studies looking at the Fishergate Gyratory and the northern end of the A19 Fulford Road corridor and will seek a decision as to the way forward.

Wards Affected:**Report Writer:** David Webster, Ruth Stephenson**Deadline for Report:** 17/05/10**Lead Member:** Councillor Steve Galloway**Lead Director:** Director of City Strategy**Contact Details:** David Webster, Ruth Stephenson

david.webster@york.gov.uk, ruth.stephenson@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 A19 Fulford Road and Fishergate Gyratory Improvements studies**Call-In**

If this item is called-in either pre or post decision, it will be considered by Scrutiny Management Committee on: 14/06/10

Internal Clearance ProcessPre-Decision

FORWARD PLAN ITEM**Meeting:** Executive Member for City Strategy**Meeting Date:** 01/06/10**Keyword:** Transport;**Item Type:** Executive Member Decision - of 'Normal' importance**Title of Report:** 20mph Speed Limit Petitions for Sovereign Park and Dodsworth Avenue**Description:** Purpose of report: Two petitions have been received requesting the introduction of 20mph speed limits (without traffic calming). The report considers the criteria against which implementation of a 20mph speed limit could be introduced, provides a response to those requests and includes a table which shows how they have been prioritised against all the requests and petitions that have been received.**Wards Affected:** Members are asked to: Approve the recommendations included in the report.

Acomb Ward;

Report Writer: Ruth Stephenson **Deadline for Report:** 17/05/10**Lead Member:** Councillor Steve Galloway**Lead Director:** Director of City Strategy**Contact Details:** Ruth Stephenson

ruth.stephenson@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 20mph Speed Limit Petitions for Sovereign Park and Dodsworth Avenue**Call-In**

If this item is called-in either pre or post decision, it will be considered by Scrutiny Management Committee on: 14/06/10

Internal Clearance Process**Pre-Decision**

By Chief Officers at

on:

By Political Group Leaders on:

By Strategic Policy Panel (if required) on:

FORWARD PLAN ITEM**Meeting:** Executive Member for City Strategy**Meeting Date:** 01/06/10**Keyword:****Item Type:** Executive Member Decision - of 'Normal' importance**Title of Report:** 2009/10 City Strategy Capital Programme Outturn Report**Description:** Purpose of report: Report sets out the outturn position for the schemes in the capital programme, identifies progress on schemes within the year and requests approval for the carrying over of funding into 2010/11.

Members are asked to: Note progress and approve amendments to budgets.

Wards Affected:**Report Writer:** Tony Clarke **Deadline for Report:** 17/05/10**Lead Member:** Councillor Steve Galloway**Lead Director:** Director of City Strategy**Contact Details:** Tony Clarke

tony.clarke@york.gov.uk

Implications**Level of Risk:** 01-03 Acceptable **Reason Key:****Making Representations:** N/A**Process:** N/A**Consultees:** N/A**Background Documents:** Committee Report for 2009/10 City Strategy Capital Programme Outturn Report**Call-In**

If this item is called-in either pre or post decision, it will be considered by Scrutiny Management Committee on: 14/06/10

Internal Clearance Process**Pre-Decision**

By Chief Officers at

on:

By Political Group Leaders on:

By Strategic Policy Panel (if required) on:

Post-Decision

By Strategic Policy Panel (if Required) on:

FORWARD PLAN ITEM**Meeting:** Executive Member for City Strategy**Meeting Date:** 01/06/10**Keyword:****Item Type:** Executive Member Decision - of 'Normal' importance**Title of Report:** Water End Cycle Scheme Evaluation

Description: Purpose of report: The Water End cycle scheme was substantially complete and implemented in April 2009. The original EMAP report advised that there would be impacts on traffic flows and delay. This report provides an evaluation of the scheme considering cycle flows, traffic data, alterations to traffic signals and modelling assessments. It also takes into account a previous decision to consider the impacts of a potential closure of Westminster Road.

Members are asked to: The Executive Member will be asked to note the outcomes of the scheme and approve the recommendations.

Wards Affected: Clifton Ward;**Report Writer:** Ruth Stephenson **Deadline for Report:** 17/05/10**Lead Member:** Councillor Steve Galloway**Lead Director:** Director of City Strategy**Contact Details:** Ruth Stephenson

ruth.stephenson@york.gov.uk

Implications Highways**Level of Risk:** 01-03 Acceptable **Reason Key:****Making Representations:** N/A**Process:** N/A**Consultees:** N/A**Background Documents:** Committee Report for Water End Cycle Scheme Evaluation**Call-In**

If this item is called-in either pre or post decision, it will be considered by Scrutiny Management Committee on: 01/06/10

Internal Clearance ProcessPre-Decision

By Chief Officers at

on:

By Political Group Leaders on:

FORWARD PLAN ITEM**Meeting:** Executive**Meeting Date:** 08/06/10**Keyword:** Environment;**Item Type:** Executive Decision - of 'Normal' Importance**Title of Report:** York Climate Change Framework and Action Plan - update and draft consultation version**Description:** Purpose of report: The report will outline the draft Climate Change Framework, outline the draft Climate Change Action Plan, outline the timescales for implementation and outline the supporting communication strategy.

Members are asked to: To approve the draft consultation version of the York Climate Change Framework and Action Plan and supporting communication campaign.

Wards Affected:**Report Writer:** David Warburton **Deadline for Report:** 26/05/10**Lead Member:** Councillor Steve Galloway**Lead Director:** Director of City Strategy**Contact Details:** David Warburton

david.warburton@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 York Climate Change Framework and Action Plan - update and draft consultation version**Call-In**If this item is called-in either pre or post decision, it will 14/06/10
be considered by Scrutiny Management Committee on:**Internal Clearance Process****Pre-Decision**

By Chief Officers at CMT on: 28/04/10

By Political Group Leaders on:

By Strategic Policy Panel (if required) on:

Post-Decision

By Strategic Policy Panel (if Required) on:

FORWARD PLAN ITEM

Meeting: Executive

Meeting Date: 20/07/10

Keyword: Executive Decision - a 'Key Issue' - decision leading to savings or expenditure of £500,000 or above; Budget;

Item Type: Executive Decision - a 'Key Issue' - decision leading to savings or expenditure of £500,000 or above

Title of Report: Treasury Management Annual Report & Review of Prudential Indicators 09/10

Description: Purpose of report: To update the Executive and full council on Treasury Management performance for 2009/10 compared against the budget taken to Council on 25 February 2009. The report summarises the economic environment over the 2009/10 financial year and reviews treasury management performance.

Members are asked to: Note the outturn and performance for Treasury management during 2009/10 in accordance with the regulations.

Wards Affected: All Wards;

Report Writer: Louise Branford-White

Deadline for Report: 08/07/10

Lead Member: Councillor Andrew Waller

Lead Director: Director of Customer & Business Support Services

Contact Details: Louise Branford-White

louise.branford-white@york.gov.uk

Implications

Level of Risk: 04-08 Regular monitoring required

Reason Key: A decision which is likely to result in the Council incurring expenditure, or making savings which are significant having regard to the Council's budget for the service or function to which the decision relates. The savings or expenditure are significant if they are equal to or greater than £500,000 or equal to or greater than £100,000 where the savings or expenditure exceeds 10% of the budget for the service plan area whichever is the less. Expenditure in excess of these levels will not