



**Notice of meeting of  
Economic & City Development Overview & Scrutiny Committee**

**To:** Councillors Scott (Chair), Hudson (Vice-Chair),  
Alexander, Hoban, D'Agorne, Holvey, Hyman and Kirk

**Date:** Tuesday, 25 January 2011

**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 - 10)  
To approve and sign the minutes of the last meeting of the Economic & City Development Overview & Scrutiny Committee held on 7 December 2010.
  
- 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: **Monday 24 January 2011 at 5pm.**

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

**4. Attendance of the Chair of Scrutiny Management Committee (SMC)**

The Chair of SMC will attend the meeting to learn about the Committee's views on the effectiveness of scrutiny generally in York and specifically on the success of ongoing changes and improvements to current scrutiny practices. This will help inform SMC in its efforts to improve the experience of scrutiny at work in York.

**5. Progress Report-Local Enterprise Partnerships (LEPs) (Pages 11 - 20)**

This report provides an update on progress with establishing the North Yorkshire/ York and the Leeds City Region Local Enterprise Partnerships.

**6. Preliminary Flood Risk Assessment (Pages 21 - 24)**

This report informs Members of the Council's duty to complete a Preliminary Flood Risk Assessment and of the required timetable.

**7. Update on Recommendations from the Water End Councillor Call for Action (CCfA) (Pages 25 - 28)**

This report presents Members with an update on progress made in implementing the recommendations arising from the Water End Councillor Call for Action.

**8. Update on the Broadway Shops Councillor Call for Action (CCfA) (Pages 29 - 38)**

This report provides Members with an update on the outcome of a further facilitated discussion that took place on 10<sup>th</sup> November 2010. It also asks Members to consider whether this Committee should have any further involvement with maintenance, parking and safety issues at the Broadway parade of shops.

**9. Work Plan 2011 (Pages 39 - 40)**

Members are asked to review the Committee's Work Plan for 2011.

**Democracy Officer:**

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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

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### **Scrutiny Committees**

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

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

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## **MEETING OF ECONOMIC AND CITY DEVELOPMENT OVERVIEW & SCRUTINY COMMITTEE**

### **Agenda item 1: Declarations of interest**

The following Members declared standing personal interests.

Councillor Holvey- Economic Policy Advisor for Leeds City Council

Councillor D'Agorne- Employee of York College

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City of York Council

Committee Minutes

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MEETING	ECONOMIC & CITY DEVELOPMENT OVERVIEW & SCRUTINY COMMITTEE
DATE	7 DECEMBER 2010
PRESENT	COUNCILLORS SCOTT (CHAIR), HUDSON (VICE-CHAIR IN THE CHAIR FOR ITEMS 34-39), ALEXANDER, D'AGORNE, HOLVEY, HYMAN, KIRK AND POTTER

**34. 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.

No interests were declared.

**35. MINUTES**

RESOLVED: That the minutes of the Economic and City Development Overview and Scrutiny Committee held on 2 November 2010 be approved and signed by the Chair as a correct record.

**36. PUBLIC PARTICIPATION**

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

**37. UPDATE ON TRAFFIC ISSUES AT WATER END**

Members received a report, which was presented to the Executive Member for City Strategy at his Decision Session on 7 December.

The report discussed the possible reinstatement of a left-turn traffic lane on the Water End approach to the Clifton Green signals, whilst retaining a dedicated cycle lane. The report also included the responses to a proposal to take forward a chicane trial along Westminster Road and The Avenue.

Officers reported that the Executive Member had decided to not proceed with the proposed left turn lane and that the chicane trial should not be progressed.

RESOLVED: That the contents of the report and the decision made by the Executive Member be noted.

REASON: To update Members on the decision taken.

**38. UPDATE REPORT ON MAJOR TRANSPORT INITIATIVES**

Members received a report which appraised them of an overview and update in relation to the major transport initiatives in the city currently being progressed.

In their discussion, Members asked Officers questions which related to;

- Lessons learnt from the Fulford Road corridor improvements and the Blossom Street layout scheme.
- The finish date for the A1237/A19 Rawcliffe Roundabout improvements.
- References to changes made by North Yorkshire County Council (NYCC) in relation to subsidised bus services in the city, and the affect of these changes might have on York.

Officers reported that a proposal to extend the new layout from the Blossom Street scheme further down Holgate Road was not felt to be detrimental. They reported that a safety audit would be conducted in relation to pedestrian safety at the junctions and crossing point. They also informed Members that they hoped that improvements to the Rawcliffe Roundabout would be completed within the next financial year. Members were informed that the issues about changes to subsidised bus services from NYCC had been raised at the Executive Member for City Strategy's Decision Session and that Officers would examine these in due course.

- RESOLVED:
- (i) That the report and present position in relation to major transport initiatives in the city be noted.
  - (ii) That a further report be brought to the Committee in six months.<sup>1</sup>

REASON: That the Committee be updated of the current transport initiatives.

Action Required

1. Update the Committee's work plan

TW

**39. QUARTER 2 MONITORING REPORT**

Members received a report which provided details of the 2010/11 forecast outturn position for both finance and performance in City Strategy and Housing Services.

RESOLVED: That the report be noted.

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

**40. NEWGATE MARKET: DRAFT FINAL REPORT**

Members received a draft final report in regards to the scrutiny review that they had conducted on Newgate Market.

Members were asked to consider the information to date and formulate the recommendations arising from the review. Their discussions were focused around some common themes that had arisen during the course of the review namely:

- The implementation of the cleansing Service Level Agreement (SLA) and the possibility of this being reviewed after it had been in place for three months time.
- The use of the market space when the market was closed, particularly in the evening, for unauthorised parking.
- Possible enforcement action that could be used to dissuade people from parking in the market space.
- The trial of permanent sculpted stalls instead of current temporary ones.
- The possibility of the introduction of a fixed closing time for the market.
- The accessibility and attractiveness of the entrances to the market.
- The use of the empty space at the bottom of the market for storage purposes.
- A reduction of stalls in the medium term to generate more footfall.

Members expressed the view that as the market had been shown to be a viable and profitable operation for the city, that a greater amount of financial assistance should be given, in order to harness investment. It was suggested that if a certain part of the income of the market was reinvested into the market that this might build confidence amongst traders. Further discussion ensued as to where this assistance could be derived from.

The Scrutiny Officer informed the Committee that the final report would be presented to the Executive at one of their future meetings.

**RESOLVED:**     **1.**       That the draft final report be agreed and having considered all the information received the following recommendations arising from the review be added:

*NB: The exact wording of the following recommendations are subject to change.*

1.                   To improve the general cleanliness of the market. This can be achieved in the short term by:
  - (i)                 Early implementation of the Service Level Agreement (SLA) with a review after 3 months.
  - (ii)                Closing the market one day per quarter for deep cleansing(the first instance to be before Easter 2011).

And in the medium term by;

- (iii) Exploring the possibilities of storing waste underground-possibly in St Sampson's Square or by exploring other suitable options.
2. To improve the public realm-this can be achieved in the short term by:
    - (i) Working with landlords and leaseholders of buildings surrounding the market to improve their general appearance.
    - (ii) Trialling 'sculpted style' stalls along Jubbergate.
    - (iii) Looking at ways of preventing unauthorised parking in Silver Street and the Market.
    - (iv) Providing additional market stalls along Silver Street.
    - (v) Improving lighting in the area.
  3. To begin to improve the early evening economy in the short term. This can be achieved by undertaking a trial of a fixed closing time of 5 pm for the market.
  4. In the short term, to improve and make more attractive all entrances to the market.
  5. In the short term to encourage more open access from the Shambles and other properties that back onto the market. To encourage pavement cafes and 'walk through' premises where possible.
  6. To improve the market stalls; this can be achieved in the short term by:
    - (i) Replacing the existing canopies on the market stalls at an approximate cost of £200 per canopy.
    - (ii) To reduce the number of stalls in the market to enable freer footfall.

And in the medium term by:

- (iii) Exploring the type of stall that would be most suitable for the marketplace.
7. In the medium to long term to look at using the rear of the market for a new store for market equipment.

8. That a programme of reinvestment in the marketplace should be undertaken.

Reason: To address the remit and key objectives of this review.

2. To add the final report arising from the review to the Executive Forward Plan.<sup>1</sup>

REASON: In order to complete the review.

Action Required

1. To add to the Forward Plan.

TW

**41. WORK PLAN 2010/11**

Members considered the Committee's work plan for 2010/11 together with the extracts from the Forward Plan related to the Committee's remit.

RESOLVED: That the work plan and Forward Plan extracts be noted.

Cllr D Scott, Chair

[The meeting started at 5.35 pm and finished at 7.15 pm].

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## Economic & City Development Overview and Scrutiny Committee

25 January 2011

Report of the Director of City Strategy

### Progress Report - Local Enterprise Partnerships

#### Summary

1. This report provides an update on progress with establishing the North Yorkshire/ York and the Leeds City Region Local Enterprise Partnerships.

#### Background

2. The Economic and City Development Overview and Scrutiny Committee considered in September 2010 a progress report on the Future of Yorkshire Forward and the proposed Local Enterprise Partnerships (LEPs). The Committee considered that it would be helpful to receive regular progress reports as the LEPs proceed. January was considered an appropriate time for the next progress report since this was the estimated date when the Business Plans for the LEPs would be available in draft, which would provide the basis for assessing the scope of the LEPs work, and greater clarity should be available on the government's ambitions for LEPs.

#### Progress

3. **LEP Approval.** The Government, last October, as part of the White Paper "Local growth: realising every place's potential" announced the approval of the first 24 LEPs including the Leeds City Region LEP. A handful of local authorities in these LEPs were located in more than one LEP. Whilst there has been a second round of LEP approvals a number of LEP submissions remain with Government for approval including the North Yorkshire and York LEP. The timetable for approval of the North Yorkshire/York LEP remains unclear, although it is not government's aim to ensure total LEP coverage of England.
4. **Roles and Responsibilities.** LEPs can set up their own legal identity or remain as a partnership without any legal entity. The scope of the LEPs remains unclear, reflecting a desire by government for LEPs to carve out their own roles and responsibilities. Appendix 1 to this paper is taken from the White Paper and sets out a range of diverse areas where government expects LEPs to have a possible role. In particular government has emphasised that it would encourage partnerships to take a strong role in overseeing

infrastructure provision, as part of an integrated approach, spanning planning, housing and transport.

5. Without any statutory powers, responsibilities or resources the LEPs are increasingly seen as organisations that will be advocacy or influencing vehicles. The following generally reflect the common view on where LEPs might focus their influencing role:
  - be the conduit for business views on how a successful environment can be created for business development (whether dealing with national issues such as business regulation or local issues such as transport infrastructure provision); and,
  - assist other organisations, including local authorities, to work together on issues which traverse boundaries.
6. If LEPs are to be influential they will need to speak from authority and the government has recently announced the availability of a national £1 million annual LEP Capacity Fund intended to provide small amounts of cash to help LEP chairs pay for analytical work to assess their economic circumstances. Meanwhile the government is hosting a national LEP summit on growth and competitiveness in the Spring which will bring together LEP Chairs from across the country to “prioritise action to stimulate growth at a regional level” and which might provide some clarity on the potential development of LEPs.
7. **Governance.** The Leeds City Region will have announced its private sector chair prior to this meeting, and the recruitment process is underway to establish a Board. Local Authority Leaders have agreed a Board of 15 LEP Members, which would include 7 Local Authority leaders (from the 11 local authority areas that are represented on the LEP).
8. The East Riding of Yorkshire has announced that it has now decided not to join the North Yorkshire/ York LEP (which was an option trailed in the previous progress report) although it has announced a desire to work with the LEP. This decision is unfortunate since the City of York will no longer have the benefit of a formal LEP framework to deal with economic and infrastructure issues which span local authority boundaries. This is particularly important to the east of York with relatively high levels of net in commuting into York and the York housing market extending into the East Riding.
9. **Business Plans.** The Business Planning process is proceeding more slowly than originally envisaged and it is likely to be March/ April when the Business Plans for both LEPs will be available in draft.
10. **The Leeds City Regions (LCR) Business Plan.** The LCR Business Plan will be supported by a revised strategy based on an assessment of the City Region’s opportunities that can drive economic development. This approach will be helpful to York, especially with the need to maximise job and wealth creation but to minimise public expenditure, when York has a disproportionately high supply of assets that can drive economic development.



11. **The North Yorkshire/ York Business Plan** is suggesting that the LEP should focus on 9 priorities of which the following are relevant to York:
  - Investing in York as an economic driver for the sub region;
  - Securing investment for the provision of broadband;
  - Promoting enterprise;
  - Investing in business tourism and the visitor economy; and,
  - Enabling the care sector to meet rising needs.
12. If the LEPs are to provide real benefits they will need to demonstrate that they have provided additional benefits for York that would not otherwise exist. For each of the above priorities we are working out what the potential benefits are to York, which will provide a benchmark in assessing the performance of the LEP from a York perspective.
13. **Yorkshire Enterprise Partnership.** The previous paper noted that there might be some areas of economic development, which might be best, delivered at the regional level. Whilst the emerging LEPs recognise that there will be some areas where collaboration will be beneficial (perhaps inward investment) the proposals for the Yorkshire Enterprise Partnership do not appear to have progressed.
14. **Regional Growth Fund (RGF).** Since the previous progress report the Regional Growth Fund has been formally launched as a national competitive fund of £1.4Bn over 3 years, which whilst useful is unlikely to make a substantial difference to York's economy. There are to be several bidding rounds with the first round having a 21 January deadline. The minimum size for a project is £1m of grant assistance and applications need to be submitted by the private sector. Applications which create genuinely new jobs, particularly in those areas of high private sector dependency, will be the priority for approval. The LEPs have an optional role of coordinating and advising on RGF applications.
15. There is likely to be one York specific application in the first round from Science City York for a bio refinery project. In addition, the National Railway Museum is considering a RGF bid to support improvements in order to replace the loss of funding from Yorkshire Forward and to provide a match against Heritage Lottery funds. There are a number of additional pan City Region projects, which, if approved, are likely to benefit York including start-up support, grants for businesses and an initiative aimed at growing creative industries. For subsequent rounds an additional Science City application is being developed aimed at enhancing the mentoring, coach and business advisory work of the Science City and the possibility is being explored of a potential RGF application for York Central.

## **Consultation**

16. Consultation within York has taken place through the York Economic Partnership.

## **Analysis**

17. The LEPs have been developing over the second half of last year, with Government approval being given to that for the Leeds City Region. With respect to the North Yorkshire/ York LEP there is still uncertainty over its approval, membership and governance and exactly what role this would play in supporting the local economy of York. The Draft Business Plans for the LEPs, when completed, will provide a valuable opportunity for the Overview and Scrutiny Committee to comment on the value of the LEPs from a York perspective. This would allow the committee to comment prior to any decision to potentially reconsider our York/ North Yorkshire LEP membership. The decision to belong to the North Yorkshire/ York LEP is subject to review by the Executive following completion of the Business Plan.

## **Corporate Strategy 2009/2012**

18. This would support the economic objectives and priorities of both the Sustainable Community Strategy and the Corporate Strategy.

## **Implications**

### **Financial/Programme Implications**

19. Not applicable as this report is for information only.

### **Human Resources**

20. Not applicable as this report is for information only.

### **Equalities**

21. Not applicable as this report is for information only.

### **Legal**

22. Not applicable as this report is for information only.

### **Crime and Disorder**

23. Not applicable as this report is for information only.

### **Information Technology (IT)**

24. Not applicable as this report is for information only.

### **Property**

25. Not applicable as this report is for information only.

## Risk Management

26. Not applicable as this report is for information only.

## Recommendation

27. That the Overview and Scrutiny Committee:

Note and comment on this report; and, receive a further progress report, in March/ April prior to a decision being taken on the City of York Council's continued membership of the North Yorkshire/York LEP

Reason: To keep the Committee informed of progress

### Contact Details:

**Author**

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**Chief Officer Responsible for the report**

Roger Ranson  
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Report Approved  Date 10.01.2011

**Specialist Implications Officer(s)** None

**Wards Affected:**

All

For further information please contact the author of the report.

**Background Papers:** None

**Appendix 1:** Possible LEP Roles (extract from the White Paper: Local growth: realising every place's potential. October 2010)

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**Possible LEP Roles (extract from the White Paper: Local growth: realising every place's potential. October 2010)**

- working with Government to set out key investment priorities, including transport infrastructure and supporting or coordinating project delivery;
- coordinating proposals or bidding directly for the Regional Growth Fund;
- supporting high growth businesses, for example through involvement in bringing together and supporting consortia to run new growth hubs ;
- making representation on the development of national planning policy and ensuring business is involved in the development and consideration of strategic planning applications;
- lead changes in how businesses are regulated locally;
- strategic housing delivery, including pooling and aligning funding streams to support this;
- working with local employers, Jobcentre Plus and learning providers to help local workless people into jobs;
- coordinating approaches to leveraging funding from the private sector;
- exploring opportunities for developing financial and non-financial incentives on renewable energy projects and Green Deal; and
- becoming involved in delivery of other national priorities such as digital infrastructure.

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## LCR LEP/ YORK and NORTH YORKSHIRE LEP

	<b>LCR</b>	<b>Y and N Y LEP</b>
Status	Approved	Awaiting approval
Legal Status	To be explored	To be explored
Chair	Neil McLean	-
Board Size	15 (7 LAs)	Likely to be 15 (6 public sector members).
Focus	<p>New strategy to be prepared as part of Business Plan.</p> <p>Drawing on detailed evidence base</p>	<p>Business Plan being prepared.</p> <p>But 9 priorities likely to be:</p> <ol style="list-style-type: none"> <li>1. <b>To invest in the role of York as Economic driver</b> for the sub region</li> <li>2. Secure investment in the provision of <b>broadband</b> including next generation</li> <li>3. <b>Promote enterprise and raise aspirations</b></li> <li>4. Invest in <b>business tourism and the visitor economy</b></li> <li>5. Support for a coastal regeneration</li> <li>6. Reduce the <b>barriers restraining high growth businesses</b></li> <li>7. Support the food and the agricultural sector</li> <li>8. Enable the <b>care sector to meet rising needs</b></li> <li>9. Deliver rural programmes</li> </ol>
Regional Growth Fund	<ol style="list-style-type: none"> <li>a) Science City York (Bio-refinery)</li> <li>b) Various pan LCR business support programmes</li> </ol>	<ol style="list-style-type: none"> <li>a) National Rail Museum.</li> <li>b) High Speed Broadband</li> </ol>

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**Economic & City Development Overview & Scrutiny  
Committee****25 January 2011**

Report of the Director of City Strategy

**PRELIMINARY FLOOD RISK ASSESSMENT****Summary**

1. This report informs Members of the Council's duty to complete a Preliminary Flood Risk Assessment and of the required timetable.

**Background****The Pitt Review and New Legislation**

2. Sir Michael Pitt's review of the flooding that affected many parts of the UK in 2007 stated that "the role of local authorities should be enhanced so that they take on responsibility for leading the co-ordination of flood risk management in their areas". As a result two new pieces of legislation, The Flood Risk Regulations 2009 and the Flood and Water Management Act 2010, have been enacted which confer new duties on Lead Local Flood Authorities (LLFAs) which are County Councils and Unitary Authorities.

**The Flood and Water Management Act 2010**

3. The Flood and Water Management Act 2010 requires a LLFA to develop, maintain, apply and monitor a strategy for local flood risk management in its area and be responsible for ensuring that the strategy is put in place. Local flood risk, which the LLFA is responsible for managing, includes surface runoff, groundwater, and ordinary watercourses (including lakes and ponds). The Environment Agency (EA) is responsible for managing flood risk from main rivers, the sea and reservoirs.
4. The Act sets out the minimum that a local strategy must contain, and the LLFA is required to consult with risk management authorities and the public. Risk management authorities are identified as district councils, internal drainage boards, highway authorities, water companies and the EA. LLFAs need to consider the full range of measures consistent with a risk management approach in developing their local flood risk strategy. Resilience and other approaches which minimise the impact of flooding are expected to be a key aspect of the measures proposed.

### **The Flood Risk Regulations 2009**

5. The Flood Risk Regulations 2009 implement the requirements of the European Floods Directive, which aims to provide a consistent approach to managing flood risk across Europe. The approach consists of a six year cycle of planning based on a four stage process of:
  - i) Undertaking a Preliminary Flood Risk Assessment (PFRA).
  - ii) Identifying flood risk areas.
  - iii) Preparing flood hazard and risk maps.
  - iv) Preparing flood risk management plans.

### **Preliminary Flood Risk Assessment**

6. The PFRA will provide a high level summary of significant flood risk, i.e. where the risk from local sources of flooding are greatest. It is intended that this will be based on available and readily derivable information, describing both the probability and harmful consequences of past and future flooding. The development of new information is not required, but new analysis of existing information may be needed.
7. To complete the PFRA the LLFA must determine the location and extent of flood risk areas. To assist in this process the EA has produced Indicative Flood Risk Area maps based on various national datasets and Defra have set the significance thresholds. LLFAs are required to test the information provided against local knowledge and data.
8. The report is required to include:
  - i) Preliminary assessment written report - the length will vary depending on the size of the LLFA and the amount of information available. In general it may be about 10-20 pages, but it could be longer.
  - ii) Preliminary assessment report spreadsheet - records of flooding events must be in the specified format in a spreadsheet and this forms the basis for the information which will be reported to the European Commission.
  - iii) GIS layer of the Flood Risk Area(s).

### **Timetable**

9. LLFAs are responsible for carrying out their PFRA and are required to produce an approved and scrutinised report and accompanying data to the EA by 22 June 2011. The EA has a duty to review, collate and publish the required reports by 22 December 2011. In order to comply with this timetable is proposed to bring the report to this committee on 8 March 2011.

### **Consultation**

10. No external consultation has taken place as the purpose of this report is to inform Members of the Council's new duty to carry out a PRFA.

**Options**

11. There are no options to consider as the PFRA is a statutory duty on the Council.

**Corporate Priorities**

12. The completion of the PFRA will make a contribution to three of the Council's Corporate Priorities, the Sustainable City, The Thriving City and the Safer City, by identifying existing and potential flood risk areas, ensuring that development takes into account the restrictions thus imposed, and managing the impact of flooding on the economy.

**Implications**

13. There are no financial implications as Defra has provided funding through a grant of £10,000 for carrying out the PFRA. There are no Human Resources, Equalities, Legal, Crime and Disorder, Information Technology or Property implications.

**Risk Management**

14. There is a risk to the Council's reputation if it does not complete the PFRA in accordance with the required timetable.

**Recommendations**

15. It is recommended that Members note this report and that the PFRA will be brought to their meeting on 8 March for consideration before submission to the EA.

Reason: To keep the Committee updated on progress that has been made.

**Contact Details**

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**Chief Officer Responsible for the report:**

**Richard Wood**  
Assistant Director (Strategic Planning and  
Transport)

**Report** ✓  
**Approved** **Date** 10/01/11

**Specialist Implications Officer(s):**

None

**Wards Affected: All**

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

**Background Papers:**

**Flood and Water Management Act** - Report of the Director of City Strategy to the Executive. 2 November 2010



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

25<sup>th</sup> January 2011

Report of the Assistant Director Governance & ICT

### **Update on Recommendations Arising from the Water End Councillor Call for Action (CCfA)**

#### **Summary**

1. This report presents Members with an update on progress made in implementing the recommendations arising from the Water End Councillor Call for Action.

#### **Background**

2. At a meeting of the Economic & City Development Overview & Scrutiny Committee held on 12<sup>th</sup> August 2009 Members were asked to consider a Councillor Call for Action (CCfA) submitted by Councillors Scott, King and Douglas in relation to traffic issues at the junction of Water End and Clifton Green, Westminster Road, The Avenue and Clifton Green.
3. A cross-party Task Group was set up to undertake the work and they subsequently presented the following three recommendations to the Executive on 6<sup>th</sup> July 2010:

#### **Recommendation 1**

4. 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

#### **Recommendation 2**

5. That the Council should, in future, use traffic models, which incorporate side streets when assessing and designing junction improvements

#### **Recommendation 3**

6. That the present policy of reviewing new highway schemes only after a period of 12 months should be modified to enable a review after three months when unforeseen consequences have arisen and when Ward Members request.

## **Progress on Implementing the Recommendations Arising from the Councillor Call for Action**

7. The following paragraphs present updates on the progress made in relation to implementing the recommendations arising from the review:

### **Recommendation 1**

8. The Executive did not endorse this recommendation as written as it had been suggested by the Executive Member for City Strategy that the Scrutiny Committee, in the light of Officer concerns about the limited options available to them, should make it clear precisely what changes they would expect to see covered by the recommendation for 'new comprehensive proposals for the Water End junctions to improve the current junction and reduce greatly traffic flows in Westminster Road and The Avenue'. The Task Group that had undertaken the work on the Councillor Call for Action responded as below:

*'The Task Group's response to the request of the Executive Member for an indication from Members of the Task Group, as to what it is they envisage could be done is for the reinstatement of the left hand turning at Water End by cutting back the hedges, removing the cobbles and providing enough space for the footpath, cycle path and the left hand filter lane for motor vehicles. In addition to this we would suggest the installation of chicanes in Westminster Road in order to discourage / divert traffic from this route whilst trialling the new 20 mph limit.'*

9. A further report was then prepared and presented to both the Executive Member for City Strategy and the Economic & City Development Overview & Scrutiny Committee on 7<sup>th</sup> December 2010. This was subsequently 'called in' and a further report has been commissioned from officers on the consequences of reinstating the left turn lane, without cycle lane, at the Water End/Clifton Green junction. This will be presented to the Executive Member for City Strategy at a future Decision Session

### **Recommendation 2**

10. The Assistant Director (Strategic Planning & Transport) has provided the following update:

'As part of the ongoing development of transport improvement schemes officers have increased the focus given to the impact on adjacent streets. For example from the current programme of schemes, this will be relevant to schemes such as Blossom Street Phase 2 and Fishergate Gyratory.'

### **Recommendation 3**

The Assistant Director (Strategic Planning & Transport) has provided the following update:

'Reviews of highway schemes are undertaken for both safety and wider evaluation purposes. There are particular guidance requirements for

undertaking safety audits at scheme completion and post completion stages. The wider evaluation of schemes is done as a matter of practice rather than as a result of formal policy. Given the agreement to this the recommendation practice can now allow for a review to be undertaken after three months if unforeseen circumstances arise or Ward Members request. If concerns are safety based, the existing safety audit process will provide a means to do this.'

### **Consultation**

11. Updates have been provided by the relevant officers within the Council.

### **Options**

12. Members can choose to sign off fully implemented some or none of the recommendations arising from the Water End CCfA.

### **Analysis**

13. It is good practice for scrutiny committees to receive regular updates on progress made in implementing recommendations arising from completed scrutiny reviews and Councillor Call for Actions. At the last meeting of this Committee in December 2010 Members received an update report regarding Recommendation 1 of the CCfA. Work is ongoing regarding this recommendation and a further report has been commissioned and it would, therefore, not be appropriate to sign this recommendation off as complete.
14. Updates have been received in relation to Recommendations 2 and 3 of the CCfA and Members should consider whether they are happy to sign these recommendations off as having been fully implemented.

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

15. This topic does not fall directly in line with any of the themes in the Corporate Strategy 2009/2012. However the Economic & City Development Overview & Scrutiny Committee had an obligation to address the issues raised within the CCfA.

### **Implications**

16. **Financial** – There are no known financial implications associated with the recommendations within this report. However financial implications may become apparent in relation to ongoing work on Recommendation 1 arising from the CCfA and these will be reported appropriately.
17. **Human Resources** – There are no known Human Resources implications associated with the recommendations in this report.
18. **Legal** – There are no known legal implications associated with the recommendations within this report.

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

### **Risk Management**

20. There are no known risks associated with the recommendations within this report.

### **Recommendations**

21. Members are asked to note the update on Recommendation 1 and consider whether they wish to sign off recommendation 2 and/or 3 arising from the CCfA as complete.

Reason: To raise awareness of recommendations that still need to be implemented.

### **Contact Details**

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Report Approved  Date 11.01.2011

**Specialist Implications Officer(s)** None

**Wards Affected:** Clifton Ward

All

For further information please contact the author of the report

### **Background Papers:**

Executive Papers - 6<sup>th</sup> July 2010  
Executive Member for City Strategy Decision Session Papers – 7<sup>th</sup> December 2010  
Scrutiny Management Calling In Papers – 20<sup>th</sup> December 2010  
Executive Calling in Papers – 21<sup>st</sup> December 2010  
Associated minutes pertaining to the above reports

### **Annexes**

None





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

25<sup>th</sup> January 2011

Report of the Assistant Director Governance & ICT

### **Broadway Shops – Update Report**

#### **Summary**

1. This report provides Members with an update on the outcome of a further facilitated discussion that took place on 10<sup>th</sup> November 2010. It also asks Members to consider whether this Committee should have any further involvement with maintenance, parking and safety issues at the Broadway parade of shops.

#### **Background**

2. In August 2009 Councillors D'Agorne and Taylor, Ward Members for Fishergate, submitted a Councillor Call for Action in relation to maintenance, parking and safety issues at Broadway Shops. In response to this the Economic and City Development Overview & Scrutiny Committee agreed to facilitate round table discussions between all willing parties in an attempt to resolve the problems being experienced.
3. To date three facilitated discussions have been held. The first two held on 10<sup>th</sup> February 2010 and 20<sup>th</sup> April 2010 have previously reported back to the Committee. The third was held on 10<sup>th</sup> November 2010 and is reported below.

#### **Consultation**

4. All retailers in the parade of shops at Broadway and the secretary of the Residents Association have been consulted and kept fully informed of proceedings as they progress.
5. The appropriate Council officers and Ward Councillors have been consulted and kept fully informed as part of this process.

#### **Outcome of Facilitated Discussion held on 10th November 2010**

6. The third facilitated discussion took place at St Oswald's Primary School, Fulford and was attended by the following:
  - Councillor Madeleine Kirk (facilitator)

- Jim Sotheran - Engineering Technician – City of York Council
- Ward Councillors D'Agorne and Taylor
- Tracy Wallis (Scrutiny Officer) & Jill Pickering (Democracy Officer)
- Regional Property Manager (Co-operative Group)
- Representative from the Greengrocers
- Representative of the Hairdressers
- Representatives of BAGNARA (Broadway Area Good Neighbour & Resident's Association)

7. The aim of the meeting was to:
  - i. Discuss the impact on **pedestrian safety**, of a newly painted white line in front of the parade of shops;
  - ii. Discuss a **feasibility study** on possible changes to the traffic island (this had been sent to all interested parties prior to the meeting) and is attached at Annexes A & B to this report.

### **Pedestrian Safety**

8. Since the last update report to the Committee a safe pedestrian area had been designated in front of the parade of shops. In late September/early October 2010 a solid white line had been painted approximately 2 metres out from the shop fronts to stop vehicles from parking too close to the buildings and thus affording a safe passageway for pedestrians. Several 'walking man' decals were painted on the pathway to indicate that this was a designated pedestrian route. In addition to this white 'in' and 'out' signs were painted on the tarmac indicating a preferred direction for traffic flow along the service road.
9. Approximately a month was left in between the alterations being made and the 10<sup>th</sup> November facilitated discussion to allow both residents and retailers to judge whether the changes had improved pedestrian safety in the area.
10. At the discussion on 10<sup>th</sup> November the representatives of BAGNARA said they had been pleased with the changes made and felt that pedestrian safety in this area had been much improved. There was now a clear delineation between pedestrian space and vehicular space that meant access to the shops had been made much easier and safer.
11. The retailers felt that safety had been improved as well although there had been incidences of cars parking over the white line, partially blocking the pedestrian area. However it was generally thought that this would stop as people who used the shops got used to the new road markings.
12. A potential new problem had arisen with the changes and that was one of speed. Previously the greengrocers had strategically placed crates on their forecourt but these had now been removed since the changes to the road markings had been made. The crates had acted as a physical barrier, slowing traffic down as it entered the service road. Now that the crates had been removed and a preferred direction of travel indicated (advisory one way

system) the speed of the traffic entering and travelling along the service road had increased.

13. Further discussions ensued and one of the retailers spoke about installing robust bollards on their forecourt in the future to try and further improve access and safety; this could potentially also slow the speed that traffic entered onto the service road.
14. Part of the original plan for the area (discussed at previous facilitated discussions) had been to install bicycle stands and large planters in the area. This had not happened due to the prohibitive cost. Funding for free cycle stands had expired and whilst the stands were available retailers would be expected to pay for installation themselves. There was also limited space for these.

### **Feasibility Study – Possibilities for Changing the Traffic Island**

15. A brief feasibility study was commissioned and paid for by the Ward Councillors and presented at the facilitated discussion on 10<sup>th</sup> November 2010. The study was commissioned to investigate possible changes to the layout of the lay-by/access to the shops area used by delivery details and public access to the shops/properties, at the same time maintaining an easy and safe route for pedestrians to cross the road to the bus stop in this area. The feasibility study and accompanying maps are attached at Annex A and B to this report.

16. A Risk Assessment to determine whether a safety audit needed to be carried out had been undertaken and this had highlighted that the:

‘Proposed widening of the entrance to the shopping area in Broadway will make it easier for large vehicles to gain access without overrunning the verge; however the wider access will enable vehicles to enter at a much higher speed which, together with the extra 4 metres which pedestrians will have to cross, will increase the possibility of a vehicle / pedestrian conflict.

It is understood that the access road to the south of the crossing point is in private ownership, nevertheless it is considered that a crossing point with dropped kerbs located across the access road away from the entrance would be of greater benefit, particularly to wheelchair users and pedestrians with pushchairs as visibility would be much improved and the crossing distance would be far less. It would also improve the route between the shops and the bus stop. For this reason it is recommended that Stage1/2 and Stage 3 safety audits be carried out.’

17. The Engineering Technician from City of York Council indicated that the outcome of any safety audit undertaken might increase the costs of the estimate for works, which currently stood at £8,243.00 (including fees and feasibility study).
18. The feasibility study was discussed and retailers said there were problems with vehicles turning into the service road. The larger vehicles, in the main those servicing the Co-op, were causing damage to the drain at the

hairdressers/greengrocers end of the service road and had on several occasions knocked over or damaged a bollard, which had been installed to protect the kerb and drain on this edge of the traffic island. It was established that there were several reasons for this happening namely the size of the delivery lorries and the lack of available space needed to accommodate the turning radius of these vehicles and what seemed to be a misunderstanding as to where the weight restriction area started and finished. This affected the route used by the delivery vehicle drivers and ultimately the way they accessed the service road.

19. As the damage was believed to mainly be caused by the Co-op's delivery vehicles it was suggested that they might like to consider either funding changes to the traffic island or making a contribution to the cost of any changes. The Regional Property Manager from the Co-operative group agreed to discuss possible funding with the Co-op's Head Office.
20. As an alternative the representative from the Hairdressers suggested that if the Co-op would look into paying for refurbishing the forecourt outside of his premises with a suitably robust material and dropping the kerb then they would be welcome to use this area as a 'turning in' space. This might also be a substantially cheaper option than that set out in the feasibility study.

### **Other**

21. There were still ongoing discussions between the Co-op and the Post Office in relation to moving the Post Box from its present location to outside of the Post Office.
22. On consideration of all the information received to date and the ensuing discussions it was agreed that there was probably no need for any further involvement from the Economic & City Development Overview & Scrutiny Committee. The interested parties around the table had agreed to discuss potential changes to the traffic island at a future meeting (date to be agreed) but it was not deemed necessary for the Scrutiny Committee to be involved with this.

### **Options**

23. Members are asked to consider:
  - i. Noting the report
  - ii. Consider whether there would be any merit in this Committee having any further involvement in this matter;
  - iii. Adding a further update from relevant officers at the City of York Council to their work plan for March 2011

### **Analysis**

24. Discussions at the last facilitated meeting held on 10<sup>th</sup> November indicate that the works undertaken to date have had a positive effect addressing both the parking issues and the pedestrian safety issues in front of Broadway Shops.

25. There are still matters to be discussed in terms of making changes to the traffic island to allow for better access for delivery vehicles. These discussions may also go some way to addressing general maintenance of the service road as well. If larger vehicles were to have a better turning area then they may be less likely to cause damage to the forecourts, kerbs and drains along the service road. However, these discussions do not necessarily need the input of this Committee.
26. At a meeting in December 2009, when this matter was first considered the Committee agreed that in the first instance, and in order to offer some support from the Committee, round table discussions be held rather than proceeding with the Councillor Call for Action (CCfA) by immediately progressing this to a full-scale scrutiny review. As previously mentioned progress has been made and positive changes and improvements have been implemented in the area through the facilitated discussions that have been held to date.
27. The discussions have also helped to build relationships in the area with a general willingness from all parties to discuss the problems being experienced. Progressing this matter to a full-scale review may undermine these relationships and have a negative effect. Members should also be mindful of the fact that much of the land in question is not owned by the Council and therefore, legally, there would be very little that they could do in terms of funding improvements. Members, are therefore, advised that there would be little to gain from undertaking a full-scale scrutiny review on this matter.
28. Members may feel that they do not want to lose sight of any future developments in this area so it is suggested they add a further update to their work plan for March 2011. There are likely to be further discussions early in the New Year that the technical officers at the Council will be involved in and these could easily be reported back to the Committee.

### **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 financial implications associated with the recommendations within this report. However should the Committee choose to proceed with this matter further financial implications may arise.
31. **Legal** – There are no known legal recommendations associated with the recommendations within this report; however there would clearly be legal implications in terms of land ownership should the Committee chose to progress this to a full-scale scrutiny review.
32. **Human Resources** – There are no known Human Resources implications associated with the recommendations within this report.

33. There are no equalities, crime & disorder, information technology or property implications associated with the recommendations within this report.

### **Risk Management**

34. 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 had been ongoing for approximately 15 years prior to the progress that has recently been made.

### **Recommendations**

35. Members are asked to consider:
- i. Noting the report
  - ii. Whether there would be any merit in this Committee having any further involvement in this matter;
  - iii. Adding a further update from relevant officers at the City of York Council to their work plan for March 2011

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

### **Contact Details**

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Assistant Director – Governance & ICT

Report Approved  Date 10.01.2011

**Specialist Implications Officer(s)** None

**Wards Affected:** Fishergate Ward

All

For further information please contact the author of the report

**Background Papers:**

None

**Annexes**

**Annex A** Feasibility Report in relation to the traffic island  
**Annex B** Diagram to accompany Annex A

**Broadway Shops – access Improvements**  
**Feasibility Report 2010/11**

**Brief**

The brief for this study is to investigate possible changes to the layout of the Lay-by / access to the shops area used by delivery drivers and public access to the shops / properties, at the same time maintaining an easy and safe route for pedestrians to cross the road to the bus stop in this area.

**Background**

Broadway, Heslington, is a main route through a large residential area, leading to and servicing, Heslington Village, York University, York Garrison, Imphal Barracks, as well as a cut through to the Hull Road and Tang Hall areas of York.

Broadway shops serve as important suppliers for both the local community and passing trade, with a wide variety of services and suppliers.

As vehicular access is needed to keep the shops supplied with the many consumables, fresh produce and other items on a daily basis, we have to take into account the larger vehicles used for deliveries now, than those used when the layout was originally designed.

**Investigation**

Looking at the layout of the existing island, a one way system, whilst not a legal requirement, seems to be preferred, with vehicles accessing at the University end and vehicles leaving at the Fulford Road end, this results in vehicular over-run to the kerbs and tactile paving area as vehicles make the turn right into the lay-by.

**Recommendation**

The most effective way to remove the need for vehicles to over-run the footway on the approach to the shops is to remodel the layout of the island, by bringing back the existing kerb-line by approximately 4 metres at the University end, keeping the same layout and radius as the existing one. Relocating the cycle stands to a more prominent position, set at the correct distance from the kerb-line, this location will have to be looked into and agreed on site. Adjustments to existing timber bollards, these will need to be removed or repositioned as needed to achieve the correct spacing, other street furniture will be altered as required, it is possible that one of the bins could be moved to the other side of the phone box and the other bin and planter moved along by a metre. Renewal of red anti skid material at crossing point and replacing tactile crossing area.

Utilities apparatus should not be affected by any works, as the area in question is constructed for vehicular over-run, so after reviewing the stats plans we do not expect to carry out any protection works.

Please refer to Drawing HE/10010750/FS/02

**Total estimate for budgeting purposes = £8,243.00 inc fees & feasibility study**



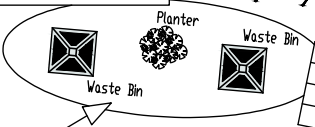


# BROADWAY

Re-Build kerbline as current layout  
4 metres back from present location

4m



Cycle stands to be re-located



Street Furniture to be re-positioned

Anti Skid altered to accomodate  
new tactile crossing point

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 	INITIAL	REV	AMENDMENTS	DATE
	DRAWN BY	JTS		
	CHECKED BY			
	SCALE	1:200		
DATE	Sept 2010			

Broadway Shops, Heslington  
Delivery Vehicle Access Improvements

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HE/10010750/FS/02

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## Economic & City Development Overview & Scrutiny Committee Work Plan 2010/11

Meeting Date	Work Programme
7 December 2010	<ol style="list-style-type: none"> <li>1. Quarter 2 Monitoring Report</li> <li>2. Final Report – Newgate Market Review</li> <li>3. Update Report on Major Transport Initiatives &amp; Issues Arising from them</li> <li>4. Update on the Traffic Issues at Water End (copy of report to the Executive Member for City Strategy)</li> </ol>
25 January 2011	<ol style="list-style-type: none"> <li>1. Attendance of Councillor Galvin – Chair of Scrutiny Management Committee</li> <li>2. Update Report - Local Enterprise Partnerships</li> <li>3. Update on the Broadway Shops Councillor Call for Action</li> <li>4. Preliminary Flood Risk Assessment</li> <li>5. Updates on Recommendations from Previous Scrutiny Reviews (Water End CCfA)</li> </ol>
8 March 2011	<ol style="list-style-type: none"> <li>1. Quarter 3 Monitoring Report</li> <li>2. Annual Report from the LSP Chairs</li> <li>3. Updates on Recommendations from Previous Scrutiny Reviews (Guidance on Sustainable Development &amp; Planning Enforcement)</li> <li>4. Preliminary Flood Risk Assessment</li> </ol>

Items that need to be re-scheduled into the Work plan once meeting dates have been set

1. May 2011 – Six Monthly Update Report on Major Developments within the City of York Council
2. June 2011 – Six Monthly Update Report on Major Transport Initiatives & Issues Arising from them
3. September 2011 – Attendance of the Leader
4. November 2011- Attendance of the Executive Member for City Strategy

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