



**Notice of a public meeting of
Decision Session - Cabinet Member for Transport, Planning &
Sustainability**

To: Councillor Merrett (Cabinet Member)

Date: Wednesday, 13 March 2013

Time: 5.00 pm

Venue: The Guildhall, York

AGENDA

Notice to Members – Calling In

Members are reminded that, should they wish to call in any item on this agenda, notice must be given to Democracy Support Group by:

4.00pm on Friday 15th March 2013 if an item is called in after a decision has been taken.

Items called in will be considered by the Corporate and Scrutiny Management Committee.

Written representations in respect of items on this agenda should be submitted to Democratic Services by 5.00pm on Monday 11th March 2013.

1. Declarations of Interest

At this point in the meeting, Members are asked to declare:

- any personal interests not included on the Register of Interests
- any prejudicial interests or
- any disclosable pecuniary interests

which they may have in respect of business on this agenda.

- 2. Minutes** (Pages 3 - 8)
To approve and sign the minutes of the meeting held on 15th January 2013.

3. Public Participation - Decision Session

At this point in the meeting, members of the public who have registered their wish to speak at the meeting can do so. The deadline for registering is **5:00pm on Tuesday 12th March 2013.**

Members of the public may speak on:

- An item on the agenda,
- an issue within the Cabinet Member's remit,

4. Strategic Cycle Network Review (Pages 9 - 46)

This report presents a revised strategic cycle route network for approval by the Cabinet Member to take to the Local Plan Working Group. The network would then replace the one adopted in the previous Local Plan.

5. Sustainable City Progress Update (Pages 47 - 64)

The purpose of the report is to provide a comprehensive update on progress against the Sustainable City actions set out across the Council Plan 'Protect the Environment Theme', The WoW City Plan and the Climate Change Framework and Action Plan.

6. Considerations of Recommendations of E Planning Consultation Facilities Scrutiny Review Task Group. (Pages 65 - 98)

This report examines in more detail the recommendations as set out at paragraphs 5 and 6 of the cover report (Annex A) from the E-Planning Facilities Review conducted by the Task Group of the Economic and City Development Overview and Scrutiny Committee.

7. Urgent Business

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

Democracy Officer: Laura Bootland
Tel: 01904 552062
Email laura.bootland@york.gov.uk

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

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

Contact details are set out above

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If you would, you will need to:

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- 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.**

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interpreter providing sufficient advance notice is given. Telephone York (01904) 551550 for this service.

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The majority of councillors are not appointed to the Cabinet (39 out of 47). Any 3 non-Cabinet councillors can 'call-in' an item of business following a Cabinet meeting or publication of a Cabinet Member decision. A specially convened Corporate and Scrutiny Management Committee (CSMC) will then make its recommendations to the next scheduled Cabinet meeting, where a final decision on the 'called-in' business will be made.

Scrutiny Committees

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

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

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- Relevant Council Officers get copies of relevant agenda and reports for the committees which they report to;
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- All public agenda/reports can also be accessed online at other public libraries using this link

<http://democracy.york.gov.uk/ieDocHome.aspx?bcr=1>

City of York Council

Committee Minutes

MEETING	DECISION SESSION - CABINET MEMBER FOR TRANSPORT, PLANNING & SUSTAINABILITY
DATE	15 JANUARY 2013
PRESENT	COUNCILLOR MERRETT (CABINET MEMBER)
IN ATTENDANCE	COUNCILLORS ORRELL AND RICHARDSON

27. **DECLARATIONS OF INTEREST**

At this point in the meeting, the Cabinet Member was asked to declare any personal, prejudicial or pecuniary interests he may have in the business on the agenda. None were declared.

The Cabinet Member acknowledged that he does use the bus services in York.

28. **MINUTES**

RESOLVED: That the minutes of the last public decision session held on 19th November 2012 were approved and signed by the Cabinet Member as a correct record.

29. **PUBLIC PARTICIPATION - DECISION SESSION**

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

Details of speakers on the Local Bus Service Changes report are outlined under the relevant minute item.

30. UPDATE ON THE PROVISION OF SUBSIDISED BUS SERVICES

The Cabinet Member for Transport Planning & Sustainability considered a report which presented four specific issues for consideration which related to making general improvements to the bus network in York.

The issues were as follows:

- a) the re-tendering of routes 21 (Colton–Acaster Malbis–Askham Bar–York) and 35 (Holme on Spalding Moor–Wheldrake–York).
- b) the future of two services procured on an ‘emergency’ basis that commenced operation on 7th October 2012. These are routes 14 (Beckfield Lane–Boroughbridge Road–York) and 15 (South Bank–Bishopthorpe Road–York).
- c) the future of routes 24 and 26 (Askham Bar–Acomb Leeman Road–York-Fordlands Road, Fulford).
- d) what action the Council should take in response to four petitions lodged concerning First Group’s commercially operated bus network:
 - i. Route 5 (Strensall–Huntington–York–Acomb) from Huntington residents;
 - ii. Route 12 (Woodthorpe–Tadcaster Road–York–Heworth–Monks Cross) from Woodthorpe and Dringhouses residents;
 - iii. Route 13 (Copmanthorpe–Tadcaster Road–York–Haxby–West Nooks) – two petitions have been received, one from Copmanthorpe residents, the other from Haxby residents.

It was reported that there were 4 registered speakers.

Mrs Nicholls had registered to speak in relation to the route Numbers 12 and 13. She advised that since the services were changed 18 months ago there has been problems, in particular the number 12 has been having problems completing its new route and the number 13 is always running late since it changed to an hourly service. She advised that elderly people in Haxby

and other outlying areas require half hourly services to help them get to appointments on time.

Jean Wallis had registered to speak regarding the number 13 service. She advised that problems occur on the route from 7am. The earliest service is too early for people starting work and college between 9am and 10am. She pointed out that an independent panel had carried out a survey in August which is holiday time, when it would of been better to conduct the survey between September and December.

Councillor Richardson spoke as Ward Councillor for Haxby and Wigginton Ward. He advised that he had received a number of complaints from residents regarding the old number 12/new number 13 route and that a regular and reliable service was required for the area. He stated that it is unacceptable that people are being asked to get off buses before their journey is complete. He also suggested that a 12 mile route in the allotted timescale was unrealistic due to traffic problems in the city centre. He stated that real time displays would help.

Councillor Orrell spoke as Ward Councillor for Huntington and New Earswick Ward in reference to the Number 5 route. He advised that he was disappointed that First York were not in attendance at the meeting. He acknowledged some improvements had been made to the Number 5 but there was still a problem of overcrowding between 7.30 and 8.30am and people were unable to get to work on time. It was also problematic for people with prams or people in wheelchairs to access the service at peak times.

Officers outlined the report and advised that the Council will continue to work with First York to monitor the services highlighted by the speakers. An additional 08:25 service was due to be added to the schedule for the number 13. As part of the Better Bus Fund, Haxby would be getting real time displays and the addition of shelters where possible. In reference to the number 5, the service had seen some improvement recently and it was a single decker only route due to the railway bridge on Leeman Road.

The Cabinet Member commented that it was unacceptable for any bus service in York to be stopping short and turning around. In relation to routes 13 and 5, as they are commercial routes the Council does not have any control over them and due to a lack of funding it is not possible to procure additional services.

He advised that the issues outlined at the meeting would be reported back to First York and further monitoring undertaken.

- RESOLVED:
- (i) That the Cabinet Member agreed to:
 - (ii) Support the re-tendering of services on routes 21 and 35 and, subject to the resulting tenders being within budgetary constraints, agree to the award of contracts for these routes.
 - (iii) Note the comments made by the registered speakers in relation to routes 5 and 13 and asked officers to make representations to First York, particularly in relation to the reported cutting short of routes.
 - (iv) Support the re-tendering for replacement services on revised routes 24/26/627/637 and to provide a Monday to Saturday hourly daytime service to the South Bank area of York. Subject to the resulting tenders being within budgetary constraints, agree to the award of contracts for these routes. The Cabinet Member also asked that a plan be in place to solve the issues surrounding the route 15 should Council funding not be available.
 - (v) Support the withdrawal of Council subsidy for services on route 14 due to poor usage.
 - (vi) Work with First Group to deliver reliability improvements across their network of services.
 - (vii) To work with First Group, Yorkshire Coastliner and the other York bus operators to increase the number of people using local bus services, to improve the commercial viability of bus

services and to meet the Council's wider transport policy objectives.

- (viii) To consult with the general public on the recommendations listed above, both online and at a public meeting.

REASON:

This course of action will allow the Council to continue to work towards its stated aim of delivering a significant improvement to the bus network whilst at the same time ensuring that resources are spent in line with the Council's stated criteria.

CLLR D MERRETT, Cabinet Member

[The meeting started at 3.00 pm and finished at 3.40 pm].

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**Decision Session – Cabinet Member for
Transport, Planning & Sustainability****13th March 2013**

Report of the Director for City & Environmental Services

**Strategic Cycle Network Review : Post-Consultation
Recommendations****Summary**

1. This report presents a revised strategic cycle route network for approval by the Cabinet Member to take to the Local Plan Working Group. The network would then replace the one adopted in the previous Local Plan. The proposed network has been split into distinct, deliverable links which have then been prioritised to enable them to be delivered in a suitable order. The network and prioritised list have been revised to take into account feedback from the city-wide consultation which took place over the summer of 2012. Once approved the list and network will be used to inform the cycling infrastructure component of future years' transport capital programmes and also the management of future development in the city.
2. Although the network and list do not cover all potential routes they are living documents and as such should be able to be updated via the Local Plan Annual Monitoring Report if necessary (subject to approval) in order to take into consideration new developments.

Recommendations

3. The Cabinet Member is asked to:
 - 1) Approve the revised strategic cycling network map in order that it can be taken to the Local Plan Working Group for potential inclusion in the emerging Local Plan. The network would then replace the previous version adopted several years ago.

Reason: to help to achieve an effective future cycling network, to ensure future developments take it into account and contribute towards it.

- 2) Approve the cycling scheme prioritisation methodology and prioritised list of schemes and use them as the evidence base for both development management and transport capital programme investment decisions.

Reason: to influence future development in the city and to shape future Transport Capital Programmes.

Background

4. The current proposed cycle route network was adopted in the mid-1990s and replaced the original one adopted by York City Council in the late 1980s.
5. As part of the preparatory work for production of the emerging Local Plan officers were instructed by the Cabinet Member in early 2012 to review the strategic network taking into consideration current land use patterns and the latest Transport Strategy and to revise it if necessary.
6. The original adopted network covered all types of route and included leisure routes as well as utility routes. The revised network takes a more strategic overview in an attempt to identify those sections which have the potential to influence travel behaviour most and to improve the safety of existing cyclists.
7. As part of the network review process a decision was taken to split the proposed sections into distinct, deliverable links and to then prioritise these against various criteria. These criteria included such things as the type and number of destinations served by the link, its potential to improve safety of users, its contribution to route continuity, potential future usage, cost to construct and build-ability.
8. A revised network and the associated prioritised list identified by officers was brought to an earlier Decision Session on 3rd May 2012 for approval to undertake a city-wide consultation on them.
9. Following approval at the Decision Session the consultation took place over the summer months and is detailed in the section below.

Consultation

10. The city-wide consultation comprised:
 - Web-based consultation on the Council's website
 - Paper copies of consultation materials at all libraries and the reception at 9 St Leonard's Place
 - Correspondence with all Parish Councils
 - Correspondence with all elected Members
11. A summary of the consultation responses is included as Annex C. Although a majority of Parish Councils responded there were very few responses from Ward Members. Twenty two responses were received from members of the public. Some of the public responses dealt with provision for cyclists in general across the city rather than individual schemes but are included in the Annex for reference.
12. Taking into consideration the consultation responses, the network has been revised to reinstate some of the strategic links to smaller rural villages which would otherwise have been taken off the map. This contributes to several of the themes of the transport strategy in the current Local Transport Plan (LTP3) by providing quality alternative to the car, improving strategic links and encouraging behavioural change. Other schemes suggested by members of the public have also been added if they were deemed appropriate. The revised map is included as Annex A. The prioritised list has also been revised to include the extra schemes and then re-prioritised, this is included as Annex B (available online only or on request).
13. Unfortunately it has taken slightly longer than originally envisaged to bring the results of the consultation back to this Decision Session. This was partly due to some of the parish responses taking longer than expected to filter back and also officers' busier workloads towards the end of the financial year.

Options

14. There are two options available to the Cabinet Member:
 - Option A - Keep the current, out of date proposed cycling network and mostly reactive scheme prioritisation system

- Option B - Approve the revised network which better reflects current land use patterns and the comments received during the consultation exercise and take this to the Local Plan Working Group for potential inclusion in the emerging Local Plan. Adopt the updated prioritisation methodology for assessing current and future scheme requests and the prioritised list of schemes to influence future capital programmes and development management.

Analysis

15. Option A – the main advantage of this option is that new schemes are able to be parachuted into the programme more easily and aren't necessarily assessed against other schemes. The disadvantages are that it doesn't take into account all the factors which will influence the decision as to whether a scheme should be delivered or not.
16. Option B – the advantages of this option are that the updated network better reflects current land use patterns and once adopted into the Local Plan will shape, more appropriately, future cycle route provision both by the council and developers. The new prioritisation methodology will enable schemes to be compared more easily and improve scheme filtering to identify those which don't meet various criteria. The option also enables a longer term delivery plan to be prepared and a bigger picture to be seen of where the gaps are. The disadvantage of this option is that the prioritised list will need to be updated as and when new schemes are highlighted or circumstances change. It may also be difficult to deliver the schemes in the prioritised order with limited budgets so the smaller, more affordable ones may still be delivered first even though they may not necessarily be top of the list.

Council Plan

17. The outcome of this report will contribute to the following aspects of the Council Plan:
 - Create jobs and grow the economy – provision of some of the links to employment sites will make it easier for staff to access their workplace safely by cycle. It may also influence employers' decisions as to whether they set up in York. By encouraging more people to cycle to work this should reduce

congestion in the city which then makes the movement of other vehicles more efficient thus saving businesses money in lost time.

- Get York moving – making cycling a more attractive and efficient mode of travel should reduce residents' reliance on motorised transport thus reducing congestion and helping to get the remaining traffic moving better
- Build strong communities – provision of better cycle links between parts of York should help communities by reducing severance caused by major roads, rivers and railways
- Protect vulnerable people – cyclist are one of the most vulnerable types of road user and provision of cycle route infrastructure will help raise awareness of cyclists by other road users and should improve road safety
- Protect the environment – cycling is one of the most sustainable forms of transport so the more people who can be encouraged to cycle the better it will be for the local environment both in terms of air quality and the visual impact of parked vehicles

Implications

18. The outcome of this report will have the following implications:

- **Financial** – the prioritised list will be used to inform future CoYC Transport Capital Programmes. Any resultant schemes will also add to the council's list of Transport Assets and maintenance burden. The approximate cost to deliver the full prioritised list will run into tens of millions of pounds and at current levels of funding provision will take several decades to complete.
- **Human Resources (HR)** – there are no HR implications
- **Equalities** – there are equalities implications and they have been taken into consideration in the prioritisation criteria.
- **Legal** – there are no legal implications
- **Crime and Disorder** – there are no Crime & Disorder implications
- **Information Technology (IT)** – there are no IT implications

- **Property** – Where any proposed cycle path would be located on land owned by the Council then the Head of Asset and Property Management should be consulted to check on the current and potential future use of this land to avoid any conflict in requirements.
- **Highways** – as the majority of the suggested schemes are on-highway or use land which is designated as adopted highway there will, in several cases, be an impact on the current highway network as a result of reallocating road space or through the implementation of measures to reduce traffic speeds. As per the Financial Implications above any resultant schemes will add to the Council's list of Transport Assets and maintenance burden.

Risk Management

19. The recommendations of the report seek to reduce any risk to the council's reputation by clearly demonstrating the justification for future cycle scheme implementation. If the cabinet member were not to accept the recommendations it may leave the council open to criticism about selection of future schemes if there isn't sufficient evidence to support this.

Contact Details

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Chief Officer:

Richard Wood
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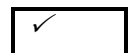
**Report
Approved**



Date 1st March 2013

Wards Affected:

All



Specialist Implications Officer(s)

Financial:

*Tony Clarke
Capital Programme
Manager, CES
Ext. 1641*

Equalities:

*Evie Chandler
Corporate Equality &
Inclusion Manager
Ext. 1704*

Property:
Philip Callow
Head of Asset &
Property Management
Ext. 3360

Highways:
David Carter
Head of Network
Management
Ext. 1414

For further information please contact the author of the report

Background Papers: “Review of Strategic Cycle Network & Strategic Cycle Scheme Prioritisation” - Report to Cabinet Member for City Strategy Decision Session, 21st May 2012

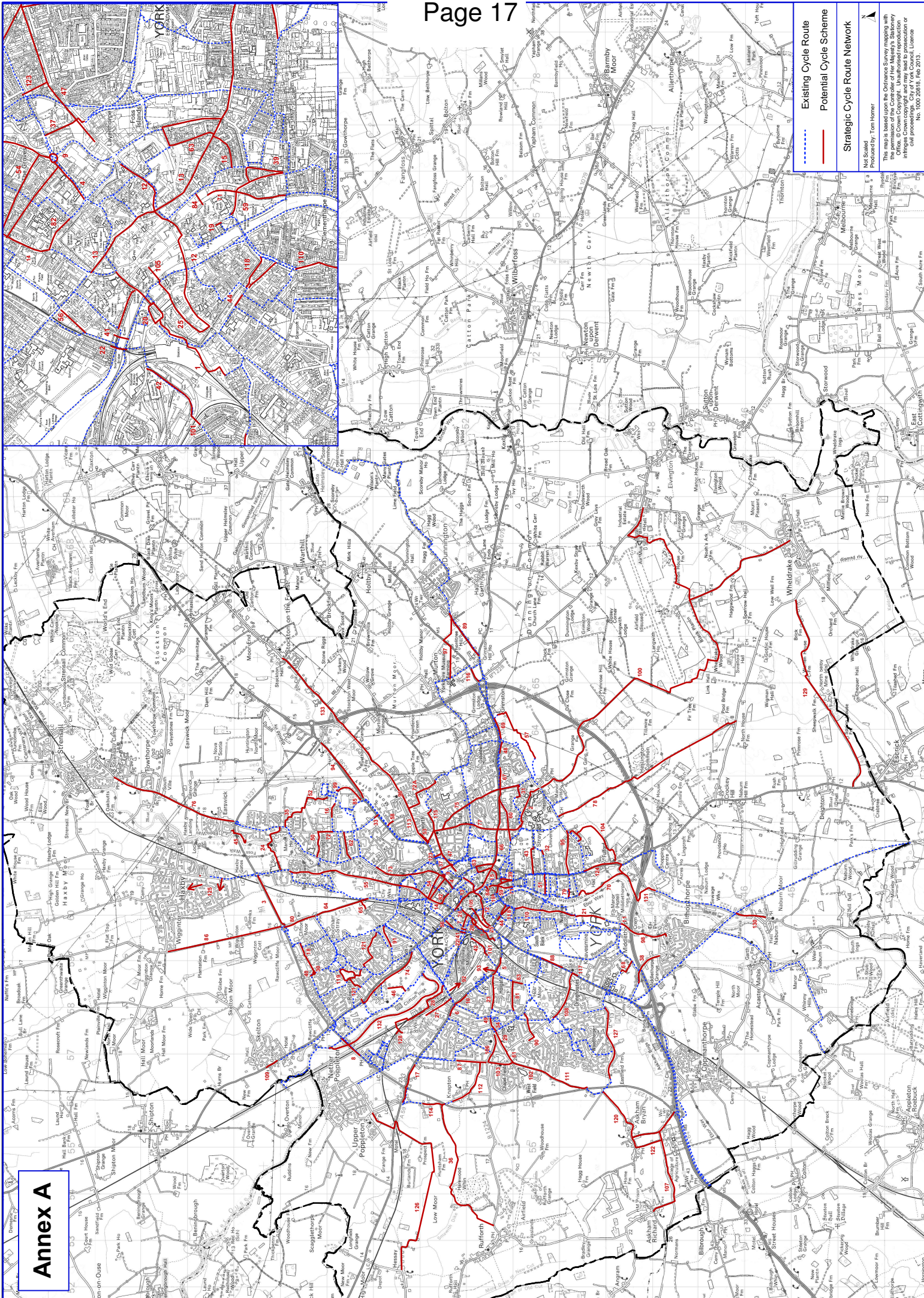
Annexes

Annex A – Revised Strategic Cycle Route Network Map

*Annex B – Newly Prioritised List of Strategic Cycle Schemes (**Available online only or on request – best viewed as A3 document**)*

Annex C – Consultation Responses

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Annex A

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Original Scheme Ref. No.	Link Name	Description	Reason for Prioritisation	Contribution to CVG HO Rebrand	Part of longer strategic route(s)?	Origin(s)	Destination(s)	Linking										Destination Types		Added Value **		Potential Usage	Usage Score	Cost to CVG	Buildability	Overall Score +
								Strategic route to City Centre (4)	Major Centre: Acomb/CM/MX/Uni (3)	Station (York / Poppleton) (2)	Shops (1)	Schools / Educ sites (2)	Leisure destination (2)	Destination Factor (Total / 4)	Tackles Safety (+3)	Addresses pinchpoint (+2)	Overcomes barrier (e.g. Ring Road, River, Rail, Strayland (+2)	Provides alternative route to major road (+2)	Fills Gap in Strategic Route (+1)	Link to New Development (+2)	Reduces rural severance (+2)					
1	Links from top of Station Road to Queen Street and on to station access ramp at Lower Terrace	Improves off-road link along former railway alignment to enable cyclists to avoid area in front of station, Queen Street bridge and Blossom Street.	Proposed links to/from key HO attractor.	CVG HO Rebrand	1. Links to CVG HO	Hogate, Acomb, Clifton	York Station, new CVG HQ, Acomb	3	2	2	1	2	2	2	2	1	2	11.20	High / Medium	8	Low	1	1	18.95		
2	University Road / Field Lane	Off-road facility linking the current facilities alongside Field Lane (Hesl) with the routes emanating from the NW corner of the University towards the city centre. Some of the southern sections due to be provided as part of the planning gain from the construction of the Heslington East Campus	Missing link on busy route to/from university	SRTS (University of York)	1. Hull Road to west route, 2. University to city centre	Obadwick, Murton, Dunnington, Badger Hill, Heslington East, Tang Hall, Heslington, Fulford, St Oswalds, Science Park, City Centre, Sports Village	University of York, Hogate's, Badger Hill, Lord Dearamores, Fulford, St Oswalds, Science Park, City Centre, Sports Village	4	3	2	1	2	2	2	1	2	9.80	High	10	Medium	3	3	17.30			
3	A1237 link from Haxby Road to Wigginton Road	Critical link in the network between several residential areas and Clifton Moor Road and Wigginton Road	Critical link in the network between several residential areas and Clifton Moor Road and Wigginton Road	LSIF scheme	1. Acomb to Clifton Moor to Works Cross	Haxby, Wigginton, New Earswick, Huntingdon	Clifton Moor (shops, employment sites, leisure facilities)	3	2	1	2	2	2	2	1	2	13.00	Medium / High	8	Medium	3	3	17.00			
4	Monkgate	Provision of in bound and outbound cycle lanes on busy radial link	Missing link on busy radial route	SRTS (St Wilfreds)	1. Stensall / Huntingdon to city centre, 2. Haxworth to city centre	Huntingdon, Haxworth	City Centre, St Wilfreds school, York Station, City Gym	4	2	1	2	2	2	2	1	2	6.20	High	10	Low	1	1	16.95			
5	Hogate Road - link from Iron Bridge to Acomb Road junction	On-road provision where possible for in-bound and outbound cyclists along Hogate Road with easy transitions onto existing off-road paths along the corridor where appropriate	Missing link on major radial route	SRTS (St Pauls)	1. Foxwood / Chapelfields / Acomb to city centre, 2. A59 corridor to city centre	Hogate, Acomb, Foxwood, Woodthorpe, Bishophill, South Bank	City Centre, Acomb, York Station, All Saints School, Millthorpe School, Mount School, Poppleton Park	4	3	2	1	2	2	2	1	2	9.00	High	10	Medium	3	3	16.50			
6	Boroughbridge Road - Water End junction and commencement of cycle lane beyond the Malvern Avenue junction	On- or off-road provision to link up the two junctions	Missing link on radial route - Scruffly Board scheme	Access York Phase 1 scheme	1. A59 corridor to city centre	Clifton, Rawcliffe, City Centre	Acomb Centre, Manor School	3	1	2	2	2	2	2	1	2	8.80	High	10	Low (on road informal facility proposed)	1	3				
7	Dame Judy Dorch Walk	Either conversion of path to shared use or provision of parallel cycle facility to link up the westside path with the city centre which enables cyclists to avoid using Maygate / Bootham to get there	Missing off-road link		1. Skelton / Rawcliffe to city centre riverside route	Clifton, Rawcliffe, Skelton, Clifton Without	City Centre, York Station	4	2	1	2	2	2	2	1	2	9.80	Medium / High	8	Low	1	3				
8	A1237 - Improved facilities across the River Ouse and East Coast Main Line	Improvements to the off-road shared use path across the two bridges on the A1237 between Rawcliffe Bar and York Business Park. Narrowed traffic lanes and potential safety of cyclists and pedestrians by pushing traffic further away from the shared path	Safety scheme providing a valuable realistic link between Acomb / Poppleton and Clifton Moor	LSIF	1. Acomb to Clifton Moor to Works Cross	Acomb, Poppleton, Woodthorpe, Rawcliffe, Clifton Without	Clifton Moor, York Business Park	3	2	1	2	2	2	2	1	2	12.00	Medium	6	Low (only possible to resurface path and move edge of way line further away)	1	3	16.00			
9	Monkgate Rd	Provision of improved cycle facilities alongside the A64 bridge to the roundabout bearing in mind the shelving of the Sainsburys Foss Bank expansion plans	Missing link on busy radial route on inner ring junction	SRTS (St Wilfreds)	1. Stensall / Huntingdon to city centre, 2. Haxworth to city centre	Huntingdon, Haxworth	City Centre, St Wilfreds school, Foss Bank shops, Foss Islands Retail Park, York Station, City Gym	4	2	1	2	2	2	2	1	2	8.40	High	10	Medium	3	3	15.65			
10	Poppleton Road - link from the station to the street just south of A64 Street and Boroughbridge Road cycle lanes	On-road provision or traffic calming or signing to slow traffic down on busy radial route and to missing section of key distributor route	Missing link on major radial route and to periods	SRTS (Poppleton Rd Primary)	1. A59 corridor to city centre	Acomb, Hogate, Poppleton	City Centre, York Station, Poppleton Park, Poppleton Road School	4	2	1	2	2	2	2	1	2	8.80	High	10	Medium	3	3	15.55			
11	Bishophorpe Road - link from the station to the street just south of the Crematorium	Provision of off-road path along the A64 bridge then crossed over onto a widened shared use path for the remaining section to begin carriageway just south of the Crematorium junction	Missing link on radial route		1. Bishophorpe to city centre	South Bank, Bishophill, Bishophorpe, Acaster Malbis	Crematorium, City Centre, Resource University of York, Law College, York Station	4	2	1	2	2	2	2	1	2	10.60	Medium	6	Medium	3	1	15.35			
12	McKevitts / Bridge Street / Nesgate / Cooperate / Pavement / Stonebow / Peasholme Green	Key east west link across the city centre proposed as part of the City Centre Movement and Accessibility Framework. Whether there is sufficient width to provide any on-road facilities or not needs to be investigated otherwise the enforcement of the access restrictions need to be tightened up to make the route more traffic-free	Missing link to enable cyclists to make cross city movements without having to use sections of the inner ring road	CCMAF scheme	1. City Centre East West route	South Bank, Hogate, Acomb, Dringthorpe, Foxwood, Woodthorpe, Haxworth, Tang Hall, Hungate	City Centre, Acomb, York Station, All Saints School, Millthorpe School, Foss Islands Retail Park, Foss Bank, York Station	4	3	2	1	2	2	1	2	10.20	High	10	High	5	3	15.20				

Original Scheme Ref. No.	Link Name	Description	Reason for Prioritisation	Contribution to the Local Area?	Part of longer strategic route(s)?	Origin(s)	Destination(s)	Destination Types										Linking	Added Value*	Potential Usage	Usage Score	Cost (to CV)C	Buildability	Overall Score +
								Strategic route to City Centre (4)	Major Centre: Acomb/CM/MX/Uni (3)	Station (York / Poppleton) (2)	Shops (1)	Schools / Educ sites (2)	Leisure destination (2)	Destination Factor (Total / 4)	Tackles Safety (+3)	Addresses pinchpoint (+2)	Overcomes barrier (e.g. Ring Road, River, Rail, Strayland) (+2)							
13	High Pavement / Low Footpaths / Colonnade / Foregate / Waingate (or Lendal / Blake Street / Davygate, Parliament Street)	Key north-south link through the Footpaths area as proposed as part of the Footpaths Review and the Cycling City project - would need contra-flow facilities as most of it is one-way in a south-easterly direction	Missing link through pedestrianised area to enable cyclists to make cross-city movements without having to use sections of the inner ring road	CM/AF scheme	1. City Centre North-South route	Clifton, Rawcliffe, Hull Road, Tang Hill	City Centre, University of York, York St John University	4	2	2	1	2	1	2	1	10	9.40	High	10	Medium / High	4	3	15.15	
14	Clarence Street	Provision of some form of cycle facility (either on or off-road) along the whole length of Clarence Street to link up existing facilities on Wigginton Road and Clarendon	Missing link on busy radial route	LSIF / BBAF scheme	1. Hardy to city centre	New Earswick, Haxby, Wigginton, Huntington	John's University, York Hospital, Nettle, York Station	4	3	2	1	2	1	2	6	7.60	High	10	Medium	3	3	15.10		
15	Navigation Road to Foregate Bar	Link for cyclists along Navigation Road and along Hope Street to avoid the Inner Ring Road and link to the new bridge	Missing link between two busy radials and key link to new shared	LSIF	1. University to city centre via Hungate	Fulford, Fishergate, South Bank, The Groves	City Centre, York St John University, University of York, Barbican Theatre	4	1	2	2	1	2	3	8	8.80	Medium	6	Low	1	1	15.05		
16	Jockey Lane	Missing section of off-road path nr Portkabin / The Range	Missing Link	LSIF	1. New Earswick to Monks Cross	Huntington, New Earswick, Ball Farm	Monks Cross (shops, Portkabin, Avra), Huntington Stadium, Huntington Schools	3	2	1	2	2	1	2	10	10.40	Medium	6	Medium	3	1	14.90		
17	A59 - link between the end of the on-road cycle lanes (just west of the junction with the A1237) and Station Road (Poppleton)	Provision of cycle facilities alongside the A59 from the end of the current cycle lanes onto a widened shared use path between the junction with the A1237 and Station Road (Poppleton) (signalised crossing there along a widened footway where possible) along the northern side of the A59 converted to shared use as far as the Station Road junction or linking into crossings put in as part of the proposed Park & Ride scheme	Missing link to outlying village (part of a potential Park & Cycle scheme) crossing the A1237 (where possible) near Poppleton	Access York Phase 1 scheme	1. A59 corridor to city centre	Holgate, Poppleton	Poppleton Bar P&R (when built), Poppleton Station, City Centre, North Centre, Northanger Business Park	4	3	2	1	2	2	2	14	13.40	Low / Medium	4	Medium	3	3	14.90		
18	Striding Road (Clifton Moor) - link from Clifton Moorgate to the end of the shared use path at eastern end	Provision of off-road path along the whole length of Striding Road either on a widened footway converted to shared use as far as the junction with the A59 or acquired from adjacent land owners	Missing Link on employment / leisure site	LSIF scheme	1. Acomb to Clifton Moor to Monks Cross	Rawcliffe, Clifton Without	Clifton Moor	3	2	1	2	2	1	2	8	8.60	High	10	Medium	3	3	14.35		
19	Tower Gardens access gates	Alterations to Tower Gardens access gates to make them more cycle friendly whilst still preventing unauthorised access for motorised vehicles	Network improvement scheme on busy off-road radial route		1. Fulford to city centre	Fulford, Healington, Fishergate, city centre (outbound)	City Centre, Fishergate, Fulford	4	2	1	2	2	2	2	4	4.80	High	10	Low	1	1	14.35		
20	Improvements to Station Road / Station Avenue gyratory	Provision where possible of facilities to aid cyclists using the gyratory	Missing links on network		1. Station to city centre	Clifton, Holgate, Acomb	City Centre, York Station	4	2	1	2	2	1	2	8	7.60	High	10	Medium	3	3	14.35		
21	Bishophorpe Road - link from end of shared use at Law College north to the off-road path at the southern edge of the former 'rory's site' (or 'rory's site' along rear)	Provision of off-road link between the two existing sections of path if feasible, may need the hedge to be moved or removed and the footway widened	Missing link on radial route		1. Bishophorpe to city centre	Bishophorpe, Acaster Malbis, Naburn? South Bank, Fishergate	City Centre, Crematorium, Law College, University of York, York Station	4	2	1	2	2	1	2	12	11.60	Medium	6	Medium	3	3	14.35		
22	Scarborough Bridge	Provision of ramped accesses onto and off the bridge with path widening across the river if feasible	Missing link on the Haxby to station route	SRT Station	1. Haxby to Station	Clifton, Rawcliffe, Groves, Huntington, Haxby, New Earswick	York Station, Hub Station, NCM5	2	2	2	2	1	2	12	10.20	High	10	High	5	3	14.20			
23	Acomb Road - link from Holgate Road / Poppleton Road junction to Holgate	On-road provision where possible for inbound and outbound cyclists along Acomb Road as far as the start of the OCR section	Missing link on radial route	SRTS (Acomb Primary)	1. Foxwood / Chapelfields / Acomb to city centre	Holgate, Acomb, Foxwood, Woodthorpe, Bishophill, South Bank	City Centre, York Station, All Saints School, Millthorpe School, Mount School, Acomb Centre, Poppleton Park	4	3	2	1	2	1	6	6.40	High	10	Medium	3	3	13.90			
24	Link between Joseph Rowntree School and Huntington Primary School	Upgrade of footpath south of the secondary school to enable cyclist to use it plus an extension of the route as far as the primary school using quieter roads	Missing link between New Earswick and Huntington for utility or leisure trips	LSIF scheme	1. Acomb to Clifton Moor to Monks Cross	New Earswick, Haxby, Wigginton	Huntington Schools, Joseph Rowntree School, Monks Cross (shops, Portkabin, Avra), Huntington Centre (N), York New CYC HQ, City Acomb, Dringhouses, College, All Saints School, Millthorpe School, Scarcroft School, Acomb	3	1	2	2	1	2	7	7.80	Medium	6	Low	1	1	13.80			
25	Bar Lane / Toft Green / Tanner Row	Improved links to the new Council HQ from the Micklegate and North Street directions - possible contraflow facility along the section of Tanner Row (Only is junction signalised between Rouger Street and North Street)	Improved links to/from key trip attractor	CYC HQ Relocation	1. Links to CYG HQ	South Bank, Holgate, Acomb, Dringhouses, Foxwood, Woodthorpe	New CYC HQ, City Centre (N), York College, All Saints School, Millthorpe School, Scarcroft School, Acomb	4	3	2	2	1	2	8	7.00	Medium	6	Low	1	1	13.75			

Original Scheme Ref. No.	Link Name	Description	Reason for Prioritisation	Contribution to CVC+ initiatives?	Part of longer strategic route(s)?	Origin(s)	Destination(s)	Linking				Destination Types				Added Value*				Potential Usage	Usage Score	Cost (to CVC)	Easy / Difficult / Extremely Difficult	Buildability	Overall Score +	
								Strategic route to City Centre (4)	Major Centre: Acomb/CM/MX/Uni (3)	Station (York / Poppleton) (2)	Shops (1)	Schools / Educ sites (2)	Leisure destination (2)	Strategic Safety (+3)	Addresses pinchpoint (+2)	Overcomes barrier (e.g. Ring Road, River, Rail, Strayland (+2)	Provides alternative route to major road (+2)	Fills Gap in Strategic Route (+1)	Link to New Development (+2)							Reduces rural severance (+2)
26	Museum Street / Lealand Bridge / Station Road	Improved links to the new Cavalry HQ from the Beetham/Gilgobee/Moak Bar direction plus improved access to the station	Improved inner Ring Road provision and missing link from SE to NE of city		1. Station to city centre	Clifton, Beaufields, The Groves, Huntingdon, Haxby, New Easwick, Holgate, South Bank, Dringhouses, Acomb	City Centre, Acomb, York St John, University, York Station, York College, All Saints School, Millthorpe School, new CYC HQ	4	3	2	1	2	3.50	3	2	2	2	2	1	8	7.20	High	Medium / High	4	3	13.70
27	British Sugar site to Severn Bridge	Developer funded? path west of the main lines	Missing link between major new development site and York Central / City Centre	British Sugar transport masterplan	1. British Sugar to city centre	British Sugar site, Boroughbridge Road residential area, Acomb, Leaman Road	York Central site, city centre, Poppleton Road Business Park	4	3	2	1	2	3.50	3	2	2	2	2	1	10	10.00	Medium	Medium?	3	3	13.50
28	British Sugar site to Water End	Developer funded? path east of the main lines linked to the proposed EOML pedestrian bridge	Missing link between major new development site and city centre	British Sugar transport masterplan	1. British Sugar to city centre	British Sugar site, Boroughbridge Road residential area, Acomb, Leaman Road	City centre, Clifton Moor	4	3	2	1	2	3.50	3	2	2	2	2	1	10	10.00	Medium	Medium?	3	3	13.50
29	Front Street (Acomb) link between Green Lane and Gale Lane junctions	On-road provision to enable cyclists to get from Green Lane to Gale Lane safely and to highlight their presence to motorists (especially those at the mini-roundabout and emerging from Marston's car park)	Missing link on radial route to shops and to school	SRTS (Westfield Primary, York High)	1. Foxwood / Chapelwatts / Acomb to city centre	Holgate, Acomb, Foxwood, Woodthorpe	City Centre, Acomb, York Station, York High School	4	3	2	1	2	3.00	3	2	2	2	1	6	6.40	High	Medium	3	3	13.40	
30	Clifton Moorgate Road	Improvements to roundabout to make it more user friendly	Safety scheme - roundabout Board scheme	LSIF scheme?	1. Acomb to Clifton Moor to Monks Cross	Rawcliffe, Clifton Moor	Clifton Moor	3	2	1	2	2.00	6	6.40	3	2	2	1	6	6.40	High	Low / Medium	2	3	13.40	
31	Innovation Way to Windmill Lane	Improve current grade separated path by widening and easing bends	Improved link to Science Park & University		1. NCR6 2. East West Millennium Route	Tang Hall, South Bank, University of York, Hospital Fields Road	Science Park, University of York, Hospital Fields Road	3	2	2	2	2.25	5	5.00	3	2	2	2	5	5.00	High	Low	1	3	13.25	
32	Waingate Stray	Improvements to lighting at barracks end	Safety improvement		1. NCR6 2. East West Millennium Route	Elkergate, South Bank, Badger Hill	Science Park, University of York, Hospital Fields Road	3	2	2	2	2.25	3	3.00	3	2	2	2	3	3.00	High	Low	1	3	13.25	
33	New Lane - Malton Road to start of current Malton Road junction and the start of on-road mandatory lane	Initial gap between the New Lane / Malton Road junction and the start of on-road mandatory lane	Missing link	LSIF	1. Malton Road to Huntingdon	Tang Hall, Heworth	Monks Cross (shops, Portakabin, Avva) Huntingdon Stadium	4	3	2	1	2	3.00	3	2	2	2	1	8	8.20	Low / Medium	Low	1	1	13.25	
34	Front Street (Acomb) - pedestrianised section along the remainder of Front Street to Green Lane junction	On-road provision to enable cyclists to get from York Road to Green Lane or along the remainder of Front Street avoiding the mini-roundabouts	Missing link on radial route to shops and to shops		1. Foxwood / Chapelwatts / Acomb to city centre	Holgate, Acomb, Foxwood, Woodthorpe	City Centre, Acomb, York Station	4	3	2	1	2	2.50	8	6.60	2	2	1	8	6.60	Medium / High	Medium	3	3	12.90	
35	Spencer route between Clifton Moor (Acomb) and North Moor Road (Huntingdon)	Provision of a signed route to take cyclists from Clifton Moor to Monks Cross using quiet residential streets	Missing link between the main road and the main road	LSIF scheme?	1. Acomb to Clifton Moor to Monks Cross	Huntingdon, Easwick (Stranrair)	Monks Cross (shops, Portakabin, Avva) Huntingdon Stadium	3	2	1	2	2.00	7	7.00	2	2	1	2	7	7.00	Medium	Low	1	1	12.90	
36	Rufforth to Acomb via Knappan and upgrading PHONYS	Provision of off-road route leaving Knappan via the cattle creep under the A1237 then joining Moor Lane and heading along Moor Lane then across the northern edge of the Harwood Whin site to meet Wetherby Road just before the start of the built-up part of Rufforth	Missing route to outlying village off of Otterling Road - potential Sustrans Connex2 scheme	Tremulous York		Rufforth, Acomb	Acomb Centre, Manor School, City Centre																			
37	James Street Link Road Phase 2	Link between Lawerthorpe and Heworth Green through two development sites	Missing link between radials		1. Lawrence Street to Heworth Green	Heworth, Huntingdon, Hull Road	Essex Islands Retail Park, York University, City Gym, Neasle, Hospital	3	2	1	2	2.50	10	8.40	3	2	2	1	10	8.40	Medium	Medium	3	3	12.90	
38	Sin Balk Lane - link from the sports changing room area to Church Lane (Bish)	Wide footpath on northern side to convert to shared use as far as the start of the village proper	Missing link on network and key route to college / Tesco	SRTS (York College)		Bishophorpe, Acaster Mabeis, Naburn?	York College, Ashham Bar P&R, Tesco, Bishopthorpe Village	3	2	1	2	1.25	10	9.60	3	2	2	1	10	9.60	Medium	Medium	3	3	12.85	
39	Fishergate Gytratory	Improvements for cyclists on all arms of the gytratory including crossing points and potential contra-flow facility along Paragon Street footway	Missing link on busy radial route and key junctions of the inner Ring Road	Link to OCR	1. Fulford to city centre	Fulford, Heslington, Fishergate, city centre (outbound)	City Centre, York Barbecan, schools (St George's, Fishergate), Cross Islands Retail Park, University of York	4	2	1	2	2.75	10	9.00	3	2	2	1	10	9.00	High	Medium / High	4	5	12.75	
40	Clifton Moorgate - improved link from Hurricane Way to Rab	Off road path linking the end of the shared use path with the shared use path running around the periphery of the Clifton Moorgate / Huron Lane	Missing link on employment / leisure site	LSIF?	1. Acomb to Clifton Moor to Monks Cross	Rawcliffe, Clifton Moor	Clifton Moor	3	2	1	2	1.50	8	7.20	3	2	2	1	8	7.20	Medium / High	Low?	1	3	12.70	
41	Scarborough Bridge replacement	Shared use path between York Central area and city centre between Scarborough and Lendal Bridges	New bridge to serve major new development site to relieve pressure on Lendal Bridge and the sub-standard Scarborough Bridge	York Central Transport Cultural Quarter Project	1. York Central to city centre 2. Acomb to city centre	York Central, Leaman Road residential area, Acomb? Holgate Road / Poppleton Road areas?	City centre, York Central, York Station, Acomb?	4	3	2	1	2	4.00	12	10.60	3	2	2	1	12	10.60	High	V High	7	5	12.60
42	Wilton Rise to Leaman Road - widened path	Widened shared use path along Cinder Lane between bridge and NRM with improved exit at Leaman Road	Improved route to city centre		1. Acomb to city centre 2. Acomb to York station	Acomb, Holgate	City centre, York Station	4	3	2	1	2	3.50	9	9.00	3	2	2	2	9	9.00	Medium	Medium	3	3	12.50

Original Scheme Ref. No.	Link Name	Link Description	Reason for Prioritisation	Contribution to Network	Part of longer strategic route(s)?	Origin(s)	Destination(s)	Destination Types										Strategic route to City Centre (4)	Major Employers (2)	Station (York / Poppleton) (2)	Shops (1)	Schools / Educ sites (2)	Leisure destination (2)	Destination Factor (Total / 4)	Tackles Safety (+3)	Addresses pinchpoint (+2)	Overcomes barrier (e.g. Ring Road, River, Rail, Strayland (+2)	Provides alternative route to major road (+2)	Fills Gap in Strategic Route (+1)	Link to New Development (+2)	Reduces rural severance (+2)	Total Score #1	Mean Added Value Score **	Potential Usage	Usage Score	Cost to CVIC	V High (£500K+) / High (£250K - £500K) / Medium (£250K - £50K) / Low (<£50K)	Buildability	Easy / Difficult / Extremely Difficult	Overall Score +
								City Centre	Acromb/Ch/MX/Uni (3)	Major Employers (2)	Station (York / Poppleton) (2)	Shops (1)	Schools / Educ sites (2)	Leisure destination (2)	Destination Factor (Total / 4)	Tackles Safety (+3)	Addresses pinchpoint (+2)																							
43	Kiln Road & Almondsink Link	Link between Fulford Road and Wakegate Stray route	Missing link to University	SRTS (University of York)		Fulford Road, Fulford area	University of York, amenities, Fishergate allotments	3	2	1	2	2	2.50	3	2								8	8.00	Medium	6	Low	3	12.50											
44	Link from Nunney Lane end of Scarcroft Lane to Victoria Bar	Provision of link either on or off-road (through front of car park?) to join the existing link along Scarcroft Lane with the existing link from Victoria Bar into the city centre.	Missing link in Blossom Street 'alternative' route	SRTS (Scarcroft Primary)	1. South Bank to city centre - alternative route to Blossom Street	Hogate, South Bank, Acromb, Foxwood, Woodthorpe, Bishopthorpe, Acromb	City Centre, All Saints School, Millthorpe School, Scarcroft School, Acromb	4	3	2	2	2	2.25	3	2								8	8.20	Low / Medium	4	Low	1	12.45											
45	Link between Earswark Village and Huntington using the Foss towpath	Grade-separated crossing along a PROW from the end of Stables Walk then running parallel with the A1237 to the Foss then under the A1237 along the towpath to join the existing link into the city and the Vesper Walk	Grade-separated crossing along the busy village other side of it and providing a safe route into the city and leisure trips	SRTS (Huntington Primary and Secondary schools)	1. Stensall / Huntington to city centre	Earswark, Stensall	Huntington schools, Joseph Rowntree School, Monks Cross, (New Earswark?)	4	3	2	1	2	3.00	3	2								11	11.40	Low / Medium	4	Medium	3	12.40											
46	NON 05 - link over road bank to Clifton Park	Ramped access onto NON05 on Clifton Bridge linking Clifton Park residential and employment areas to the off-road path	Missing link to employment and residential sites	LSIT scheme		Skelton, Rawcliffe, Clifton, City Centre, Clifton Park (residential)	Clifton Park (businesses), City Centre	4	2	2	1	2	2.75	2	2								5	5.60	Medium	6	Low	1	12.35											
47	Layethorpe / Hawthorn Grove / East Parade / Heworth Village / Heworth Moorment access road to Tang Hall Beck link	Link from Layethorpe Bridge & Foss Islands path to Applecroft Road and Hemplands School	Missing link on minor radial link, to Heworth village amenities, allotments and primary school	SRTS (Heworth Primary, Hempland Primary)	1. Heworth to City Centre	Heworth Without, Heworth, Osbadwick	Orbitol Route, City Centre, Foss Islands Retail Park, Hemplands School	4	1	1	2	2	2.00	3	2								8	8.00	Medium / High	8	Medium but dependent on what can be achieved on road	3	12.00											
48	Hull Road - southern extension shared use section (opp. Pheleinds Way) and Field Lane roundabout	Widening and conversion of footway along as wide length as the cycle lanes do not have to share bus lane with many buses and Park & Ride vehicles	Missing link on busy radial route	SRTS (Archbishop's Collegiate Secondary)	1. A1079 corridor	Osbadwick, Mutton, Layethorpe, Bishopthorpe Hill, Heslington East	City Centre, University of York, Heslington, Science Park, David Lloyd Centre, Sports Village	4	2	1	2	2	2.75	3	2								6	5.20	Medium	6	Low	1												
49	York Road (Acromb) - link from Severus Street junction to Front Street junction	On-road provision where possible for inbound and outbound cyclists along York Road from the end of the OCR section to Front Street with provision for cyclists to use the carriageway section of the road avoiding the closed section of the road	Missing link on radial route and to shops	Link to OCR	1. Fowwood / Chapelfields / Acromb to city centre	Hogate, Acromb, Foxwood, Woodthorpe, Bishopthorpe	City Centre, Acromb Centres, York Station	4	3	2	1	2	2.50	3	2								6	5.40	High	10	Medium	3												
50	Stratford Way / New Lane	Link between Huntington Road and Portakabin / Monks Cross	Missing link and safe crossing point	LSITF	1. New Earswark to Monks Cross	New Earswark, Huntington South	Monks Cross (shops, Portakabin, Avral) Huntington Stadium, Huntington Schools	3	2	1	2	2	2.50	3	2								10	8.40	Medium	6	Low / Medium	2												
51	Hospital Fields Road	Safety improvements for cyclists on busy industrial estate road	Safety improvement - Scruffy Board scheme	SRTS (Unit of York)	1. Millennium East - West route	South Bank, University of York, Dringhouses and beyond,	University of York, Science Park, City Centre	3	2	2	2	2	2.25	3	2								4	4.60	High	10	Low / Medium	2												
52	Link between Woodside Way (Hunton) and Alpha Court (NW part of Monks X)	Provision of an off road link between the end of the Woodside Way to the site and the dead end of the link from Monks Cross to Alpha Court to help cyclists avoid New Lane and Jockey Lane	Missing link which will provide a traffic-free shortcut for Huntington residents		1. Access to Clifton Moor to Monks Cross	Huntington, Earswark (Strayland?)	Monks Cross (shops, Portakabin, Avral) Huntington Stadium	3	2	1	2	2	2.00	3	2								10	9.80	Medium	6	Medium	3												
53	Station Lane - feeder link to Heworth Green Lane	Provision of narrow feeder lane along link to Heworth Green Lane to enable cyclists to bypass the junction	Cyclist priority measure to be introduced to junction		1. Heworth Green corridor	Heworth Without, Station on the Forest	City Centre	4	1	1	1	1	1.25	3	2								6	6.40	Medium	6	Low	1												
54	Lower Street / Penlye Grove Street / Towrend Street	Improvements to parallel one-way link roads between Clarence Street and Huntington Road / Monkgate	What used links which are not very cycle friendly due to full width features used	SRTS (Park Grove Primary) SRT Hospital	1. Foss Islands to York Hospital	Clifton, The Groves, Heworth	City Centre, Foss Bank, Foss Islands Retail Park, Nestle, York Hospital, Park Grove, St Wilfreds School	4	2	1	2	2	2.25	3	2								8	7.40	Medium / High	8	Medium?	3												
55	Haxby Road - Alder Grove (New Earswark) to Wigginton Road	Link along popular commuting route from Haxby / New Earswark to the city centre avoiding the off-road, unlit path across Bootham Stray	Popular radial route with no current facilities south of the northern end of New Earswark	SRT Station	1. Haxby to city centre	New Earswark, Haxby, Wigginton	City Centre, Nestle, Hospital	4	2	2	1	2	2.75	3	2								8	8.80	High	10	High	5												
56	Bootham crossing and ramp	Parallel crossing of Bootham near the Bootham Park entrance with a signed route down St Marys and a ramped access down onto Marygate Lane	Missing link on Haxby to Station route	SRT Station	1. Haxby to Station	Clifton, Huntington, New Earswark, Haxby	York Station, York Hospital, Nestle	2	2	2	2	1.50	3	2								10	10.00	Medium	6	Medium	3													
57	University of York - Heslington East Campus links	Links through the new Heslington East campus through to the Gimston Bar P&R site	Missing radial route links from commuter belt inwards		1. Dunnington to Dunnington 2. Dunnington to City Centre 3. Grimston Bar to City Centre	Dunnington, Stamford Bridge, Grimston Bar	University of York, Science Park, City Centre, Heslington, Fulford	4	3	2	1	2	3.50	3	2								10	10.00	Low / Medium	4	High	5												

Original Scheme Ref. No.	Link Name	Description	Reason for Prioritisation	Contribution to Local Area	Part of longer strategic route(s)?	Origin(s)	Destination(s)	Linking				Destination Types				Added Value*				Potential Usage	Usage Score	Cost to CVIC	Buildability	Overall Score +					
								Strategic route to City Centre (4)	Major Centre: Acomb/Cliffon/Cliffon Park (3)	Station (York / Poppleton) (2)	Shops (1)	Schools / Educ sites (2)	Leisure destination (2)	Strategic route to City Centre (4)	Major Centre: Acomb/Cliffon/Cliffon Park (3)	Station (York / Poppleton) (2)	Shops (1)	Schools / Educ sites (2)	Leisure destination (2)						Total Score #1	Mean Added Value Score **	High (>500) (10-500) Points (100-200) 2 points	V High (£500K+) / High (£250K - £500K) / Medium (£250K - £500K)	Very difficult / Extreme Difficult
80	Engleby to Hob Moor route	Existing route using the link path between Engleby and Hob Moor. Danesfort Ave and the path running between Kingsway West and Green Lane	Missing link between Hob Moor and Kingsway West and Green Lane	SRTS (York, High, Hab Moor School, QLOM School, Millthorpe School)	1. Link to Hob Moor Cycle Route	Holgate, South Bank	Engleby, York High	3	2	2	2	1	2	1	2	1.00	3	2	2	2	2	2	6	5.20	Medium	2	1	9.20	
75	Buryale Avenue	Improved link between COPE at Kingsway North Rdbt and Water Lane / Canon Lee School	Well used route to school parts of Cliffon Moor and large employers	SRTS (Canon Lee Secondary)	1. Link to Canon Lee	Cliffon, Cliffon Without, Rawcliffe	Cliffon Moor, Canon Lee School, Cliffon with Rawcliffe School, Burton Green Primary, Nesbit, York Hospital	3	2	1	2	2	1	2	2.50	3	2	2	2	2	2	2	6	5.60	Medium	2	3	9.10	
103	York Central - link from Water End	Link into York Central site from Water End	Missing link to major development site		1. Clifton to York Central	Cliffon, Acomb, Beccroftbridge Road residential area	York Central, City centre, York Station	4	3	2	2	1	2	3.00	3	2	2	2	2	2	2	2	2	10	10.00	Medium / High	8	5	9.00
104	York Central - link from Chancery Rise	Link into York Central site from Chancery Rise	Missing link to major development site		1. Hogate to York Central	Acomb, Hogate, South Bank	York Central, city centre, York Station	4	3	2	2	1	2	3.00	3	2	2	2	2	2	2	2	2	10	10.00	Medium / High	8	5	9.00
69	Milton Road - link from Monks Cross rdbt to start of on-road lanes near Hogrove	Link between the current provision at the Monks Cross roundabout and the start of on-road lanes which start near the sports pitches	Missing link on radial route		1. Hogrove to City Centre	Station on the Forest, Hogrove	Monks Cross, City Centre	4	3	2	1	2	3.00	3	2	2	2	2	2	2	2	2	12	12.00	Low	5	3	9.00	
99	Broadway - link from Elford Road	Link along Broadway past the shops	Missing link on the Elford Road to Hill Road		1. Hill Road to Elford Road	Elthorpe, Fulford, South Bank	University, Science Park	3	2	1	2	2	2.50	3	2	2	2	2	2	2	2	2	8	6.40	Medium	3	3	8.90	
76	Shalton Road - Lowswater Road - Clifton Park	Link between the end of the Shipton Road parallel service road and Clifton Park	Missing link on radial route		1. Skelton to Clifton Park	Skelton, Rawcliffe, Clifton, City Centre, Clifton Park	Cliffon Moor, City Centre, Clifton Park (employment)	4	3	2	1	2	2.75	3	2	2	2	2	2	2	2	2	6	6.00	Medium	3	3	8.75	
112	Link between Merton and Dunnington following former railway	Link between Merton and Dunnington following former railway	More direct NSJ route alignment for NCA66		1. Dunnington to City Centre	Residential, Dunnington, Stamford Bridge	City Centre, Monks Cross	4	3	2	2	2	2.75	3	2	2	2	2	2	2	2	2	12	12.00	Low / Medium	4	5	8.70	
94	Bishopthorpe Road link to the village	Link from end of proposed off-road path to the village	Missing link to village		1. Bishopthorpe to city centre	Bishopthorpe, Acaster	Crematorium, City Centre, York University of York, Law College, York Station	4	2	1	2	2	2.75	3	2	2	2	2	2	2	2	2	10	10.00	Low / Medium	4	5	8.70	
74	Crossing to Leeman	Replacement to Leeman with associated approach ramps	Improved route to city centre		1. Acomb to city centre	Acomb, Hogate	City centre, York Station	4	3	2	2	1	2	3.50	3	2	2	2	2	2	2	2	11	11.00	Medium	6	5	8.50	
109	Whealake / Elvington route	Route to the two outlying villages using a combination of quiet roads and off-road provision - feasibility study almost complete but problems highlighted with key sections of the routes due to lack of landowner support	Links to outlying villages from the main urban area - route to school and employment sites		1. Whealake to Elvington 2. Elvington to Healding	Whealake, Elvington, Sutton on Derwent, Archbishop Holgate's School, Science Park, villages beyond	University of York, Fulford School, Archbishop Holgate's School, Science Park, City centre?	4	3	2	2	2	3.25	3	2	2	2	2	2	2	2	2	12	11.40	Low / Medium	4	5	8.65	
78	Wilton Rise to Leeman bridge	Replacement to Wilton Rise footbridge with associated approach ramps	Improved route to city centre		1. Acomb to city centre	Acomb, Hogate	City centre, York Station	4	3	2	2	1	2	3.50	3	2	2	2	2	2	2	2	11	11.00	Medium	6	5	8.50	
79	Asklam Lane - link between the Highway and Foxwood Lane junctions	Link between the two mini-roundabouts at either end of the stretch fronting Westfield School	Missing link at edge of radial route and well used by school children		1. Westfield to City Centre 2. Westfield to Acomb	Westfield, Foxwood, Asklam Bryan	Acomb, City Centre, various schools	4	3	1	2	2	2.50	3	2	2	2	2	2	2	2	2	6	6.00	Medium	3	3	8.50	
84	Riggway	Link between proposed Asklam Lane and Beckfield Lane facilities	Missing distributor link		1. Foxwood to Poppleton	Foxwood, Woodthorpe, Westfield, Chappelfields	Manor School, Clifton Moor, Acomb Centre, Engleby, York Business Park	3	2	1	2	2	2.50	3	2	2	2	2	2	2	2	2	6	6.00	Medium	3	3	8.50	
67	Germany Beck on site to Leagar roads	Routes through the site end to adjoining residential areas	Links to and through new development site		1. Naburn to Healding	Naburn, Fulford	University Science Park	3	2	1	2	2	2.50	3	2	2	2	2	2	2	2	2	8	8.00	Low	2	1	8.50	
111	North Street (Guldhall) Bridge	New footbridge between North Street Gardens and City Centre with associated improved cycle parking at North Street end	New bridge to relieve the pressure on Lendal Bridge for city centre bound trips		1. Station to city centre?	Acomb, Station, Micklegate area	City Centre, Acomb, York Station	4	2	2	1	2	2.75	3	2	2	2	2	2	2	2	2	7	7.60	High	10	5	8.35	
71	York Road / Acomb - link from Beckfield Lane to Front Street junction	Link from southern end of Beckfield Lane past The Green to the Front Street junction	Missing link on end of radial route		1. Rufforth to Acomb 2. Acomb to Northminister Business Park & Poppleton Bar P&R	Rufforth, Knappan Acomb	Acomb, Northminister Business Park, Poppleton Bar P&R, Poppleton Station	4	3	1	2	2	3.00	3	2	2	2	2	2	2	2	2	8	8.00	Low / Medium	4	3	8.00	
-	Asklam Fields Lane (part), Chapel Lane, York Road, Main Street (Asklam Richard)	Links to Asklam Bryan College from (part), Chapel Lane, Asklam Bryan and Asklam Richard villages	Missing route to Asklam Bryan College and rural link		1. York to Tadcaster (north of the A64)	Asklam Bryan, Asklam Richard, Woodthorpe, Dringhouses	Asklam Bryan College, City Centre, Acomb	4	3	1	2	2	3.00	3	2	2	2	2	2	2	2	2	6	6.00	Low / Medium	4	3	8.00	

Original Scheme Ref. No.	Link Name	Description	Reason for Prioritisation	Contribution to CVC	Part of longer strategic route(s)?	Origin(s)	Destination(s)	Destination Types										Added Value*	Potential Usage	Usage Score	Cost to CVC	Buildability	Overall Score +
								Strategic route to City Centre (4)	Major Centre: Acomb/CM/ML/Uni (3)	Station (York / Poppleton) (2)	Shops (1)	Schools / Educ sites (2)	Leisure destination (2)	Destination Factor (Total / 4)	Tackles Safety (+3)	Addresses pinchpoint (+2)	Overcomes barrier (e.g. Ring Road, River, Rail, Strayland) (+2)						
108	Thames Road to Tadcaster Road	Link from LIDL to Tadcaster Road	Missing link			Acorns, Foxwood, Dringhouses	Kingswame, LIDL, York High, Acornb shops, Acorn Rugby Club, Hob Moor	3	1	2	2	2	2	2	0	6	5.80	Medium	3	3	7.80		
109	Shipton Road (Skeldon) - path between A19 converted from footpath to shared use path, with cycle lanes and access points to Skeldon and to shared cycle lanes along Benningbrough path to get opposite the Stone Lane junction.	Widened off-road path alongside the A19 converted from footpath to shared use path, with cycle lanes and access points to Skeldon and to shared cycle lanes along Benningbrough path to get opposite the Stone Lane junction.	Extension to existing radial route	Links to the NCN		Rawcliffe, Clifton Without	Rawcliffe, Clifton Without	3	2	1	2	2	2	2	0	6	5.60	Low	1	1	7.60		
110	Bishopthorpe Road - provision from Terry's Bishopthorpe road with no current cycle facilities (if feasible)	On-road provision along section of Bishopthorpe road with no current cycle facilities (if feasible)	Missing link on radial route - Scouting Board scheme			Bishopthorpe, Acastor	City Centre, York Station, Poppleton, All Saints School, York Racecourse	4	2	1	2	2	2	2	0	8	7.80	Medium / High	5	5	7.55		
111	Ashtam Lane - Foxwood Lane to Moor Lane roundabout and Foxwood Lane junction	Link between the current facilities at the Moor Lane roundabout and Foxwood Lane junction	Missing minor radial route link			Ashtam, Clifton	Ashtam, Clifton	4	3	2	1	2	2	2	0	8	8.00	Medium	3	3	7.50		
112	Northfield Lane (Poppleton) - from A1237 to Knapton Main Street and the shared use path just north of the Northminster Business	Provision of on or off-road facilities to link the above scheme and anyone using the A1237 at grade with the industrial Estate, the future Park & Ride Site and Poppleton (inc Rail Station)	Missing link on rural route to edge of urban area	SRT Northminster Business Park			Ashtam, Northminster Business Park, Poppleton Bar P&R	Ashtam, Northminster Business Park, Poppleton Bar P&R	3	2	1	2	2	2	0	9	9.00	Medium	3	3	7.50		
113	Stockton Lane - Heworth Green rd to Ashley Park	On road provision along minor radial route	Missing link on radial route	SRTS (Hemphall School)		Stockton on the Forest, Heworth Without	City Centre, Foss Bank, Foss Islands Retail Park	4	2	1	2	2	2	0	4	5.20	Low / Medium	4	1	3	7.45		
114	Northfield Lane (Poppleton) - from A1237 to Knapton Main Street and the shared use path just north of the Northminster Business	Provision of on or off-road facilities to link the above scheme and anyone using the A1237 at grade with the industrial Estate, the future Park & Ride Site and Poppleton (inc Rail Station)	Missing link to employment site / shops / Park & Ride site			Knapton, Rufforth, Acomb, Poppleton	Poppleton Bar P&R (when built), Poppleton Station, Foss Islands Retail Park, Northminster Business Park	3	2	2	1	2	2	0	5	5.40	Low / Medium	4	1	3	7.25		
115	Heworth Road	Link between Heworth Green roundabout and Heworth Village	Missing link between radial route and Heworth amenities	SRTS (Heworth School), LS1F?		Heworth, Tang Hall, Muncastlegate estate	Heworth amenities, Foss Islands Retail Park, Mesale, York Hospital, Monks Cross	3	2	1	2	2	2	0	6	5.80	Medium	5	3	3	7.20		
116	Grinston Bar Interchange to Murton Lane	Provision of missing section between roundabout circulatory lane and Murton Lane north of the A166	Missing rural link			Murton, Dunnington	City Centre, NCN66, Murton, Dunnington	4	1	1	2	2	2	0	8	7.00	Low / Medium	2	1	3	7.15		
117	Tadcaster Road to Cherry Lane	Link from St Helens Rd junction to Cherry Lane	Missing Link			Acorns, Foxwood, Dringhouses	Kingswame, LIDL, York High, Acornb shops, Acorn Rugby Club, Hob Moor	3	1	2	2	2	2	0	6	5.20	Medium	6	3	3	7.00		
118	Press Lane / Nurney Lane	Links from Bishopthorpe Street to Victoria Bar	Missing link between radial routes			Bishopthorpe, South Bank, Clementhorpe	City Centre, Priory St amenities	4	2	1	2	2	2	0	6	4.40	Medium	6	3	3	7.00		
119	Rawcliffe Lake path	Widening existing path or provision of separate cycle path around lake to reduce conflict and link to new path across Rawcliffe Pec.	Safety scheme to improve link to schools, shops, employment	SRTS (Lakeside Primary, Clifton with Rawcliffe Primary)		Clifton, Rawcliffe, Clifton Without	Lakeside School, Clifton with Rawcliffe School, Clifton Moor	3	1	2	2	2	2	0	5	5.00	Medium	6	3	3	7.00		
120	Ashtam Bryan Lane and Main Street	On road link between A1237/Moor Lane rd and Chapel Lane junction	Missing route to Ashtam Bryan College and rural link	SRTS (Ashtam Bryan College)		Ashtam Bryan, Woodthorpe, Dringhouses	Ashtam Bryan College, City Centre, Acomb	4	3	1	2	2	2	0	6	6.00	Medium	4	3	3	7.00		
121	Water Lane to Clifton with Rawcliffe School	Link including Water Lane, Lancaster Way, Melton Avenue, Reighton Drive, Beaverdyke and Greystoke Road	Mostly quiet route through Clifton Without	SRTS (Clifton with Rawcliffe School)		Clifton with Rawcliffe, Clifton Moor	Clifton with Rawcliffe Lake, Clifton Moor	3	1	2	2	2	2	0	6	6.00	Low / Medium	4	2	3	7.00		
122	Ashtam Bryan / Ashtam Richard to York College	Link using Ashtam Fields Lane and Mill Lane to link to A64 path	Missing rural link	SRTS (York College / Ashtam Bryan College)		Ashtam Bryan, Woodthorpe, Dringhouses	York College, Ashtam Bryan College	3	2	2	1	2	2	0	10	10.00	Low	2	3	3	7.00		
123	Mill Lane	Heworth Green to East Parade	Missing link with some facilities at one end	LSS (at Heworth Green end)		Heworth amenities, Foss Islands Retail Park, Mesale, York Hospital	Heworth amenities, Foss Islands Retail Park, Mesale, York Hospital	2	1	2	2	2	2	0	6	5.00	Medium but depends whether the junction at either end need tweaking	6	3	3	6.75		

Original Scheme Ref. No.	Link Name	Description	Reason for Prioritisation	Contribution to Local Cycle Initiatives?	Part of longer strategic route(s)?	Linking		Destination Types				Added Value*				Potential Usage	Usage Score	Cost to CVIC	Buildability	Overall Score +	
						Origin(s)	Destination(s)	Strategic route to City Centre (4)	Major Employers (2)	Station (York / Poppleton) (2)	Shops (1)	Schools / Educ sites (2)	Leisure destination (2)	Destination Factor (Total / 4)	Tackles Safety (+3)						Addresses pinchpoint (+2)
124	113	Efficient Main Street / Sney Road	Facility to link up current provision on Fulford Road and on Sney Road south of Landing Lane	Missing link on radial route	Part of longer strategic route(s)?	1. Fulford to city centre	Naburn, Fulford (leisure) each	City Centre, Designer Outlet, Naburn	4	1	2	2	2.25	3	2	2	2	12	10.40	5	6.65
125	118	Routes through Haxby / Wigginton	Provision of suitable off-road or safer routes through the villages of Haxby & Wigginton - need to be investigated	Links from various sections of the villages to the existing facilities on 'Holey Road' - Board			Residential parts of village	Schools, shops and destinations further afield via existing links	3	1	2	1.50	3	3	2	2	6	5.00	3	6.50	
126	115	Poppleton to Hessay / Poppleton via Black Dike Lane, across the Blandy's Farm and westwards to Hessay (could form part of a route to Haxby)	Provision of a mainly off-road or on quiet roads link between the two villages of Hessay and Poppleton to take cyclists off the busy A59 including a link to the new Park & Ride site	Missing link on radial route		York to Wetherby / Harrogate	Hessay, Rufforth? Poppleton	Poppleton Bar P&R Station, Poppleton amenities, Manor School, Poppleton Christian school	2	2	2	1.75	3	2	2	1	10	8.60	3	6.35	
127	121	Woodhope	Link between current facilities at the Woodhope and the Chalmers Road mini-rd	Missing distributor link		1. Ashham Bryan to Dinglehouses	Ashham Bryan, Woodhope, Dinglehouses	York College, Ashham Bryan P&R, Ashham Bryan College	1	2	2	1.25	3	2	2	1	8	8.00	3	6.25	
128	122	York Business Park to former British Sugar Site	Developer funded? new bridge link between new residential development and Business Park with potential rail halt	Missing link between major new residential development and employment / leisure / restaurant / retail site		1. York Business Park to City Centre	Boroughbridge Road residential area, Acomb	York Business Park, Clifton Moor	4	3	2	3.00	3	2	2	1	9	8.60	5	5.60	
129	-	Wheatdrake to Escrick	Provision of a link between Wheatdrake and Escrick / Dighton through the North Selby Mine site	Missing link between villages			Wheatdrake, Escrick, Dighton	NCN65, Wheatdrake School and other amenities, Escrick village and amenities	1	2	2	1.25	3	3	2	1	8	8.00	3	6.25	
130	123	Naburn Railway Bridge to Naburn Village	Provision of link from Sustrens NCN 65 to Naburn village	Missing rural link			Naburn, Fulford, York	Naburn village, NCN65	2	2	2	1.00	3	2	2	1	8	7.00	3	6.25	
131	120	Riverside path from Landing Lane to Naburn Lane	Further extension again of previous scheme to link to Naburn Lane facilities	Missing link on off-road radial route - Scantilly Board scheme		1. City centre off-road leisure route along eastern bank of River Ouse	Fishergate, Fulford, Naburn	Designer Outlet, Naburn, City Centre	1	2	2	0.75	3	3	2	1	8	8.20	4	5.60	
132	-	Riverside floodbank path through Clifton Ings and Rawcliffe Ings	Path along top of the eastern floodbank next to the River Ouse	Missing leisure route			Stalton, Rawcliffe, Clifton, City Centre	Stalton, City Centre, Clifton Ings, Rawcliffe Ings	4	2	2	1.50	3	2	2	1	5	5.00	5	5.00	
133	124	Stockton Lane - Ashley Park to Stockton on the Forest	On route? Provision along minor radial route (with 60mph speed limit)	Missing link on radial route		1. Stockton on Forest to city centre	Stockton on the Forest, Heworth	City Centre, Foss Bank, Foss Islands Retail Park, Stockton on the Forest	4	3	1	2.00	3	3	2	1	8	7.00	7	-1.00	

KEY
Scheme where feasibility work is programmed or some has already been done

- Abbreviations**
 Local Sustainable Transport Fund
 NCN
 National Cycle Network
 City Centre Movement & Accessibility Framework
 SPS
 Strategic Planning Scheme
 OGR
 Official Cycle Route
 SRT
 Safe Route to School
 LSS
 Local Safety Scheme
 SSSI
 Site of Special Scientific Interest
 BBAF
 Better Bus Area Fund
 CVIC
 City of York Council
 OLGW
 Our Lady Queen of Marys

* Added Value score based on the following factors:
 Tackles Safety (+3)
 Addresses pinchpoint (+2)
 Overcomes barrier (e.g. Ring Road, River, Rail, Stray/land (+2)
 Provides alternative route to major road (+2)
 Fills Gap in Strategic Route (+1)
 Link to new development (+2)
 Reduces Rural Severance (+2)

** Mean Added Value Score = average of 5 different officer scores

+ Overall Score = (Destination Factor + Mean Added Value Score + Usage Score) - (Cost Score + Buildability Score)

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PARISH COUNCILS	
Acaster Malbis	The Parish Council did look at the Route Network and noted that there was no impact on Acaster Malbis
Askham Bryan	Askham Bryan Parish Council wish to convey their thanks for the opportunity to study and comment on the Strategic Cycle Route Network. It has been both studied and discussed extensively by the Parish Council, at a recent Parish Meeting. Whilst we are aware that the new criteria may wish to remove us, we do request that Askham Bryan should remain connected to the Cycle Network. We wish to retain at least some if not all of our green cycle routes. A common reason that some of our Residents do not cycle, especially children, is because they perceive the roads are not safe ~ a failure to defend our green routes will ensure this never gets any better. That said, there are a number of residents who still do cycle to and from work within and around York, from Askham Bryan. They do need that protection afforded by a green cycle route. They are also rate payers and are deserving of the same service as all other rate payers within York. We would suggest that financial savings should not be given priority over the safety of Residents and their use of our roads. We would appreciate your efforts to retain our cycle routes within your network. I initially forgot to mention one of our largest cycle usersthe College! They have a floating population turn-over of up to 2,000 students and a large number of teaching and administrative staff. A large number of them travel to and from York by bike and would clearly wish to be able to continue to do so.
Askham Richard & Copmanthorpe	No response received
Bishopthorpe	No response received
Clifton Without	The Parish Council last evening considered the documentation, received under the above heading and have the following observations for your attention. The Parish Council have appreciated the cycle route through the parish area, from the River Ouse to the River Foss, which have always been well used by very many cyclists, but also pedestrians, both as routes to work and also part of routes for leisure. It is the very strongly held views of the Parish Council that all of the current routes through the parish area should be maintained within the strategic cycle route network. It is felt that best practice should always be retained for the good of all who utilise that system.
Deighton	<p>In response to your Cycle Network review, Deighton Parish Council would like to offer the following comments with regard to the southern end of the proposed route 068 which runs along the Parish boundary :</p> <ul style="list-style-type: none"> • The Tilmire is an area of Special Scientific Interest and an advertised cycle route would increase the volume of traffic with potential detrimental effect. • The cycle path is already a public bridleway and attracts walkers because of this - cyclists might pose a risk to those who already use this route. • The proposed cycle route leads onto a road which is already very dangerous to cyclists. • Increased maintenance costs are unacceptable. <p>Please could you take these comments into account when finalising your plans.</p>

Dunnington	On reading explanations of colour codes it seems you have a nightmare situation. As for Dunnington Parish we are very straightforward as follows :- Route 66 – From Grimston Bar via A1079 Hull Road – to York Road into Dunnington to Village Cross – turn right down to Village Greens and left along Intake Lane to end of road. In other words no change to the established route of existing Cycle Route 66 in respect of Dunnington.
Earswick	Earswick Parish Council met on 23rd July and discussed the 2012 Strategic Cycle Network Review. The Parish Council have asked me to inform you that they have no objections and support the proposals set out in the documents you supplied. Please let me know if you need any further information.
Elvington	No response received
Fulford	No response received
Haxby	No response received
Heslington	The Parish Council has looked at the review and can see it shows University Road (code 016) in red which is designated as on "the proposed Strategic Network which have been prioritised on the spreadsheet" and scores 10.05 making it, effectively, the 16th scheme in the priority listing - ie not very likely to be progressed in the near future. The Parish Council is concerned that what the spreadsheet does not take into account is the new student housing at the old Dairy site on Lawrence Street which will increase the potential usage enormously. It also takes no account of the substantial rise in student numbers and the HMO clusters in the area of Hull Road, Green Dykes Lane, Heslington Road &c. Nor does it make any comment on the danger of University Road to cyclists - or the way the buses do not have lay-bys.
Hessay	No response received
Heworth Without	The Heworth Without Parish Council offers the following comments on the proposed routes: 069 - essential & timely, considering the increasing use made of the Sports Ground & the desirability of encouraging citizens to go thither by bike 090 - useful; Stockton Lane is always busy with bikes. The section specified here is, however, ordinarily infested with parked cars, & we believe that any attempt to ban parking in Stockton Lane would provoke a hostile response. 124 - useful; many cyclists use this stretch of the Lane - parts of it, though, are really quite narrow; & outgoing & incoming cars - plus bikes! - don't get on.
Holtby	No response received
Huntington	<ul style="list-style-type: none"> Proposed cycle route through <u>Highthorn Road</u>: concerns raised as to the suitability of this road, although traffic calming in place, road is very narrow and a considerable number of parked cars line the road. <u>Huntington side of the River Foss</u> proposed cycle route: concerns reiterated with regard to suitability due to flooding and width of pathway.

Kexby	No response received
Murton	Murton Parish Council did discuss your Network map, but had no official response to make. The only comments that were made were concerns about the proposed cycle path running to the south of Murton village, near the light industrial estate. There were fears that it may encourage criminal activity in the area. The scrap-yard is already the target for regular thefts and the cycleway might enable an easier egress. The only other comment was, if lit, the cycleway would cause light pollution in the countryside.
Naburn	<p>Thank you for all your correspondence last month with reference to the above. We discussed the map at our last Parish Council Meeting and there are two comments Councillors wished me to comment on.</p> <p>The links shown on "previous adopted network 1996/97" - shown in green appears to link the with the network in "existence prior to 1996/97 study" and travel toward York along the side of the river. Councillors are of the opinion the land belongs to Yorkshire Water and would like verification of the cycle network giving permission for public use.</p> <p>The proposed link 123 would be of great value to the village, the area is, at the moment a safety issue for both cyclists and pedestrians, especially over Howden Dyke before joining the existing route.</p> <p>Once the Cycle Route Map has been confirmed, it is our intention to display a copy in our telephone kiosk (now our new information centre). We at Naburn appreciate your efforts in producing such information.</p>
Nether Poppleton	The Councillors considered the City Council's schedule showing cycle routes in the village. The Councillors expressed their support for plans to widen and improve cycling facilities across the River Ouse and East Coast Main Line. The proposal is to narrow the traffic lanes and build-out the pavement to enable cyclists to pass each other or pedestrians whilst slowing down traffic on a short section of the ring road. The Clerk is to advise the City Council's Cycling Officer of the Parish Council's support.
New Earswick	I am writing to confirm that Members from New Earswick Parish Council do not wish to make any formal comments on the 2012 Strategic Cycle Network Review.
Osbalwick	No response received
Rawcliffe	<p>Councillor Case outlined the proposals for the area and recommended full support of said proposals.</p> <p><u>It was unanimously agreed</u> to support said proposals for the area in and around Parish of Rawcliffe.</p>
Rufforth & Knapton	Councillors have not asked me to respond to the Strategic Cycle Route network consultation sent out in July. Rufforth with Knapton's councillors are mainly concerned with the Rufforth to Knapton Cycle Track and wish to see it completed as soon as possible. I can confirm that we received the consultation and councillors have looked at it.
Skelton	Skelton Parish Council did receive consultation pack and considered it. The Council resolved it did not wish to make

	any comments.
Stockton on the Forest	No response received
Strensall & Towthorpe	<p>Thank you for providing the information and assessments relating to the Strategic Cycle Network Review (SCNR) and for offering Strensall with Towthorpe Parish Council the opportunity to input to the review.</p> <p>We would like to open by confirming our support and commendation for the significant and valuable building of cycle infrastructure over the last 15/16 years. It affords, residents of York, leisure and commuting amenity in a safer environment, benefiting all road users.</p> <p>It is on the aspect of safety that we would like to open our feedback on the SCNR. Whilst we are pleased to see a comparable assessment of all schemes has been undertaken, the predominant focus appears to be on ease of construction and cost. There appears to be no value assessment given to safety, in terms of the scoring basis and the risk improvements for the users of the proposed schemes.</p> <p>We feel strongly that a revised assessment and weighting basis is required, in order to avoid naturally selecting against non-central development, where costs are likely to be higher. On the assessment and scoring system, currently applied, central York schemes are likely to command an unfair advantage. Indeed the assessment provided to us shows this skew, meaning a disproportionate number of the low scoring schemes are those further distant from the centre of York.</p> <p>In addition we would question how the assessment and allocation of investment is linked to the Local Transport Plan. It is not apparent from the documentation to what extent the scoring has taken account of alignment to the strategic aims of;</p> <ul style="list-style-type: none"> • Providing Quality Alternatives to the car to provide more choice and enable more trips to be undertaken by sustainable means. • Improving Strategic Links to enhance the wider connections with the key residential and employment areas in and around York, and beyond. • Encouraging Behavioural Change to maximise the use of walking, cycling and public transport and continue improving road safety • Tackling Transport Emissions to reduce the release of pollutants harmful to health and the environment. • Enhancing Public Streets and Spaces to improve the quality of life, minimise the impact of motorised traffic and encourage economic, social and cultural activity. <p>With regard to specific considerations concerning Strensall and Towthorpe, we have two points of note:</p>

	<p>Scheme 119: We wonder whether the “Potential usage” assessment is conflicted, on the following bases:</p> <p>Current likelihood to use that route; usage would likely be higher, and grow, if a safer route were offered (for leisure and commuter use).</p> <p>The assessment notes that this scheme is “much requested” (this does not appear against any other scheme) whilst usage is considered low/medium – this appears contradictory to the demand noted.</p> <p>We are concerned at the lack of further proposal for developing Cycling amenity in the Parish area. We would welcome additional proposals to support alternatives to car based school runs and to facilitate recreation and exercise.</p> <p>It is for the above reasons the Parish Council is concerned by the proposals outlined in the SCNR. Furthermore we are anxious that Strensall and Towthorpe will run a continual disadvantage and, therefore, be consigned to a substandard cycle network infrastructure. In particular the continued lack of a link to the existing cycle path network (and by extension the York City centre).</p> <p>We call for the assessment to be recalculated on a basis which provides a fairer opportunity to all schemes, taking account of safety (protection of life), real demand (to allow for gain when built) and strategic alignment to the Local Transport Plan.</p> <p>We consider it may be appropriate to split assessment and funding arrangements for development of the cycle networks, for instance, between ‘central’ and ‘outer’ York. As such it may provide for a fairer scheme comparability basis, as we propose.</p> <p>We look forward to your thoughts and confirmation of any changes considered in light of our feedback.</p> <p>Again, thank you for the opportunity to input.</p>
Upper Poppleton	No comments to make
Wheldrake	<p>The information you sent out was discussed at the Parish Council meeting held last Wednesday 25 July. It was agreed that we would like the green coloured route from the west end of the village via Benjy Lane and which links on to New Road in Deighton (past the North Selby Mine site) to stay on the new map. This link is useful to provide a safe route to Escrick and via Naburn to the National route along the old East Coast Main Line formation. If the North Selby proposals are approved it could provide a route for locally recruited employees and it may be that the developer could be required to make some input to its development and maintenance.</p>

Wigginton	The review documents were considered last night by the Parish Council's Planning Committee and I have been asked to raise with you the following point. The route 114 Wigginton Road priority level should be raised to HIGH. The Parish Council has for some time been raising concerns about pedestrian (and cycle) safety along Wigginton Road. This is a fast feeder road in both directions without footpaths or a safe cycling route. We have previously expressed concerns to the C of Y Planning Team and currently we are trying to arrange to meet with them to discuss our concerns. Your review states the level of build ability as DIFFICULT due to nature of adjacent verge. We believe that this improves the opportunity to build a cycle way not reduce it. If the aim is to improve safety and reduce the number of vehicle on the road then this should clearly be a high priority. I look forward to your comments.
ELECTED MEMBERS	
Cllr. A. D'Agorne	<p>I suggest that the route from Fulford Rd along Kilburn Rd and through the allotment to the University should be retained – it is well used by students, though I realise it would be better if the proposed diversion along the edge of the allotments had been completed. I also think Cemetery Rd should still be in at least to junction with Kent St/Hes Rd. and the path from St Lawrences School on Hes Rd over the stray to join the West –East track should be kept as potential route to school (or more likely downhill from school!)</p> <p>Moving down into Fulford, I would question dropping the path from near Fordlands Rd down to the river since this is supposed to be a planning condition of Germany Beck. Also the red routes on Germany Beck need to join up (ie include School Lane and Heathmoor Drive) otherwise they are pretty meaningless.</p>
Cllr. D. Levene	<p>Thanks for this. I have a few questions/comments regarding scheme 16 (University Road/Field Lane):</p> <ul style="list-style-type: none"> • Destination Factor <p>The scheme should be given an additional 3 points under “Destination Types”: 1 for shops and 2 for leisure destination. For shops:</p> <ul style="list-style-type: none"> ○ The West Campus has two supermarkets, a number of shops including a bookshop, a print shop, an off-licence, a bank branch and a couple of others ○ Heslington Village has 4 bank branches, a Post Office, a grocery shop and a couple of others <p>For leisure destination:</p> <ul style="list-style-type: none"> ○ The Village includes the Sports Pavilion which is used by local football and cricket teams that is about to undergo a major refurbishment ○ The West Campus has a Sports Centre which includes a gym, squash courts, a race track, an Astro turf pitch, and several sports fields. These facilities are used by a variety of community groups. ○ Of course the new Sports Village at the East Campus, one of the key leisure centres within the City that

	<p>includes one of the best equipped swimming pools in Yorkshire, a state-of-the-art fitness suite, studios, one full-size and three 5-a-side 3G pitches, and will be home to York Athletics Club in the near future with an athletics park and 1km circuit).</p> <ul style="list-style-type: none"> ○ The University also features around 200 student societies and 60 sports clubs covering a range of leisure activities; a number of drama and audiovisual facilities such as recording studios, performance areas and screening spaces all to the highest specifications, and a plethora of catering and social spaces. <p>This would give a total of 12, rather than 9, points, and so a Destination Factor score of 3.00 rather than 2.25 and an Overall Score of 10.80 rather than 10.05. This alone would move the scheme from 16th place to 10th.</p> <ul style="list-style-type: none"> ● Mean Added Value Score <p>Can you provide a breakdown about how you arrived at a score of 9.80? This scheme would have a big impact in terms of improving safety and addressing a pinchpoint (both of these relating to the interaction of cyclist, buses, and other traffic – Jonathan Pickles, a CYC Transport and Safety Engineer who I’ve CCd in, can provide more information on this) and should certainly score full points for both “fills gap in strategic route” and “link to new development” (the latter of course being the Sports Village, the still-growing East Campus, and potential development of the old Lawrence Street dairy site into student accommodation)</p> ● Usage Score <p>Does this take into account at least 1 extra college of 500 on the East Campus from this October, potentially another college after that, the aforementioned dairy site development, and the trend towards cycle usage as identified in the recent AECOM survey and planned into the University Travel Plan (Jeffrey Stern, a Parish Councillor, can provide more information if needed)? If not then I would strongly imagine this will be a 5 rather than a 4, giving an Overall Score of 11.8 and 4th place.</p> ● Cost Score <p>Does this take into account the very real possibility of a substantial University contribution? Again, Mr Pickles has been working on this and can provide more information. Though in all likelihood it would still probably remain in the £50k-250k band.</p> ● Buildability score <p>Once again, Mr Pickles has been doing some valuable work on this that may be of relevance, but a “medium” rating on this is probably fair.</p>
<p>Cllr. N. McIlveen</p>	<p>I have no comments to make at this stage other than a general gripe that as a long term cyclist (and motorist, motorbiker and walker) it is frustrating that one often has to get off the bike in order to negotiate awkward road</p>

	junctions / barriers and anything that can make a seamless connection between various routes is to be encouraged.
GENERAL PUBLIC	
Mark Davies	<p>Link 114 – Residents of Wigginton have no choice but to get in the car as it is too dangerous to cycle. It will be costly but instead of having to go through Haxby it would be great. Apart from Haxby there is no cycle route. Many residents of Haxby / Wigginton work on Clifton Moor so there will be the use.</p> <p>Links 070 / 072 – They also need to be in the plan to enable residents to cycle into the city.</p>
Romy Dunn	<p>Ref No.28 – I have been until recently a regular (3/4 times a week) user of this route using the pavement alongside the Knavesmire. This pavement is the same width for its whole route but shrinks seasonally when the hedge grows. Rather than uprooting the hedge why not pay for a regular summer trim. Along with signs asking cyclists and pedestrians to share the path nicely this would bring a well used route back into use.</p> <p>Consider the alternatives – would you allow your child to cycle alone in the dark down the racecourse path? No. Would you allow your child to cycle south down Bishopthorpe Road in the dark? No again!</p> <p>There are other routes where pedestrians and cyclists live happily together so please consider this one too.</p>
Lucy Pell-Walpole	<p>I am a council employee, working in libraries including Bishopthorpe, Dringhouses and Haxby. I cycle part or all of the way to each library in a daily commute.</p> <p>Therefore the following routes are particularly relevant to my journey:</p> <p>#54</p> <p>A new route here would be very useful, benefiting students, commuters and anyone from Bishopthorpe wishing to get into the city. Existing options over the ring-road bridge are either a narrow, badly paved footpath with little/no space to pass pedestrians without mounting the verge, or a fast, bumpy road containing frequent drains which must be avoided, bringing the bike into the path of traffic, or ridden over, causing potential damage to wheels/frame. (The issue of on-road cycle-paths containing regularly placed drains which bikes must navigate is city-wide.)</p> <p>#114, #55</p> <p>It appears (from the hard copy map available in libraries, though not from the website version) that several direct routes North of the city are proposed to be removed and replaced with routes further from built up areas, e.g. #114. Is there a need to remove useful existing routes while adding appropriate new ones?</p>
Robert Elliott	<p>It appears that the red route Number 82 would be off-road- because a blue on-road route already exists. If so that would be helpful as a safer alternative to using Tadcaster Rd.</p> <p>It would also be good however if the South end of route Number 82 could be linked to the East end of Number 106 because this would take the off-road alternative to Tadcaster Road further South.</p> <p>Looking at the Blue circular on Micklegate Stray/ Knavesmire- on the South(ish) West part- on the Knavesmire- adjacent to where the map has a label saying Race Course- it would also be good if there was another single crossing point around there to Whin Road.</p>

	<p>From Whin Road- a route could be extended to Dringthorpe Road and then to Middlethorpe Drive. This would even further increase the off-road alternative to Tadcaster Road.</p> <p>There may even be an off-road path possibility linking Middlethorpe Drive to the Askham Bar round-about, furthering the same policy.</p> <p>I think in relation to Link No. 82 and where I have suggested extensions to this, that the character of the Knavesmire should be taken into account in developing the cycle path. In my view, a wide concrete path should be avoided, and perhaps thinner gravelly paths would be less intrusive and more in keeping with the area.</p>
Catriona Tippin	<p>There are many good ideas in your Review, but I feel three fundamentally important issues need to be sorted in York's transport/traffic/cycling strategy, and my third point is specifically about one cycle route into the city centre:</p> <p>1 - York's 'ring road', the A1237, needs to be widened to dual carriageway throughout, with appropriate junctions at every arterial route into the city. Until this is done York's traffic problems will continue, and the planning of cycling etc will continue to be piecemeal and unstrategic.</p> <p>2- York's bus service is lamentable. It consists of infrequent buses, on bus routes which are shortened or curtailed or removed, and are all inadequate. At the bus stop I use most frequently, for years there has been a pathetic waste of electricity on a digital display which counts down to fictional bus arrivals, proclaims a bus due, then returns to displaying a 10 or 20 minute countdown again - whether a bus has arrived or not. This bewilders tourists, or anyone who has come across a real 'bus due' display as used elsewhere. York needs frequent buses, with correct arrival times displayed. This would encourage drivers onto public transport.</p> <p>3 - York's cycle network is uncoordinated because of the historic nature of the city and its narrow main roads, etc. But uniquely you have a big opportunity to transform one route into the centre, for cycling and public transport. The plan for the 'park and ride' for the A59 appears to involve attempting to take more buses down Poppleton Rd - a route where a typically bad mix of cycling and cars/buses occurs. When Poppleton Rd is wide enough for cyclists to use the road, a cycle track is provided. When Poppleton Road narrows (Carrington Ave /Oak St area) - there is no cycle track, nor anywhere to create one. I'm sure this sort lipservice to traffic 'management' puts people off cycling.</p> <p>My suggestion is to create a cycle track, and perhaps bus lane, from the A1237 all the way through the old British Sugar site, then following the railway line to the 'Teardrop' site, all the way into the city centre. This could be a proper planned cycle track, not a bit of painting on a busy road, and an opportunity for some real cycling strategy. A lot of the cycling planning I've seen recently in York only creates bottlenecks and inconvenience and pollution, and doesn't appear to be creating any increase in the use of cycles, unfortunately.</p> <p>I mention this potential cycling route as I know this area of York, I hope more strategic planning could be used on other routes into York too. Bottlenecks etc etc help no one, and do not encourage cyclists.</p>

Anthony Hammersley	<p>Ref Item 111</p> <p>We write on behalf of the St Martin and St Helen PCC.</p> <p>The northern exit from the suggested bridge appears to presume access to Coney Street across the churchyard of St Martin. This land is owned and controlled by the PCC on behalf of the church and the Church Commissioners.</p> <p>At present the public has access across the churchyard to City Screen and other business tenants of the site by virtue of a licence granted in favour of the business tenants and their customers for their business purposes only. There is no public right of way.</p> <p>We note that the consultation document rates this item as very difficult and expensive to achieve. We concur with this assessment.</p>
David Whiter	<p>Having read the introduction and viewed the maps I'd just like to say that crossing the river remains a problem. The lack of a safe route across Lendal Bridge and the difficulty in carrying a bike over Scarborough bridge render any journeys by bike in this direction difficult entailing a large loop around Water End.</p>
Dr Ambrose Field	<p>Regarding the consultation, the cycle route from Bishopthorpe to town marked priority 94 is quite dangerous currently and really could do with a much higher priority.</p>
Chris Rainger	<p>Whilst I welcome these proposed improvements, I would like to also encourage the council to be bolder in its use of painted cycle lanes on roads, to provide more continuity in the prioritisation of the right of way of cyclists over vehicles</p> <p>At present, many cycle lanes end where the road narrows, giving the impression of priority to vehicles over cyclists just when the opposite is required.</p> <p>There are many examples, but one is on the northbound lane of Fulford Road at Cemetery Road. Here, the cycle lane stops where the road divides to provide a right turn lane, so cyclists and drivers have to share the remaining available lane. I always feel nervous here and when walking past I have seen many occasions where cyclists are in unnecessary danger by cars trying to squeeze past.</p> <p>In other parts of the country, I have seen similar situations where the cycle lane continues at its normal width and reduces the apparent width of the vehicle lane. This works well, as when there is no cyclist, the vehicles use the cycle lane as part of their space, but when there is a cyclist in the lane they give way by slowing to drive behind until the road widens again or they overtake by crossing the centre line of the road.</p> <p>I see no reason why such a design could not be adopted in York and I'm sure cyclists and motorists would welcome an improvement in the definition of space on shared roads.</p> <p>The other area where cycle lanes stop just where they are needed most is at crossings and other short narrow points. Again, the same approach of continuing the cycle lane through the narrow point would show clear priority to cyclists</p>

	<p>and make cycling safer.</p> <p>I hope these suggestions are clear and helpful and will be given serious consideration.</p> <p>I would be very happy to discuss them further, should you wish.</p>
Paul Hepworth	<p>I've perused the many parish/ward-based maps for the above consultation, and offer the following personal comments. Copied to Richard Twigg who may wish to respond formally and with additional comments on behalf of CTC.</p> <ol style="list-style-type: none"> 1. The existing and planned Park & Ride sites will be significant attractors for "cycle & ride" journeys. They and the existing/planned cycle links that serve them should all be included. 2. Sustrans have a long term ambition to link York with their route from Thorp Arch/Wetherby. Not sure where this is intended to enter CoYC territory, but it may be useful to have an indicative route on the York maps. 3. Acaster Malbis - Question the value of the purple-highlighted route to Tadcaster/Leeds via minor roads. A route from Acaster Malbis should now perhaps utilise the Bilborough flyover and the minor roads route described next below. 4. Askham Richard - York Road has an existing signed cycle route sign (Highways Agency) to Tadcaster. Presumably this is intended to direct cyclists to their route alongside the A64. Cyclists who follow this route from Askham Richard can avoid the A64 by turning off just it, and instead follow a quiet route via Cat Lane into Bilborough thence Moor Lane and Catterton Lane to join the old A64 east of Tadcaster, into that town. 5. Deighton - May be useful to indicate the short offroad cycle link south of Deighton, which runs alongside the A19 northbound carriageway into Escrick. That has a signed A19 crossing point with a rural road continuation towards Skipwith etc. 6. Bishopthorpe - To help cyclists travelling to/from the West/Bolton Percy direction, suggest that a route is signed from Moor lane into Bridge Road thence a short spur of Copmanthorpe Lane to the motor vehicle closure point with the Sustrans path. 7. Holgate - Does route 017 include any improvements to Cinder Lane footbridge that could ease the wheeling of bikes up/down the steps at either end? It could do with lowering plus ramping at the City end, but this would require Network Rail co-operation and future developer funding from York Central. 8. Naburn - Is there scope for a short offroad link alongside the A19 southbound carriageway, south of Crockey Hill, between the junctions with Wheldrake Lane (for Wheldrake) and Howden Lane (for Naburn). This would require a A19 crossing (possible centre refuge) and facilitate local utility/leisure journeys and create a link from the Wheldrake area to the Sustrans path at Naburn. 9. Heslington - Suggest an A1079 inbound offroad path or on-road with-flow lane, between the P&R site and Field Lane. This would assist inbound travel from the area of the A64/A1079 roundabout, towards the City centre.

	<p>10. Huntington - Note that the stadium developer has now offered a signalled crossing of Jockey Lane into the existing Kathryn Avenue. The latter to be truncated and act as an access to the stadium and other developments.</p> <p>11. Askham Bryan - I spotted some intriguing bits of road/lane/path just north of Manor Heath roundabout, which might jointly have scope to create a cycle route between Askham Richard/Bryan and York College. Attached Google earth image refers. If it could fit into your grand scheme (which I'm currently reviewing) might it be a serious contender...?</p>
Rachel Baker	<ol style="list-style-type: none"> 1. Upper Poppleton - I feel the proposed crossing of the A59 at the Red Lion Bridge could be problematic given its location on the rise of the road as it goes over the railway line together with the impact of the Park & Ride on traffic movements and driver behaviour. The extension No. 115 to Hessay will certainly be an attraction to "touring" cyclists, avoiding the A59, but I'm not sure whether - in its suggested layout - residents of Hessay looking to travel into York/cross over the river to the Sustrans route 65 etc, would not be equally well-served by bringing the route either down the A59 or through the Park & Ride site to join up with the new road layout at the junction with Station Road in Poppleton. Alternatively, is there a possibility of bringing the route through Northminster Business Park to join Knapton Lane instead? In addition, cyclists approaching the junction between Black Dyke Lane (termination c extension 115) and Station Rd have to be aware of cars/vans parking up abruptly outside the post office plus commuting traffic zipping across. 2. Upper Poppleton - Proposed extension No. 122 terminates in the old British Sugar site, which I assume is due to uncertainty as to how this area is going to be developed. Should you not indicate an intention to have it ultimately connected to Millfield Lane? Also, is there anyway it can be extended to join the end of the Great North Way as there are several businesses in that area (plus sites still to be developed) whose employees work unsociable hours on low pay and they may be encouraged to cycle if their journey to work were to be made easier. 3. Nether Poppleton - Please could you give consideration to cyclists who use the Sustrans 65 route to travel north up to Skelton and then need to cross the A19 to journey eastwards e.g up to Sutton on the Forest, Sherrif Hutton etc. I would have thought this was a frequently used route and crossing the A19 can be a pain in the neck. 4. Fulford - Re. proposed extension No 93 along the river bank. I thought Fulford Ings was an environmentally protected area? Would you be allowed, and is it appropriate, to put a cycle path down the bank? What would be the maintenance costs given the flooding issue? I haven't been down there for quite a while but when I did live in Fulford there used to be several houseboats moored up there with vans parked etc which might be an issue. As an alternative have you considered constructing a path (e.g. a raised timber path) along the back of the Ings (i.e. along the edge of the property boundaries where the existing path is) and then turning up the track by Gate Fulford Hall to join Fenwick's Lane & out onto Fulford Road?
Mr. C. J. Edghill	I would like to object to route 59 as a walker in this city this is one of the few areas where a pedestrian should be able feel safe although the City is poor at enforcement on cyclist as they are out of control and cycle where they

	<p>please and break every law they can route 59 should not be given over to cyclist even though they use this route already. The Lendal bridge end is narrow and cyclists come flying down the hill after riding on the footpath bringing them into conflict with walkers. I myself have been nearly knocked over on several occasions the foot path up the hill is also narrow. When are the City council going to do something for pedestrians in this city instead of allowing cyclists to do as they please.</p> <p>I will also say that if I am knocked down by a cyclist on this unsuitable route I will take action against the city, and the cyclist. When is the council going to do something about cyclist in this city instead of encouraging them to do as they please.</p>
Patrick Ray	<p>Thank you for the opportunity to comment on the proposals for the Strategic Cycle Route Network. The reasons why it's important to have safe cycle routes are obvious. Nationally, there was a 16% rise between 2010 and 2011 in the number of cyclists seriously injured on the roads*, and anyone who regularly cycles in York, or even reads some of the anti-cyclist (and anti-pedestrian) vitriol on the Press website will have a good idea why. I am in favour of York having all the provision for cyclists that it's feasible to put in place, and the city has done a good job already. I'm particularly impressed by the route between Rawcliffe and Layerthorpe, using the old railway line to provide a traffic-free route into the city centre. The road markings on the Crichton Avenue/Burdike Avenue roundabout are excellent, guiding you neatly into the right lane for the exit you need to use. I use my bike for commuting from Rawcliffe to Fulford, generally following the route along Bootham and through the city centre on the outward journey, and coming home via the Millennium Bridge, Skeldergate, the riverside path, Salisbury Road and Water End. Generally speaking, I am quite happy with the existing cycling facilities on these routes, with the following provisos:</p> <ul style="list-style-type: none"> • The existence of on-road parking on the south side of Clifton Road (just before The Avenue, if I remember rightly), causing a discontinuity in the cycle lane that forces riders to pull out into the traffic flow, is less than ideal. • It's fairly common for drivers to park illegally on the cycle lane outside the Londis shop on Clifton Road and outside the takeaway on the south side of Bootham, just before Marygate. Similarly, Low Petergate can be unpleasant early in the morning, with numerous delivery vehicles (including articulated lorries far too big for the narrow streets) parked on double-yellow lines, and car drivers mounting the pavement to get past them. • I come back along the wrong side of the Ouse, crossing it twice, partly because there's no satisfactory westbound cycle route through the city centre (and in fairness I can't see how one could easily be provided) and partly because I think the approach to the Clifton Green junction along Clifton Road is dangerous. I used to use it, as the most direct route home. However, as a cyclist wanting to go straight on, you have the choice of reaching the advance stop line either by squeezing along the nearside of vehicles in the left-hand lane - there isn't enough space to do this safely - or pulling out into the right-hand lane, where you will be wrongly positioned if the lights change to green before you reach them. On top of that, there is the hazard posed by very long

	<p>bendy buses pulling up at the Clifton Green stop. From time to time, the junction is obstructed by motorists who have illegally stopped on the box markings because the tailback of traffic from Salisbury Road stretches all the way back to Clifton Green, and prevents them getting onto Water End from the A19. This is well documented: the police issued a warning against the practice, without much effect. For a cyclist, the approach to Clifton Green along Water End is, currently, far safer.</p> <ul style="list-style-type: none"> • Having said that, you won't be surprised to hear that I think the decision to remove the existing on-road cycle lane on Water End at the Clifton Green junction is insane. I have been over this many times before, so suffice to say that there is no evidence justifying this in the report submitted by Council officers, and it is clearly no more than a sop to a vocal minority of motorists who refuse to confront their own responsibility for causing congestion. This stretch of road is clearly marked on the maps accompanying this consultation as an established cycle route. To talk about the need to close gaps in the existing provision in order to complete a strategic network, while simultaneously being committed to <i>removing</i> a crucial and safety-critical stretch of that same network, is utterly perverse and illogical. • I have some reservations over Priority 102, the path round the lake in Rawcliffe. From long experience as both a cyclist and a pedestrian, the two don't mix on the same path unless there's a clear division into two dedicated halves, and I don't think there's enough room for that in this case. Pedestrians are on edge in case someone comes charging up on a bike, and cyclists are frustrated at constantly having to weave between pedestrians.
Peter Huxford	Bishopthorpe Map - what is proposed for the banks of the Ouse on this – doesn't look realistically achievable.
Henry Bainton	<p>I like your ideas in general very much, and this is important work. However, I think :</p> <ul style="list-style-type: none"> • that provision should be made for a cycle route through the Footstreets area as a matter of urgency - crossing York (from, say, Bootham or Clifton to Hull Road) can be a frustrating process at the moment • I'm not sure I understand your value added scoring, because it seems that too much depends on 'safety' and not enough on ease of use. For example, one of the simplest things you could do is remove/change the gates in Tower street gardens, which is currently ranked 25 in your list. It's clear enough that the gates as they stand at the moment are not unsafe. However, navigating the gates involves a manoeuvre that almost always proves stressful for pedestrians, and in fact makes it very unclear that there is a cycle route going through the park at all. Removing the gates will signal clearly that there's a route going through the park and pedestrians and cyclists would be clearer what bits of walkway can be used for what. Would there be any scope to include a score for ease of use/likelihood to encourage cycling? Surely the point of this plan is to get as many people out of cars and on bikes as possible. • A more general point is that much still needs to be done to mark cycle paths more clearly so that cyclists and pedestrians do not stray into the wrong areas.

	<ul style="list-style-type: none"> Have you considered a fact-finding trip to Danish or Dutch local authorities to see how cycling routes are planned there?
Dr Mick Phythian	<p>Rawcliffe route #037 - As managers of the land involved in the 'proposed' route across Rawcliffe Meadows we feel it would have been polite to consult the actual Friends of Rawcliffe Meadows directly before publishing this. As it is, as far as we know, this is not the potential route agreed with the landowners the Environment Agency being several versions out-of-date.</p> <p>Any route on or through Rawcliffe Meadows will affect hay cutting, collection and quantity and must take into account the management of the site, which is one of the Council's draft SINC sites.</p> <p>Whilst it is difficult to see clearly at the scale provide where route 037 is intended to go, as it stands it is unacceptable.</p>
Alison Bayliss	<p>Comments re the proposed cycle routes (Strensall)</p> <p>The majority of the green route proposed in 1997 but not developed is alongside the River Foss - a muddy track that floods, is uneven and often overgrown. I do not like walking along it, and would not contemplate cycling along it. By a" means drop it from the cycle map, BUT there is a need for a cycle route through and out of Strensall. I was disappointed to see the route along Strensall Road (red) is way down the priority list. Strensall lies within the city of York, but has only a few metres of cycle lane.</p> <p>I cycle at my peril down the main street (The Village) to get to the village school, but would not contemplate cycling into York due to the volume of cars, lorries and buses using the Strensall Road at peak times. Please reconsider way of getting Strensall residents onto the cycle paths that the council is so proud of by creating an off road cycle path to the ring road</p>
Stuart Brown	<p>As part of my reply to the consultation I would like to stress the importance of Strategic Route 070 (Bumper Castle - Wigginton Rd - Nestle) in terms of cyclists safety.</p> <p>I am a regular Road user and cyclist but would not cycle on the B1363 between the Bumper Castle and Nestle due to the unlit road and speed and proximity of traffic. I feel sorry for the cyclists that do cycle here and feel it is a matter of time before an accident will occur. I know there are alternatives, but there is room for a cycle path on the verges.</p>
John Mackle	<p>Please can you explain or point me to where I can find out in more detail what is being proposed. All I can see is a series of maps which I understand mark where cycle routes might be expanded. But how? On road routes, off road routes, signposting, traffic calming? In the absence of any detail, it is difficult to comment how useful a suggested route is going to be or not.</p> <p>I use 21 73 71 and 3 a lot.</p> <p>What about Dalton Terrace and the Iron Bridge which is a key junction?</p>

	The map seems to be lacking points to cross the ring road for example to access countryside west of York.
Christopher Rutherford	<p>As a life long cyclist I am far from convinced of the need to create a citywide network of cycle lanes. I believe they have value on busy routes into the city centre but when you get out into the suburbs the number of parked vehicles will always makes them more or less unusable. Cyclists will not use a route simply because it appears on a plan as a designated cycle route. In my experience they tend to pick the shortest route to get to their destination. I suggest that a far better use of money would be to identify those points on the road network that are either off-putting or just downright dangerous to cycle users and make changes to remedy those problems. You don't really add anything by painting white lines on the approach. You cannot limit those safety improvements to some routes simply because you have designated them as cycle routes. Although experience tends to lead a person to believe that for the most part provision will only be made to improve the lot of either cyclists or pedestrians if it will not inconvenience car drivers I would suggest that until there is a culture shift that is comfortable taking road space away from cars even when it will result in more delays for car drivers nothing of substance can be achieved to improve the lot of either cyclists or pedestrians. Having said that the introduction of 20 mph limits on most roads will certainly contribute to a safer feel to a cycle journey</p>
Kevin Dixon	<p>Thank you for the opportunity to provide input.</p> <p>Firstly I would like to make the comment that it is not possible to view the whole plan without downloading multiple documents. As someone who cycles all over York, it would be appreciated if I could have access to an overall document (online) so that I can properly comment on the priorities. By only providing parish plans, the consultation is fundamentally flawed. Provide an online picture that can be zoomed in?</p> <p>More needs to be done for outlying districts to provide cycle lanes away from heavy traffic, there has been too much emphasis on inner city cycle lanes. For example, cycling from Deighton to the University requires a significant detour westwards before the Selby cycle track can be joined and that takes you in a direction that adds significant mileage. The cycle lane that currently exists alongside the busy A19 between Escrick and Deighton should be extended to the A64 roundabout providing a more direct link to the Fulford shopping area (our nearest) and the University.</p> <p>There are insufficient cycle lock facilities in the inner city. Too many large cycle parks often full, not enough small localized ones.</p> <p>Supermarkets do not provide enough secure cycle lock facilities. The cheap wheel only style brackets screwed to a wall are not secure enough - you can not get a U-lock through them and the bike frame. They need to provide the large diameter tube hoops that are properly concreted in place and not just expansion bolted to a paving slab. Poor examples are Asda at Monks Cross, Aldi at Fulford, Tesco. More needs to be done at the Planning stage to ensure there are sufficient high quality cycle locking facilities covered by security cameras for these developments. Existing poor facilities need to be pointed out to give them the opportunity to upgrade and if they do not, then publicly state</p>

	where poor locking facilities are to encourage upgrades.
Dr Jeffrey Stern	<p>Heslington village road scheme (Ref. 016).</p> <p>I am a long-standing Parish Councillor for Heslington and a member of the University Liaison Forum but wish to register my views with you on the proposed scheme as a private resident.</p> <p>Unfortunately this issue has generated a great deal of heat and not much light. The anti-petitioners mounted an aggressive and effective campaign to stop everything in reaction to CYC's initial project that was in some ways too revolutionary and which made one bad mistake – that of making more traffic penetrate the village through School Lane. Unfortunately, even after this was corrected, local people (including most of the PC) were blinded to the potential good effects of the scheme and CYC have never managed to popularly progress further without inspiring an inevitable blanket antagonism.</p> <p>As I see it the following possibilities and objectives should be pursued:</p> <ol style="list-style-type: none"> 1. An integrated safer scheme for traffic, cyclists and pedestrians for the whole of Heslington and University is the ultimate goal. The key-word is “integrated”; one piece alone will not be effective. 2. Motor traffic particularly through-traffic - must be discouraged from the whole area. This can be achieved by: <ol style="list-style-type: none"> a) making that part of Field Lane between the school and Church one-way. b) improving signage so that more traffic uses Innovation Way (though I personally do not see that this will make any substantive difference). c) controlling the heavy use of Heslington village Main Street for commercial purposes – it is wrong to allow cars to manoeuvre endlessly and dangerously; park on or over footpaths (opposite the NatWest bank for example) and jam the village. This is at a time when, because of the very substantial rise in student numbers, more pedestrians than ever use the village for banking, snacks, pubs etc; it is a potentially lethal mix. Those who come to Heslington by car (and I believe there are many hundreds every day) are a real problem which needs addressing. It never has been - yet it is a core source of problems. Coney Street has been pedestrianised for years; it is Main Street's turn. Parking should be by permit for residents only. What seems to be missed is that all the traffic that uses Main Street has to use the surrounding roads to get there. <p>The only recent change made by CYC to the area was to <u>add</u> more short-term parking spaces to Main Street which in my view was an entirely retrograde step.</p> <ol style="list-style-type: none"> d) Deramore School drop-off point within the school grounds is essential. <ol style="list-style-type: none"> 3. Cycling; this is on the increase in the area largely due to the University's constructive efforts – but also because of the rise in student numbers. The University has recently reported in a recent traffic survey that cycle journeys have

increased by 32.5% (rising from 4,347 in 2011 to 5,764 this year).

The only new planned cycle route worth pursuing is one that is obviously accessible, joins desire points and extends far enough for a useful journey. What is therefore required is a route that joins the village, university road and the two campuses. The only route that does this needs to involve that part of the dual carriageway at the head of University Road that would become redundant as envisaged in CYC's original scheme. (Sending the route through the back of the Church would be a useful add-on perhaps but it is not primary or obvious enough). This would then also connect with the most important part of the whole scheme; a dedicated cycle path along University Road which is at present dangerous for cyclists. Local people widely recognize that this is "an accident just waiting to happen". The University Road cycle path must be given a very high priority in the Strategic Cycle Network Review – at the moment it is just 16th in the list which is just not acceptable. The Review does not take into account the fact that student numbers have now reached 15,000 (which was not anticipated by planners until the end of the decade). This substantial rise in student numbers and the fact that so many travel from HMOs in the area to the University, coupled with the fact that the old Northern Dairy site residence block is almost ready, all contribute extra urgency to this project.

4. Buses; these are substantially employed and on the whole work very well. There is one real problem which is at the pick-up point by the University bridge. Because there are no lay-bys provided (and they could be – there is the space) they block the main road. Moreover pick-ups for both directions are side-by-side so the road frequently totally jams, with resultant bad-tempered and dangerous drivers – putting both cyclists and pedestrians at peril.

5. Historic sense of place; I do believe that gaining some extra green space outside Heslington Hall is well worth doing. For the same reason I believe that Church Field should not be changed by the intrusion of cycle paths. I do believe that more green space would be some recompense for the destruction of Dean's Acre.



**Cabinet Member for Transport,
Planning and Sustainability Decision
Session**

13 March 2013

Report of the Assistant Director of City Development and Sustainability

Sustainable City Progress Report

Summary

1. The purpose of the report is to provide comprehensive update on progress against the Sustainable City actions set out across the Council Plan 'Protect the Environment Theme', The WoW City Plan and the Climate Change Framework and Action Plan.

Recommendations

2. The cabinet member is asked to note the significant progress made towards the headline objective of being a leading sustainable city where activity is being led by City of York council.

Background

3. The City of York is committed to being a sustainable city that reduces its carbon emissions by 40% by 2020. Full details of the City's commitments are detailed in annex 1.
4. The Council has a sustainability team who are directly responsible for the sustainability agenda. This team works closely with colleagues in waste, housing and transport and external partners to help deliver the sustainable city ambitions.
5. To date existing staff have had to balance delivery of internal and outward facing programmes to tackle the climate change element of the sustainable development agenda within existing resources and budgets.

6. The following summary confirms the progress made in 2012/13:

City-wide Climate Change, Energy, Energy Efficiency and Renewable Energy work in 2012

7. **Wrapping up York** (funded by external CERT funding) has successfully installed **over 1600 energy efficiency measures** in homes across York.
8. Completed an **energy efficiency area based CESP programme** in the Hull Road area of the city and **installed over 350 energy efficiency measures in homes.**
9. A successful secured Department of Health funding for City of York Council in partnership with Age UK, York and Yorkshire Energy Partnership for **Winter Warmth Funding** to assist and give advice to older people on how to keep warm over the winter period. A grant of £18K ensured that the partnership could offer a range of measures to vulnerable older people.
10. A successful bid through the Leeds City Region which accessed funding from the Department of Energy and Climate Change (DECC) to test key elements of the new Green Deal framework. This **solid wall pilot** sees the Council in partnership currently working in three areas in the city helping private residents to insulate hard to treat homes (i.e external wall insulating render). The owners of the homes will be offered loans to top up any utility subsidy that they can obtain to install external wall insulation. **Residents are being helped by the Yorkshire Energy Partnership** to identify the need for the work by the provision of a free Energy Performance Certificate assessment and are being helped through the Planning process.
11. Under a recent DECC Local Competition http://www.decc.gov.uk/en/content/cms/funding/funding_ops/lacomp/lacomp.aspx.CYC were success in securing the following:
 - £447k worth of funding to install heating systems and insulation in the homes of vulnerable local

residents in York and North Yorkshire. Delivery is carried out by Yorkshire Energy Partnership.

- A pilot collective energy switching scheme. The Council with regional partners CO2Sense and CED, secure just under £300,000 to pilot six community energy collective switching schemes in the region (including one pilot for York). The pilot will target those in fuel poverty (but will be open to anyone in York). The aim of this scheme is to encourage consumers to group together and use market power to negotiate lower energy bills and save money. York's pilot will see a local energy smart club set up through existing communities, and members will be able to switch energy suppliers and on average could save up to £115 on their fuel bills through the switch.
12. The Council has also been exploring the opportunities surrounding the Government's flagship Energy Efficiency scheme the **Green Deal**. The Green Deal will operate by providing energy efficiency and other works at no up-front cost to the householder across all tenures and businesses.
 13. Since the 8th February 2013 other forms of funding streams as Warmfront, Carbon Emission Reduction Target (CERT) and Carbon Energy Saving Programme (CESP) are no longer available to fund energy efficiency improvements to householders.
 14. The most developed option being evaluated by the Council aims to deliver Green deal packages to up to 19,000 homes in the region through the procurement of a Leeds City Region green deal provider. Other options are still being evaluated and a paper on the preferred options to maximising the Green Deal in York will be presented to Cabinet on 2nd April 2013.
 15. Through the Leeds City Region Strategic Heat Programme, York will have Heat Mapping carried out for City to identify strategic opportunities for low carbon heat generation and distribution networks in the city.

16. To support this work in paragraph 15 above, the Council is bidding for DIF funding to carry out pre-feasibility work on any opportunities highlighted from the heat mapping work above. This will enable the council to then try to lever in private / public finance to develop opportunities further.
17. A **low carbon investment pipeline** of projects has been developed for York and fed into the Leeds City Region Low Carbon Investment Pipeline. The aim of this work is to develop a portfolio of commercially viable low carbon priority projects across the region. The aim is to use this pipeline to lever in public and private finance and accelerate low carbon energy generation in the region.
18. **City of York Council has installed over 200 Photovoltaic (PV) panels on its new Head Quarters at West Offices.**
19. **City of York Council has installed PV arrays on over 400 CYC Council owned homes.**
20. Across the City, between April 2010 and December 2012 1,430 renewable energy generating installations were registered under the governments Feed-In-Tariff. This equated to a total installed capacity of 4.9MW of energy. Of these installations, 1,403 were domestic.

City-wide Community Engagement

21. In March 2012 the council coordinated Climate Week 2012. This included a week of events to help raise awareness of climate change and what actions we can all take to help tackle it. Events include organised bike rides, a climate week market and renewable energy centre open days.
22. In September 2012 the council in partnership with the York Environment Forum launched **York is ENGAGED**. York is ENGAGED! will see York joining major cities across Europe (and only one other city in UK) in a new poster campaign of local people and businesses that are ENGAGED and pledging to take real action(s) to tackle climate change. To date the city has over 20 pledges.

Sustainable Schools

23. The City of York Education Service has employed an Advanced Specialist Teacher (AST) for Sustainable Schools for one day a week since September 2008. During this period, the AST has significantly raised the profile of Education for Sustainable Development and embedded sustainable lifestyles across York's children (over 20,000 + families). It has also contributed to delivering the protecting environment corporate priority. For example:
- 36 CYC schools have registered for Eco Schools Status
 - 20 out of 51 Primary schools clearly describe Sustainable School related activities on their website. All other schools describe related activities in their newsletters, available online. All secondary Schools describe Sustainable School related activities on their website.
 - 13 Schools attended the 'Be a Saver!' (Save energy) teacher training session in October 2012.
 - 20 Schools registered for 'Switch Off Fortnight' 2012 and 8 were visited by *Captain Flash* during this time.(Energy Saving Super Hero created by the AST
 - 16 schools registered to attend the York Edible Schools Teacher Training session in February 2013.
 - 17 Schools have attended the Sustainability Day at the York Food and Drink Festival over the last two years run by York Edible Schools.
 - 29 Schools attended the launch of York Edible Schools in June 2011.
24. Annex 2 gives further details of this work.
25. ACES are unable to fund this work from July 2013 so it will cease to be carried out in schools from September 2013.

Internal Carbon Management

26. Through the council's internal carbon management programme the target to reduce the Council's own carbon emission by 25% between 2008 - 2013 approximately 5,810 tCO₂ has been

achieved by 31st March 2013, with a further 1,200 tCO₂ of savings identified to be saved through future projects.

27. The commitment to undertake a Green Audit of the Council's buildings as set out by the Labour Party election manifesto, has now been delivered. The audit has identified further opportunities for reducing energy costs and installing renewable energy.
28. Phase one of the audit was completed early in 2012 with Phase Two carried out during September and October 2012. The audit was undertaken for ten schools. A number of interventions were identified as appropriate for implementation, including renewable energy installations, and are now being investigated in more detail to determine the exact opportunity.
29. The council has a £500,000 energy efficiency invest-to-save programme. To date this fund, part funded through Salix (external funding), has delivered 38 projects, with more in the pipeline.

Internal Environmental Management

30. In the council plan '*Protect the Environment*' priority there is commitment to the implementation of a flexible environmental management system (EMS) for the Council. The aim of the EMS is to allow the Council to manage any negative environmental impacts in a more systematic manner and improve performance and minimise future impacts.
31. A Flexible EMS has been adopted by the Council based on the framework developed through the national Investors in the Environment (IiE) scheme.
32. The Council will work towards a Bronze accreditation through the IiE scheme and develop and implement a new environmental policy; identify targets for improving resource efficiency; implement mechanisms for the recording of resource use quarterly; and, develop an action plan to achieve targets.
33. In addition to support this work an Environmental Protection Assessment (EPA) has been integrated into evaluation of

projects put forward through the Council's capital programme. This will embed sustainability into all major projects.

Planning

34. Sustainable design and construction advice is given through the planning process through the Sustainability Team on major developments. All applications are evaluated against the Interim Planning Statement on Sustainable Design and Construction 2007.
35. To support the up-skilling of CYC's development management team and of Planning Committee members, officers and members have been offered, through the regional Climate Change Skills Fund access to a year long programme of training events on climate change skills for planners.
36. To support the development of the Local Plan, and through the regional Climate Change Technical Support Programme, CYC has secured a secondee from Hambleton District Council to support embedding climate change within the new draft Local Plan.
37. This additional capacity will support the Sustainability Team and Integrated Strategy Team, and will review the previous Core Strategy chapter on Sustainable Design and Construction (and wider climate change issues). As part of this work a full review of the previous targets and policies has been undertaken and the implications of forthcoming changes to Building Regulations 2013 looked at. Financial viability and required standards within the policies will also be investigated.

Consultation

38. The content of this paper has been derived from updates to recent Sustainable Development Board and Environment Partnership Board meetings and reflects any comments.

Options

39. This paper is for information only and details progress towards our Sustainable City objectives.

Analysis

40. This paper is for information only and details progress towards Sustainable City objectives.

Corporate Strategy

41. The work detailed in this paper directly contributes to the following outcomes of the 'Protecting the Environment' corporate priority. Specially the following outcomes:
 - a. York will be better prepared and more resilient in the face of a changing climate and will steadily reduce its carbon emissions
 - b. York will have a clear energy strategy which prioritises local renewable energy generation
 - c. In addition it also contributes to elements of other city strategy including the Climate Change Framework and Action Plan (2010-2013), Sustainable Energy Action Plan for York (2011), The City's City Action Plan, and City's Strategy for York (2011 – 2025).
 - d. Some of this work also helps to support economic growth and fuel poverty priorities.

Implications

42. This paper is for information only and details progress towards our Sustainable City objectives.

Risk Management

43. This paper is for information only and details progress towards our Sustainable City objectives.

Contact Details

Author:	Chief Officer Responsible for the report:		
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	Report Approved	✓	Date 5/03/13
Specialist Implications Officer(s) <i>List information for all</i>			

Wards Affected:	All	✓
For further information please contact the author of the report		

Background Papers: n/a

Annexes:

Annex 1 Sustainable City Commitments
Annex 2 Sustainable Schools Newsletter

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Annex 1

York's various sustainable city commitments are:

The Strategy for York

- 1.1 In 2011 the Without Walls Partnership refreshed the city's long term strategy for York (2011 – 2025). Visit www.yorkwow.org.uk/meetings/
- 1.2 This strategy commits the city to being a leading environmentally Friendly city and to creating a sustainable city.
- 1.3 The long term objective is:
York will be a leading sustainable city by demonstrating strong performance in tackling climate change, resource efficiency, environmental protection and enhancement (natural and built environments), sustainable transport and quality of life for all, and whilst respecting its special qualities and capacity for growth accordingly.
- 1.4 The priorities going forward are to:
 - Change the way we live and work in York by promoting and embedding sustainable lifestyles that will have a positive effect on the natural and built environment;
 - Conserve the natural environment in York for the enjoyment of everyone;
 - Define and communicate the special qualities of York and the distinctiveness of the city and ensure that development and growth strengthen these qualities;
 - Promote pride of place amongst local residents and support them in improving the quality of their communities.
 - Develop sustainable means of travelling within, from and to York that meet the needs of residents, visitors and the economy
 - Be a city with low levels of pollution and waste production and high levels of recycling

The Climate Change Framework and Action Plan 2010-2015

A Climate Change Framework and Action Plan was developed and approved in 2010 to ensure York, over time, accelerates actions to reduce carbon emissions.

It also:

- commits the city to a 40 per cent reduction in carbon dioxide emissions by 2020 (based on a 2005 baseline) and an 80 per cent reduction by 2050 (based on a 1990 baseline)
- commits the city to making full use of the potential for low carbon, renewable, localised sources of energy generation across York
- highlights ten key areas for the city to focus on creating:
 - sustainable homes
 - sustainable buildings
 - sustainable energy
 - sustainable transport
 - low carbon lifestyle
 - sustainable planning and land use
 - sustainable WoW – illustrating the climate change work they are doing as a partnership
 - a prepared York – how we start to prepare and adapt our infrastructure, services, homes and businesses for a changing climate.

More details are available at

www.york.gov.uk/info/200587/climate_change/501/climate_change/3

Covenant of Mayors and Friends of Earth ‘Get Serious’ campaign

In addition to the above the council is also a signatory of the Covenant of Mayors and has a Sustainable Energy Action Plan that aims to deliver at least a 20% reduction in city carbon emissions by 2020. The council is also a signatory of the Friends of the Earth ‘Get Serious’ campaign and therefore, is committed to delivering a 40% reduction in city-wide carbon emissions by 2020.

The Council Plan

For the next four years the Council is committed to meeting 4 key priority areas –

- Create jobs and grow the economy.
- Get York moving.
- Build strong communities.
- Protect vulnerable people.
- Protect the environment.

Under the Protecting the Environment priority the council is committed to:

- York will be better prepared and more resilient in the face of a changing climate and will steadily reduce its carbon emissions
- York's natural environment will be enhanced by more green space managed to balance public, wildlife, habitat benefit and improved public access to green space
- York will be known as a world class centre of excellence for conservation practice and heritage education
- York's built environment will combine 21st century development, modern architecture and sustainable design that complements York's architectural legacy
- York will be one of the best performing areas in the country for waste services; we will produce less waste overall and re-use, recycle and compost more household waste
- York will have a clear energy strategy which prioritises local renewable energy generation

Carbon Management Programme

This internal programme commits the council to reduce its own carbon emissions from across its estate by 25% between 2008 – 2013.

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Sustainable Schools Newsletter

Welcome

Welcome to the Spring Term Sustainable Schools Newsletter. We hope that you find this a useful resource. If you have any comments or ideas about sustainable school activities, please contact Vikki Pendry (Sustainable Schools AST): stbarnabas@york.gov.uk or Sue Atkinson (Teaching & Learning Consultant, Science School Improvement and Staff Development): sue.atkinson@york.gov.uk. The LA Portal contains further details about events and resources described in this newsletter. Please visit it at www.yorkla.org.

The LA Portal and Sustainable Schools

The following newsletters are available to browse on the portal. There are others too!

Children's Food Trust January 2013
Eco-schools November 2012

Sustainable Schools Steering Group

The Sustainable Schools Steering Group meets once a term to discuss progress and activities around Sustainability in York Schools. The group is made up of representatives from partners across the city who are committed to promoting Sustainable Living. We are looking for more representatives from schools so that we can really get to grips with what further support schools need and what is taking place already that can be celebrated and shared with other schools in our city. If you are interested, please contact Vikki Pendry at stbarnabas@york.gov.uk or Sue Atkinson at sue.atkinson@york.gov.uk.

Fruit Tracking

York Edible Schools is pleased to announce that they have secured funding for 10 schools to receive free packs of fruit trees. It is hoped that these 10 schools will be linked together in order to provide a 'fruit track' across the city. Each school will receive support to plant their trees successfully and will be provided with a whole school assembly and some class workshops about the benefits of growing our own food. The funding was provided by Transpenine express in association with the Woodland Trust.



'Food for Thought' - Askham Bryan College

Wednesday 13th February 2013. 3:45pm - 5:30pm

York Edible Schools are running another action packed event aimed at helping class teachers explore how to confidently embed teaching and learning activities about growing and eating our own food, into the curriculum. The twilight session at Askham Bryan College will be an opportunity to meet partners involved in York Edible Schools such as the Yorkshire Wildlife Trust, Edible York, the Centre for Global Education and the RHS, who will be on hand to share their expertise and offer examples of curriculum activities. There will also be a short tour of Askham Bryan College in order to illustrate some related teaching and learning activities.

To book a place and for further details, please contact Vikki Pendry at stbarnabas@york.gov.uk. There is a charge of £10 per school attending.

Travel Bee

Over 500 pupils from across the city took part in a competition to provide the i-travel mascot with an appropriate name. Yorbee was the winning name chosen by two pupils at Clifton with Rawcliffe Primary School. In association with teachers in York schools, i-travel have produced some cross curricular teaching and learning resources to support their existing cycle, pedestrian and scooter training. These resources are aimed at exploring what is available in your local area that can enable sustainable travel. The resource also looks at alternative modes of transport across the world. The Resource pack is bespoke to each school and includes sets of train and bus timetables local to your school as well as sets of maps for local walks and cycling routes.

Further information about this resource will be available at the next Head Teachers briefing on Thursday 17th January. All schools will be contacted during this term to arrange delivery and instructions about how to use the resource.



Fair Trade Fortnight 2013

Fairtrade Fortnight is from Monday 25 February to Sunday 10 March 2013!

It's time to take a stand for the food we love and the people who grow it. Without our support now, farmers in developing countries face an uncertain future. If you already buy Fairtrade tea then how about putting Fairtrade sugar in your cup with it?

Or if you've swapped your bananas to Fairtrade then how about now exchanging your nuts too?

There are lots resources to download from

www.fairtrade.org.uk/gofurther about the campaign this year including event planners. For further classroom resources that can help you and your pupils explore what 'Fair Trade' is all about, visit www.fairtrade.org.uk/schools/support_resources/. The Fairtrade pupil leaflet and activity sheet attached to this term's newsletter might also be a good starting point for you.



Fair Trade Conference CGE

**'YORKSHIRE SCHOOL'S
FAIR TRADE CONFERENCE 2013'
(Teacher and Pupil Conference)
and**

'Fairtrade in Yorkshire School Award 2013'

**23rd January 2013, 4pm-6pm
York St John University
Temple Hall**

Refreshments available from 3.30pm
16.00 Welcome

- 16.05 The Vice Chancellor
- 16.10 School Presentation-Kirby Hill CE Primary
- 16.25 FT Retailer Presentation-Kigali Crafts
- 16.40 Teachers' Workshop
- 16.40 FT Pupils' Workshops
- 17.25 School Presentation-Bootham School
- 17.40 Lord Mayor presents the FT 2013 Awards and Global Teachers Awards

This event is organized by
**Centre for Global Education York
York Fair Trade Forum
York St. John University**

**£15 ADMINISTRATION FEE FOR ALL ATTENDING
SCHOOLS**

For more information please contact-r.gilboy@yorks.j.ac.uk



Pumpkin Competition

Well done to Park Grove Primary School for designing a winning Pumpkin for a city wide Pumpkin Parade in October 2012. 6 schools took part in the pumpkin parade organised by El Piano. The winning designers were awarded with organic cake making kits and the whole class were provided with an exciting family cook book.



Big Bang

**Big Bang Yorkshire & Humber 2013
- Registration Goes Live!**



NYBEP in partnership with SCY is hosting The Big Bang Yorkshire and Humber on Thursday 27th June 2013, 10:00am - 2:30pm at the Yorkshire Air Museum, Elvington, York.

Registration for schools is now open at <http://www.thebigbangfair.co.uk/YorkshireandHumber/nearme.cfm> Don't miss out on this fantastic opportunity to showcase the best of the Science, Technology, Engineering and Maths (STEM) projects that your students have been working on this year - or join us to take part in over 30 hands-on activities, including the Solar Boat Challenge.

A select number of projects from The Big Bang Yorkshire & Humber will be nominated to present at the National Science & Engineering Competition which is held at The Big Bang Fair in March 2014.

Lesson Plans Eco Schools

Eco-schools have been working with Ofsted to identify the benefits of Eco-Schools and have launched over 40 [brand new curriculum linked lesson ideas](#) with three annual Calls to action during the last twelve months. The largest of these is 'Switch-Off Fortnight' which attracts over 4,000 participating schools each year.

Eco-schools tell us: Why are we doing this?

We believe that Eco-Schools are better schools, and we have a growing body of evidence to prove it, for example:

- 80% of Green Flag Eco-Schools received either Good or Outstanding at their last inspection (Source Ofsted)
- Over the last three years participating Eco-Schools have reduced their energy costs and carbon footprint by an incredible 28% (Source Display Energy Certificates)
- That works out at a saving of over £14.7million during the period (Source CRC Energy Efficiency Scheme carbon trading value)



World Water Day 2013

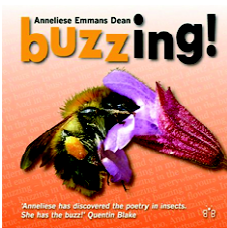
WaterAid and its partners use practical solutions to provide safe water, effective sanitation and hygiene education to the world's



poorest people. World Water Day is taking place on Friday 22nd March. www.wateraid.org has good classroom resources including powerpoint presentations, games and videos. There are three resources for Primary: Water Around the World; Healthy Living; Splish, Splash Flush. The secondary units are: Women and Water; Human Rights and Sanitation; The Work of WaterAid; Mapping Water.

Free Bzzzing! Teachers' Resource

Anneliese Emmans Dean has created a free Teachers' Resource based on one of the poems in her unique poetry collection *Bzzzing!* Called 'Forget James Bond - make way for Jane Bond', this cross-curricular resource provides inspiration and ideas to help KS2 children learn about bumblebees through poetry, using an extract from my book. The resource can be downloaded for free from www.thebigbuzz.biz.



The resource is relevant to many aspects of the curriculum, including science (e.g. Life processes and living things, Habitats, Minibeasts), literacy (including choral/oral/performance poetry), sustainability and outdoor learning.

It gives a flavour of how *Bzzzing!* can be used in the classroom and why it has been chosen as a National Insect Week recommended teachers' resource (and children's book).

Switch Off fortnight 2012

21 schools took part in Switch Off Fortnight 2012. This was a tremendous commitment from our city towards thinking about how we can care for our planet by only using the energy that we really need. Schools took part in a variety of ways including adopting 'Switch it off!' monitors, maths lessons that explored how financial and carbon savings that can be made through energy reduction and by welcoming into their school Captain Flash - protector of the world's resources. Schools can save up to 20% of their energy bills by changing behaviours in the building that lead to more effective energy use. That could be a saving of £40 in an average sized primary school over just two weeks. If your school would like a visit from Captain Flash, please contact Vikki Pendry at stbarnabas@york.gov.uk. Captain Flash can provide whole school or Key Stage assemblies as well as energy saving workshops to suit each schools requirements.



Students in York take part in Giving Nation

Students at All Saints, York High and Joseph Rowntree have joined more than 200,000 young people across England and committed to give their time, energy and voice to tackle the issues and support the charities that they feel passionately about.

Giving Nation is a curriculum based project run by the education & participation charity the Citizenship Foundation. The project encourages and supports young people to make a difference and shape the world they live in. Schools who register are provided with a seed grant of £50 per class and challenged to use that money to design and deliver a social action project to tackle an issue of their choice.

Keep an eye on what the schools get up to by visiting www.g-nation.org.uk/g-blog"

FFLP receives prestigious Public Health award!

We are delighted to announce that The Food for Life Partnership (FFLP) has been presented with a Health Promotion and Community Well Being Award by the Royal Society for Public Health (RSPH). The awards recognise good practice and achievement in the development and implementation of health promotion and community wellbeing strategies and initiatives. Find out more about FFLP at www.foodforlife.org.uk



York Rotters Christmas Poster Competition

Well done to Isabel Hampshire, Antonia Dickens and Minnie Crinnion from Elvington Primary who won the York Rotters poster competition. This competition was aimed at encouraging people to compost Christmas rubbish such as balloons, crackers and non-metallic wrapping paper. The winning poster design was posted all over the city in the run up to Christmas and the winning school was awarded a Wormery in order to help them further develop their understanding of the benefits of composting.



Climate Week

[Register now](#) for your school to be part of the UK's biggest environmental competition to combat climate change!



The Climate Week Challenge is fun, free and easy to organise.

- Teams of pupils innovate **creative solutions** to climate change.
- Entries judged by [celebrity panel](#).
- Over 130,000 pupils participate.
- Winning ideas include the Water Pebble -designed to save shower water - the Eco-Fridge -powered by sound waves.

Find out more at www.climateweek.com



Romany Wood concert

UNICEF and a Day of Change

On May 1st this year 14 schools are taking part in an extraordinary concert to promote the important work of UNICEF. Schools are already busy rehearsing the music for 'Romany Wood', a wonderful 40 minute classical work for children's voices, narrator and orchestra, with text by David Carr and music by David Gaukroger. The Guildhall Orchestra will be accompanying nearly 350 young voices. Tickets are available from York Minster Box Office.

UNICEF works in the UK to champion children's rights, win support and raise money for their work with children everywhere. For over 60 years UNICEF has been the world's leading organisation for children, working to help them survive and thrive from early childhood through adolescence. Schools can register online to take part in Day for Change and receive a free fundraising and information pack (www.unicef.org.uk/dayforchange) This year the focus is on hunger and nutrition and how we are helping children to grow up healthy.

NYBEP and Venturefest

Venturefest 2013 - NYBEP would like to involve Primary Schools in Venturefest 2013 taking place 28th February 2013 at York Racecourse. Is your school working on a project that involves, enterprise, Science, Technology, Engineering or Maths? If so we would like to hear from you? Contact Yvonne@nybep.org.uk

Venturefest Yorkshire is an annual enterprise and technology-related event which is aimed at budding entrepreneurs of all ages. It includes exhibition stands and workshops from businesses and entrepreneurs, as well as a number of activities for students and teachers.

The Big Pedal

The Big Pedal is being run again this year from 28th February - 20th March. This is a national competition run by Sustrans and sees over 800 schools taking part. It is a 'virtual' race where all entries are on line and you can follow your progress. Every cycle and mini scooter trip counts! The competition is weighted so that all schools regardless of size can compete equally. There are now separate categories for small primaries, large primaries and secondary schools. There are many national prizes and York will also be offering their own. Prizes include a visit from a stunt bike display team and a scooter pod for winning schools. Staff bikes count as well as pupils bikes.

Towards a Sustainable York

The Priory Street Community Centre, YO1 6ET
Sat 26th January, 10am to 3pm

A new event has been added to the annual York Residents Festival, and is taking place on Saturday 26th January. 'Towards a Sustainable York 2013' is open to York residents who want to find out more about what local groups are doing to make York, and the World, a better place. The morning session starts at 10.30am with presentations from a variety of organisations based in the city, and will close around 12 noon. After lunch, from 1 until 3pm, it is hoped that facilitated mini-workshops will lead to new ideas being explored and developed, and connections being made between existing 'Sustainable York' activities.

Free entry, all welcome, accessible venue. Bring your own lunch but free snacks and drinks available all day. This event has been organised by members of York in Transition. Ring John on 01904 422344 or email sustyork2013@gmail.com for more information.

School Visits to the Royal Horticultural Society (RHS) Garden in Harrogate**RHS Campaign for School Gardening**

RHS Garden Harlow Carr offer free School Visits either, self-guided or led by a member of RHS staff. For more information on the activities available and how to book please visit <http://www.rhs.org.uk/Children/For-schools/School-visits/Harlow-Carr>. The RHS also offer Continuing Professional Development courses open to anyone working with schools, for more details visit <http://apps.rhs.org.uk/schoolgardening/default.aspa>

RHS Campaign for School Gardening - any school registered to the RHS schools campaign will be eligible for free seeds as part of the benchmarking scheme. For more information and to register your school please visit <http://apps.rhs.org.uk/schoolgardening/teachershome/default.aspa>

Waste Week

11-17 March 2013



This year the focus is on the practical things that can be made from unwanted products. There are lots of **new resources and activities** about the science of recycling materials and the importance of reducing waste to spark imaginations. The first 3500 schools to sign up to Waste Week will receive a pack which includes posters, recycled pencils, stickers and much more.

To register for your pack, visit www.jointhepod.org/campaigns/waste-week/.





13th March 2013

Decision Session
Cabinet Member for City and Environmental Services
**Report of the Assistant Director
(City Development and Sustainability)**

Summary

1. This report examines in more detail the recommendations as set out at paragraphs 5 and 6 of the cover report (Annex A) from the E-Planning Facilities Review conducted by the Task Group of the Economic and City Development Overview and Scrutiny Committee. It asks the Cabinet Member to endorse the implementation of recommendations arising from the review to allow the roll out of electronic consultation with Parish Councils and Planning Panels (PCs and PPs), whilst taking into account the impact of the change on those consultees.

Background

2. The Cabinet report of 4th December 2012 sets out how the Council was obliged to introduce electronic working for dealing with planning proposals. The Council has been working to minimise printing costs and reduce the time taken to distribute consultations and PCs and PPs are now the only external consultees to still receive paper copies (although a number are already receiving e-consultations). Over the last few years various events and consultations have taken place to assess the readiness of this consultee group to receive electronic consultation in relation to new planning applications. Applicants no longer have to submit paper copies of applications, and such applications have to be printed off to make them available in paper format for consultees. Currently over 40% of applications to City of York Council are received electronically.
3. A significant factor in this decision is the Authority's move to West Offices, where there is limited storage space available and new

working practices include 'hot desking' and a paperless environment.

4. The Task Group investigation included submissions from relevant officers and from representatives of PCs and PPs both in writing and at meetings.
5. The Task Group produced a series of recommendations following the review and presented these to the Economic and City Development Overview and Scrutiny Committee. Each of the recommendations as subsequently agreed by the Committee and considered by Cabinet, is assessed in detail as below.

Analysis of Scrutiny Committee of Recommendations

i. That City of York Council officers provide a comprehensive training course for Parish Councils and Planning Panels on E-Planning facilities before March 2013; (initially offering sessions at different times and thereafter a minimum of once a year)

6. Once the recommendations are confirmed for action, officers from Development Management and Support teams would be able to provide appropriate training for PCs and PPs on the use and capability of e planning facilities. The implementation of e-consultation has not formally commenced as yet and as such there is currently no disadvantage to PCs and PPs arising. Whilst there are concerns over the time required to prepare and present the training material to the consultees given the resource constraints and workload pressures, such time could be viewed as a worthwhile investment in that it will minimise the number of queries and requests for assistance received from PCs and PPs on an individual basis once the e-consultation programme is implemented. It is envisaged that 2 sessions would be held within West Offices to demonstrate how e-consultations will be sent, how details can be viewed and shared on line, how documents can be downloaded for viewing offline and how applications can be displayed in meetings when they are being considered.

ii. That City of York Council provides a named officer that Parish Councils and Planning Panels can contact if they have any questions about using E-Planning facilities. Similarly that Parish Councils and Planning Panels have a named person for officers to contact by e-mail

7. This can readily be provided, and is most appropriately the Specialist Developments and Building Control Support Officer (Development Management Lead) in the Support Services team. Officers can collate a list of contact names gathered from the PCs and PPs.

iii. That the Head of Development Management, in conjunction with this Task Group, one Planning Panel representative and one Parish Council representative, develop a good practice guide which once completed be:

- Reviewed annually
- Circulated to all Parish Council and Planning Panel Clerks
- Made available on City of York Council's website

8. The guide can be developed, in conjunction with the parties involved and other specialist officers within the Council. No time frame has been set for production of the guide; however if the e-consultation programme is to be implemented quickly to achieve the cost and time efficiency savings required, a short time frame would need to be set for the completion of this work. It is suggested that the guide be completed by the end of April 2013.

iv. That a room within West Offices and/or in local libraries be made available (within advertised opening hours) for use by Parish Councils and Planning Panels if they wish to use it and any room to offer audio visual equipment for their use (and where possible a laptop).

9. The Facilities Management Team will be responsible for the booking and fee arrangements for rooms within West Offices. These arrangements are still under formulation, but will be implemented once the Customer Centre opens towards the end of March. The Task Group recommendation will be considered in formulating the protocol, as it is appreciated that Planning Panels do not hold a budget. The Facilities Management Team advises it will ensure that it can provide these facilities. The facilitation of such meetings by officers and the holding of meetings during office opening hours would further help to ensure that costs were minimised. The Head of Libraries, Information and Archives has advised that proposals are being considered for the possible of transfer libraries and archives into a social enterprise, operating as an independent organisation. The possibilities to generate income would include

room hire, such that spaces/rooms would unlikely to be offered free of charge. However work with Parish Councils to find solutions would continue.

v. That the option to request a paper copy of plans for larger applications remain (a set of criteria to be produced by the Head of Development Management against which a request will be judged).

- 10 For ease of use it was anticipated that documents in excess of 20 pages in length would be made available on request in paper form. Such documents normally accompany larger or more complex applications, where the applicant provides or is willing to provide multiple copies to ensure quicker registration, avoiding the Council having to print copies of documents once the applications has been submitted. Larger files can be made available for collection from the Council offices or delivered to the PCs and PPS.

vi. That officers continue to explore with IDOX the possibility of Providing the function to download all documents associated with a single planning application as one PDF file. An update on how this is progressing to be provided to Economic and City Development Overview and Scrutiny Committee three months after these recommendations have been approved by Cabinet and thereafter on a six-monthly basis until this has been resolved.

- 11 The matter was first raised and discussed with the software supplier IDOX in the autumn, following one of the Task Force meetings with PC and PPS at which the possibility was raised. IDOX has advised that it does not provide such functionality at present and that it would require extensive reprogramming to provide this facility. However, a solution has now been identified at a local level which would allow officers within the support team on registering applications to manually collate electronic documents into one file or two if a single file size is excessive. This process would add to the workload of the small and busy team to some extent, but would provide a solution to overcome the issue raised by PCs and PPs of having to download each separate file document from the Public Access system.

vii. That the Communities and Equalities Team ask those Parish Councils which are currently successfully using E-

Planning to offer demonstrations to other Parish Councils and Planning Panels as to how to ‘get the best out of E-Planning’ or to invite others to attend their meetings to view how E-Planning facilities can be used effectively.

- 12 The Communities and Equalities Team has agreed to work with PCs to facilitate demonstrations by the PCs and PPs actively engaged in e-planning. The Team also suggests it would be worthwhile considering combining these sessions with the suggested technical planning training from officers.

viii. That the Communities and Equalities Team liaise with the Yorkshire Local Council’s Association to resolve outstanding issues brought to their attention.

- 13 The Team attends the York Local Council’s Association meetings to monitor communication and the relationship between the local authority and local councils and act as a forum to explore/resolve outstanding issues. This then feeds back to the Yorkshire association regarding issues arising from York or from the wider area.

ix. That the Administration and Business Support Manager ensures that all plans uploaded on to the E-Planning system have a good enough line density to enable them to be clearly viewed

- 14 Images scanned onto the IDOX system, then available to view via the Public Access on line system are now copied at a resolution that allows for clear inspection at even at well over 100% size.

x. That the Administration and Business Support Manager reviews the processes and timescales for uploading additional documentation received in relation to planning applications to ensure that all information is uploaded onto the Public Access Website within a reasonable timeframe.

- 15 Concerns by the consultee group were raised last year at time when there were both staff resourcing issues within the support scanning team and technical difficulties with the scanning and indexing of documents. These issues have been resolved such that newly received additional documents are currently being uploaded usually on the day of receipt or certainly within 24 hours.

xi. That the Head of Commissioning, Design and Facilities and the Head of Libraries, Information and Archives explore ways of potentially offering rooms for use in both West Offices and local libraries at minimum cost to Parish Councils and Planning Panels.

- 16 See paragraph 9 above. At least as an interim measure booking and facilitation of the meetings in West Offices would minimise costs for Panels using West Offices.

xii That the Monitoring Officer investigate the Constitutional status of Planning Panels and report back to Economic and City Development Overview and Scrutiny Committee by the end of the 2012/13 municipal year on:

- **What authority, if any, the Council has in relation to Planning Panels**
- **What support, if any, City of York Council should give to Planning Panels**
- **If Planning Panels do remain, then to look at ways they can work in a more transparent and accountable way (e.g. published membership, transparent and public meetings, public agendas and minutes and declarations of interest)**

- 17 This recommendation to clarify the status and role of Planning Panels and the Council's support to them can be implemented; however the report back to the Economic and City Development Overview and Scrutiny Committee would not take place before the end of the Municipal year given the time required to investigate, consider options and formulate the report.

Options

- 18 A) That the Cabinet Member approves the proposed recommendations arising from the scrutiny review and the suggested methods of implementation as set out above.
- B) That the Cabinet Member rejects the proposed recommendations arising from the scrutiny review.

C) That the Cabinet Member approves or rejects the proposed recommendation arising from the scrutiny review as considered appropriate in each case.

Council Plan 2011 - 2015

- 19 E-planning facilities including the 'Public Access' on-line application system are used widely by members of the public, PCs and PPS. The Building Strong Communities priority in the Council Plan has a commitment to community engagement, stating that 'we will introduce new ways for residents to interact with the Council using new technologies and improving communications'

Implications

- 20 **Financial:** In relation to recommendation (iv), if rooms were to be made available to the public and bodies such as PPs and PCs there would be some staffing implications in relation to managing access, in particular (more so if rooms were to eventually be made available outside of core working hours). Any charge would need to take this issue into consideration.
- 21 **Human Resources:** There are no known human resource implications associated with the recommendations in this report.
- 22 **Legal:** There are no legal implications associated with the recommendations arising from this report.
- 23 **Other Implications:** There are no other known implications arising from the recommendations within this report.

Risk Management

- 24 There are no known risks associated with the recommendations of this report.

Recommendations

- 25 (i) That option A be accepted i.e. that the Cabinet Member approves the proposed recommendations arising from the scrutiny review and the suggested methods of implementation as set out above.

Contact Details

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**Chief Officer Responsible for the
report:
Mike Slater
Assistant Director
City Development and Sustainability**

Tel No.551303

Report **Date** *Insert Date*
Approved

*Chief Officer's name
Title*

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

All

For further information please contact the author of the report

Background Papers:

Annex A Report of the Chair of the E- Planning Facilities Scrutiny
Review Task Group to Cabinet of 4th December 2012



4 December 2012

Cabinet

Report of the Chair of the E-Planning Facilities Scrutiny Review Task Group

Scrutiny Review of E-Planning Facilities

Summary

1. This report sets out the recommendations arising from the Scrutiny Review into E-Planning Facilities. A copy of the full Final Report is at **Appendix 1** to this report and Councillor Runciman, the Chair of the Task Group who undertook the work around this topic, will be in attendance at the December Cabinet meeting to present the report.
2. Cabinet are asked to endorse the recommendations arising from the review.

Background to Review

3. At a meeting of Economic and City Development Overview and Scrutiny Committee in June 2012 Members considered a suggested scrutiny topic around E-Planning Facilities that had been submitted by Councillor Wiseman.
4. After consideration of the topic registration form and a briefing note prepared by the Head of Development Management the Committee decided to progress this topic to review to *'ensure that the Council had in place a user friendly and up to date E-Planning Portal.'* They agreed to form a Task Group¹ comprising of three Members of the Committee to undertake the work on this review.
5. Over a series of meetings the Task Group gathered the evidence set out in **Appendix 1** and its associated annexes and listened to all the concerns voiced. However, it soon became apparent that there was no 'one size fits all' solution to many of the issues raised. The Task Group therefore settled on a more generic approach when preparing the recommendations arising from the review. As a result the following recommendations arose:

¹ The Task Group were: Councillor Runciman, Councillor Semlyen and Councillor Watt

- i. That City of York Council officers provide a comprehensive training course for Parish Councils and Planning Panels on E-Planning facilities before March 2013; (initially offering 2 sessions at different times and thereafter a minimum of once a year)
- ii. That City of York Council provides a named officer that Parish Councils and Planning Panels can contact if they have any questions about using E-Planning facilities. Similarly that Parish Councils and Planning Panels have a named person for officers to contact by e-mail.
- iii. That the Head of Development Management , in conjunction with this Task Group, one Planning Panel representative and one Parish Council representative, develop a good practice guide which once completed be:
 - Reviewed annually
 - Circulated to all Parish Council and Planning Panel Clerks
 - Made available on City of York Council's website
- iv. That a room within West Offices and/or in local libraries be made available (within advertised opening hours) for use by Parish Councils and Planning Panels if they wish to use it and any room to offer audio visual equipment for their use (and where possible a PC or laptop).
- v. That the option to request a paper copy of plans for larger applications remain (a set of criteria to be produced by the Head of Development Management against which a request will be judged)
- vi. That officers continue to explore with IDOX the possibility of providing the function to download all documents associated with a single planning application as one PDF file. An update on how this is progressing to be provided to Economic and City Development Overview and Scrutiny Committee three months after these recommendations have been approved by Cabinet and thereafter on a six-monthly basis until this has been resolved.
- vii. That the Communities and Equalities Team ask those Parish Councils which are currently successfully using E-Planning to offer demonstrations to other Parish Councils and Planning Panels as to how to 'get the best out of E-Planning' or to invite others to attend their meetings to view how E-Planning facilities can be used effectively.

- viii. That the Communities and Equalities Team liaise with the Yorkshire Local Council's Association to resolve outstanding issues brought to their attention.
- ix. That the Administration and Business Support Manager ensures that all plans uploaded on to the E-Planning system have a good enough line density to enable them to be clearly viewed.
- x. That the Administration and Business Support Manager reviews the processes and timescales for uploading additional documentation received in relation to planning applications to ensure that all information is uploaded onto the Public Access Website within a reasonable timeframe.
- xi. That the Head of Commissioning, Design and Facilities and the Head of Libraries, Information and Archives explore ways of potentially offering rooms for use in both West Offices and local libraries at minimum cost to Parish Councils and Planning Panels.

Planning Panels

6. Whilst gathering evidence for this review several concerns were raised around Planning Panels. The Task Group felt that whilst not 100% within the remit of this review these issues were important and needed to be addressed. As such they wish to make the following additional recommendation regarding Planning Panels:
 - xii. That the Monitoring Officer investigate the Constitutional status of Planning Panels and report back to Economic and City Development Overview and Scrutiny Committee by the end of the 2012/13 municipal year on:
 - What authority, if any, the Council has in relation to Planning Panels
 - What support, if any, City of York Council should give to Planning Panels
 - If Planning Panels do remain, then to look at ways they can work in a more transparent and accountable way (e.g. published membership, transparent and public meetings, public agendas and minutes and declarations of interest)

Consultation

7. As part of the review process consultation took place with Parish Councils, Planning Panels and officers of the Council.

Analysis

8. Analysis of the evidence gathered is contained within the body and the analysis sections of the full final report at **Appendix 1**.

Council Plan 2011-15

9. E-Planning facilities are, amongst others, used by members of the Public, Parish Councils and Planning Panels. The Building Strong Communities priority in the Council Plan has a commitment to Community Engagement stating that *'we will introduce new ways for residents to interact with the Council using new technologies and improving communications'*.

Options

10. Having considered the final report at Appendix 1 and its associated annexes, Cabinet may chose to amend and/or approve or reject the recommendations arising from this review as set out in **paragraphs 5 and 6** of this report.

Implications

11. Implications are set out in **paragraphs 80 to 87** of the full final report at **Appendix 1**

Risk Management

12. There are no known risks associated with the recommendations within this report, however it is important that as many issues with the Public Access Website are addressed as soon as practicably possible in order that Parish Councils, Planning Panels and the public can be confident that all documentation has been uploaded in a timely manner and the system is as user friendly as possible.

Recommendations

13. The Economic and City Development Overview and Scrutiny Committee ask the Cabinet to:
 - i. Note the contents of the final report attached
 - ii. Consider the recommendations as shown at **paragraphs 5 and 6** of this cover report.

Reason: To fully inform the Cabinet of the outcome of the review

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Andrew Docherty
Assistant Director - Governance & ICT

Report Approved



Date 22.11.2012

Wards Affected:

For further information please contact the author of the report

All



Background Papers: N/A

Appendix 1 – Final Report

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4th December 2012

Cabinet

Report of the Economic and City Development Overview and Scrutiny Committee

Final Report – E-Planning Facilities Review

Summary

1. This report sets out the findings and recommendations from the E-Planning Facilities Review. It asks the Committee to endorse the recommendations arising from the review prior to them being presented to Cabinet for consideration.

Background

2. At a meeting of Economic and City Development Overview and Scrutiny Committee on 20th June 2012 it was agreed to proceed with a topic that had been put forward by Councillor Wiseman around E-Planning Facilities. A copy of her original topic registration form is at **Annex A** to this report.
3. In order that the Committee could make an informed decision as to whether to progress this topic to review the Head of Development Management prepared a short background briefing note for consideration. This is at **Annex B** to this report.
4. In summary the briefing note set out the fact that the Council, as Local Planning Authority, was obliged to introduce electronic working for dealing with planning proposals. Applicants no longer had to submit paper copies of applications and the Government had a programme of actively encouraging and supporting electronic only submissions. Currently over 40% of applications to City of York Council are received electronically¹.

¹ The Government's Priority Service Outcomes paper states that: 'For the Government to measure progress towards the PSA (Public Service Agreement) target, a set of e-government priority outcomes for each local authority in England has been proposed. It is expected that each local authority, as part of its e-government investment programme will deliver these Priority Service Outcomes by December 2005'

5. It was also announced last year that City of York Council would be looking to cease paper consultation in June 2012; a significant factor in this decision being the Authority's forthcoming move to West Offices, where there would be limited storage facilities available and new working practices would be adopted including 'hot desking'. However, in light of some of the difficulties that have been experienced and this scrutiny review into E-Planning facilities it has been decided to delay the implementation of the first phase of electronic consultation with Parish Councils and Planning Panels for a period of at least 3 months.
6. Currently, the submission of an application electronically has some additional cost as such applications have to be printed off to make them available in paper format for reception at 9 St Leonard's Place and for consultees.
7. The Council has been working to minimise printing costs and reduce the time taken to distribute consultations and Parish Councils and Planning Panels are now the only external consultees to still receive paper copies. Over the last few years various events and consultations have taken place to assess the readiness of this consultee group to receive electronic consultation in relation to new planning applications.
8. The briefing note goes on to explain the E-Planning process and how consultees are notified about new planning applications and how they can access documentation related to specific applications.
9. However, via a consultation undertaken by the Planning Department, in May 2012, a number of concerns had been raised by Parish Councils and Planning Panels². One of the most frequently raised being that not all Parish Councils and Planning Panels have the facilities to either print paper copies of applications themselves for consideration at meetings or have the appropriate equipment to display plans electronically at meetings.
10. Finally the briefing note sets out some further information about the Public Access Website, some of the issues there have been with this and the measures put in place to resolve them as well as some potential alternative arrangements.
11. On consideration of the Topic Registration Form and the Briefing Note from the Head of Development Management, the Committee agreed to

Priority Service Outcome E4 requires agreed baseline and targets for take-up of planning and regulatory services online

² These are summarised in Annex F to this report

progress this topic to review to ensure that the Council had in place a user friendly and up to date E-Planning portal.

Consultation

12. As part of the review process, consultation has taken place with Parish Councils and Planning Panels as well as officers within City of York Council.

Evidence Gathered During the Review

13. In the first instance the Task Group³ undertaking this review met informally on 2nd July 2012 to discuss how they would undertake the review. It was agreed that an event would be held, to which all Parish Council and Planning Panel Clerks would be invited to attend (plus one other member/Councillor from each organisation). The purpose of the event was to provide a demonstration of E-Planning facilities from officers (followed by questions from the floor) to aid the understanding of what City of York Council was trying to achieve with the introduction of E-Planning. The second part of the event was a discussion between the Task Group and the Parish Councils and Planning Panels to understand some of the challenges and concerns they had with the introduction of E-Planning.
14. The above mentioned event took place on the morning of 3rd August 2012 and was attended by 38 representatives of Parish Councils and Planning Panels. To begin with officers gave a short presentation on E-Planning facilities and a copy of this is attached at **Annex C** to this report. Questions and comments were invited from attendees and a summary of these and the responses given by officers is at **Annex D** to this report.
15. The Task Group then invited attendees to discuss the concerns they had and challenges they faced with the introduction of E-Planning. A summary of points raised and responses given is at **Annex E** to this report.
16. The Task Group then held a further informal meeting on the afternoon of 3rd August to consider all the evidence they had received from the Parish Councillors and Planning Panel Members at the morning session. In addition to this the Task Group also considered the consultation that had been undertaken in May 2012 by the Planning Department with Parish

³ The Task Group was comprised of three Members of the Economic and City Development Overview and Scrutiny Committee; namely – Councillors Runciman, Semlyen and Watt; with Councillor Runciman acting as Chair of the Task Group

Councils and Planning Panels. Responses were received from 18 Parish Councils and 3 Planning Panels and these are summarised at **Annex F** to this report.

17. On consideration of all information received to date the Task Group highlighted several key emerging themes. These are set out in the paragraphs below alongside further informally gathered evidence to clarify concerns:

Downloading Planning Documents from the Public Access On-Line WebPages as One PDF

18. This was a concern raised by several Parish Councils and Planning Panels, both at the event held on 3rd August and in the results from the consultation held in May 2012. Currently the Public Access Website only permits the downloading of individual documents associated with a planning application; thus if there are a large quantity of documents to look at then each must be downloaded separately which can be very time consuming. It can also be costly if monthly download data allowances are exceeded.
19. Parish Councils and Planning Panels wanted a facility where all documents could be downloaded in one go (as one PDF file). The IDOX⁴ system does not have this facility and enquiries from officers to the suppliers have indicated that this may not be possible to provide in the near future.
20. However the Task Group were informed that there was some software available (currently being used by some of the Parish Councils) which allows one to download all documents as a single PDF. However this software is understood to be unofficial and not formally supported by IDOX.
21. If this technical issue could be overcome easily by using some approved external software then this may go some way towards encouraging Parish Councils and Planning Panels to use E-Planning facilities. The Task Group felt there was a need for more discussions between officers and IDOX to attempt to resolve this.

Viewing More Than One Image At Once

22. Again this was a concern raised by more than one of the attendees at the event on 3rd August 2012. When considering planning applications it

⁴ IDOX are the suppliers of the software used to support the Public Access Website

was sometimes useful to compare documents, especially if revised plans had been submitted. This was not seen as straightforward to do electronically whilst still being able to view plans in detail. Officers have indicated that documents can be seen side by side by first saving the document under another name and then opening both (the original and the newly saved) documents at the same time thus being able to view different pages of the document side by side or alternate between the documents rather than scrolling up and down to find the existing and proposed drawing.

Using the Application Tracking System on the Public Access Website

23. Officers are currently working with suppliers to get this fixed as soon as possible. Once it has been rectified then it will be easier for both Parish Councils and Planning Panels to keep up to date with all of the relevant cases in their geographic areas, as the system will notify each user of any additional documents added. Notification will also be sent in relation to key stages during the processing of an application.

Technical Equipment

24. One of the main concerns raised was around technical equipment to display the information at meetings. This comprised several issues namely:
25. Cost of equipment – this was a concern raised by many present at the event on 3rd August 2012 and by those that had responded to the consultation document sent out in May 2012. Whilst some Parish Councils already had suitable equipment (laptop, projector, screen) there were others, mainly the smaller Parish Councils and the Planning Panels that did not. Purchasing this equipment could be costly for some of the Parish Councils as they had very small budgets, with Planning Panels having no budgets at all. Many Parish Councils did not have surplus funds and would need to find finances to buy this equipment. This may have to be through raising the Parish Precept, but if this was the case this could not be done until April/May 2013. Indicative costs of equipment are set out in **Paragraph 34** of this report.
26. The Task Group felt that if City of York Council offered any financial assistance to purchase equipment then this would need to be offered to both Planning Panels and Parish Councils alike. They also deemed that in the present economic climate it would be highly unlikely that monies could be made available for this purpose and decided against making a recommendation to Cabinet requesting funding.

27. Some Parish Councils suggested that any savings made from postage costs could be reinvested into helping Parish Councils and Planning Panels purchase the equipment they would need. Officers advised that there were procedural issues regarding the Council paying for Parish Council equipment. In addition to this the current and continuing severe financial situation would result in any savings made being used to maintain essential Council services. The Head of Development Management said that other external consultees including small voluntary organisations had converted to electronic consultation without financial assistance from the Council.
28. Concerns were also raised by some of the smaller Parish Councils about buying equipment to access E-Planning. There were at least two or three of the smaller Parish Councils who received less than 10 planning applications a year in their area. It was therefore, difficult to see how purchasing equipment could be cost effective for them if it was going to spend most of its time unused.
29. As it was unlikely that City of York Council could purchase equipment for all, the Task Group gave consideration as to whether it would be possible for City of York Council to lend equipment to Parish Councils and Planning Panels for use off site, which could potentially provide a solution to some of the concerns raised. On consideration this was thought to bring its own problems, due to issues around maintenance, setting up equipment and insurance.
30. The Task Group felt that there was a possibility that Parish Councils and Planning Panels could either consider their applications at West Offices or at a local library where equipment may be available for them to use. They did, however, acknowledge that this may mean travelling some distance to meet and understood that some Parish Councils and Planning Panels may be loathe to meet outside of their own geographic area. However, they did believe that it was right to give Parish Councils and Planning Panels the option of using West Offices and local libraries should they wish to do so.
31. Alternatively it might be useful to consider the possibility of sharing equipment. This, however, could still create issues around storage of equipment, insurance and operation of equipment. The Task Group felt that this was a matter for individual Parish Councils and Planning Panels to negotiate amongst themselves as they were in a position to take a more pragmatic view to solutions around some of the issues that sharing equipment might create. The Task Group did not believe that this should be a formal recommendation arising from this review.

32. However, it has since come to light that at the 4th October York Branch meeting of Yorkshire Local Councils Association (YLCA), the Chief Officer had suggested a method of sharing equipment, with YLCA acting as a depository. This may mean that those Parish Councils wishing to be involved in a 'share scheme' could contribute towards the cost of equipment but not have to pay the full cost. This was acknowledged but no firm decision was made.
33. The representative of YLCA also indicated that she had approached Parish Councils as to what equipment they required to use E-Planning facilities effectively. This was with a view to approaching a potential supplier to bulk buy the equipment. However, to date responses had only been received from 3 Parish Councils making it impossible to achieve cost savings through a bulk buy or for her to approach a supplier at this stage.
34. Specification and indicative Costs of Equipment – the Scrutiny Officer has taken advice from the IT department as to indicative costs and minimum specifications for equipment and this is set out below:
- Laptop – minimum specification of 2GHz processor and 2GB RAM – this would cost up to £400
 - Projector – this would cost in the region of £230
 - Screen – this may not be necessary as a white wall will do but would cost would be in the region of £80
 - USB Stick – minimum of 8GB would cost in the region of £5 to £10
 - Internet Connection – An internet connection would not be required at a meeting venue if all documentation was downloaded onto a USB stick prior to any meeting
35. These costs appear to be comparable with some of the major High Street Stores but it is highly probable that equipment could be obtained at a much cheaper cost on-line or locally with a little research or purchased second hand. City of York Council's IT department would be able to recommend some suppliers however it would probably not be practical for them to buy on behalf of a Parish Council or Planning Panel as any licences for the equipment would stay with the City Council, bringing its own implications.
36. Again, whilst this will not be a formal recommendation arising from this review Parish Councils and Planning Panels may like to give

consideration to purchasing equipment jointly, especially those that would be using the equipment frequently or looking at joining the 'share scheme' that had been put forward by YLCA, should it go ahead (**Paragraph 32 refers**).

37. Using IT equipment and the Public Access Website – this was a concern raised by a few who were not confident with using IT equipment. The Specialist Development Management Officer indicated that she could offer training courses to library staff on using the Public Access Website. This would mean that library staff could help library users (including Parish Councils and Planning Panels) with any queries they might have with this. The Chair of at least one of the Parish Councils also offered to assist others in using the Public Access Website and the Communities and Equalities Team were happy to co-ordinate this. Planning Officers would also be very happy to run a training session for Parish Councils and Planning Panels.
38. Reference was also made to the fact that at least one Planning Panel Secretary did not have a computer or access to e-mail. Officers suggested that another member of the Planning Panel could receive the documentation via e-mail instead of the Secretary.
39. Storing the equipment – this was an issue for quite a few of the Parish Councils and Planning Panels as many met in church and village halls and therefore did not have anywhere to store such equipment when it was not in use. This could potentially be solved for some Parish Councils if the share scheme put forward by YLCA were to go ahead.

Venue Availability and Costs

40. It was understood that some Planning Panels met frequently; meetings were scheduled in the evening and lasted for up to three hours; they would therefore need to be confident that premises and equipment would be available at convenient times to them.
41. It was acknowledged that it was already difficult for some of the smaller Parish Councils and for the Planning Panels (who had no budget) to find venues to meet and consider planning applications. To then have to either buy/rent equipment or find a venue that had the appropriate equipment available would be cost prohibitive for some. It was felt that the new West Offices could provide facilities for both Parish Councils and Planning Panels to meet in along with the appropriate equipment needed to view planning applications via the Public Access Website. The Task Group also thought that libraries might be a potential meeting place for

Parish Councils and Planning Panels. On further investigation it was understood that users of rooms at West Offices and Libraries would most likely be expected to use their own laptops but audio visual equipment would be available.

42. West Offices - The standard opening hours of the Customer Centre at West Offices would be 08:30 to 17:00; however access to meeting rooms could be made available outside of these hours to support the delivery of Council services. It was likely that room bookings would be managed by the Facilities Management Team. The detailed mechanism of how this would be achieved was still being discussed and was due to be finalised in the New Year. With regards to cost, a small charge was likely to be payable for external bodies to hire rooms, but again exact details around this were due to be finalised in the New Year.
43. The Council are intending to install audio visual equipment in a large number of meeting rooms, the final specification of which is still to be finalised. It was expected that external bodies would be able to connect their own laptops into this equipment. It is expected that meeting rooms will be made available to the public (such as Parish Councils and Planning Panels), outside of core opening hours, sometime in 2013 once it is understood how City of York Council will operate within a single space to meet its own demands.
44. Libraries - Rooms could be made available within current operating hours at local libraries for Parish Councils and Planning Panels to use and again a charge would apply to hire a room. However, due to current resource levels it would not be possible to look at opening libraries outside of their current opening hours.
45. Finally, in relation to this section of the report, it was noted that not all venues currently used by Parish Councils and Planning Panels had an internet connection. This meant that when using these specific venues documentation would need to be downloaded in advance of any meeting.

Location of Consultation Responses

46. Mention was made that there were currently two places where comments can be found on the Public Access Website which was confusing. Officers have now confirmed that they are looking at removing one of the 'tabs' on the screen so that users will be able to see all comments in one place.

Keeping the Website Up To Date

47. Various concerns and comments were raised around the accuracy of the information on the Public Access Website. Parish Councillors and Planning Panel members believed that not all documents were uploaded to the Public Access Website and felt that it was very important that electronic records were kept accurately. They gave various examples of missing information and instances where documents had not been uploaded, including when revised documents had been submitted. There were also concerns that after a decision had been made in relation to a planning application the Public Access Website was frequently indicating that there had been 'no comment' submitted by the Parish Council prior to the decision having been taken. Officers explained that comments needed to be 'made sensitive' i.e. no longer publically viewable after a decision had been taken. This was in order to comply with Planning and Regulatory Services Online (PARSOL) Guidance and to ensure that the Local Authority did not fall foul of the Data Protection Act. The Guidance explains that it is not considered good practice to display third party names and addresses on line for longer than is necessary for planning purposes. The Local Authority has and does receive complaints from residents about such information being displayed and not removed from view after a decision has been taken.

Paper Plans

48. Parish Councillors and Planning Panel members felt that there were certain instances where paper copies of plans should be made available, in particular for the larger applications. It was very difficult to view large plans on line. It was suggested that there should be a set of criteria put together to assess when paper plans would be provided. However, there was a need to avoid having a dual system in place and paper plans would only be provided should any criteria put together be met.
49. A question was asked about whether paper copies of plans would be available at site visits; for the time being paper copies would remain but in the not too distant future it was hoped that Members of Planning Committees would view these on a tablet device, such as an I-Pad whilst Parish Councillors and Planning Panel members would need to provide their own method of viewing plans.
50. Questions were also asked around how members of the public who were not familiar with IT would be able to view plans. At the moment paper plans were available to view at St. Leonard's Place however with the move to West Offices this would change. Computers would be available

in the reception area of West Offices for members of the public to view plans and staff would be on hand to help if required; however there were no plans to have paper plans available at West Offices due to a lack of storage space.

51. Some of the smaller Parish Councils (those receiving less than 10 applications a year) asked if it would be possible to continue receiving paper plans as buying equipment would not be cost effective for them. This was ruled out as there would be difficulties and costs involved with maintaining a dual system.

Planning Panels

52. Various issues were raised around Planning Panels as the Task Group were not familiar with how they worked, how you became a Planning Panel member or how the introduction of E-Planning facilities would affect them.
53. It was confirmed that Planning Panels were established through Ward Committees to enable a co-ordinated resident response to be given to planning applications for non-parished areas (however not all non-parished areas have a Planning Panel). Resident members of the Planning Panels were appointed through Ward Committees. They were not elected in the same way as Parish Councillors.
54. Support to the Panels was through the Communities and Equalities Team (previously known as Neighbourhood Management Unit) (e.g. access to training, room hire for meetings and out of pocket expenses); however they did not, unlike Parish Councils, have their own budget. The frequency of their meetings was variable dependent on the geographic area they were covering. The amount of support needed by each Panel was different and in some cases they met in a local venue and in others in private houses. Across the board there were very few expense claims as Planning Panel members prided themselves on being volunteers and getting involved. On investigation the Communities and Equalities Team could only identify £137.40 of expense claims over the past three years.
55. A representative of the Communities and Equalities Team informed the Task Group that a Planning Panel was a forum for those (in non-parished areas) interested in the built environment/the way their Ward looked to have an opportunity to come together to discuss and comment on local planning applications. There had been some really good examples of Planning Panels feeding back regularly at Ward Committees such as the Hull Road Planning Panel. However, it is acknowledged that

some Planning Panels are not so proactive in this respect and that more could be done to encourage transparency.

56. The representative of the Communities and Equalities Team also said that many Planning Panel members had given a lot of their own time over the years and were motivated by a strong desire to have a resident perspective involved in planning decisions. She also confirmed that there was a digital inclusion bid being prepared for submission to the Delivery and Innovation Fund and she had suggested that Wi-Fi for Council owned community centres be considered as part of this.
57. The Task Group were interested in further understanding Planning Panels, especially as they all seemed to work in different ways, did not appear to have any status within the Council's Constitution and did not hold their own budget. They were encouraged to work to a Terms of Reference and this is attached at **Annex G** to this report, but it appeared that not all Planning Panels were aware of these.
58. To help the Committee understand more about Planning Panels and the impact E-Planning would have on them a representative of Heworth Planning Panel undertook a short survey with the Planning Panel Clerks. A short summary of this is attached at **Annex H** to this report. Eight out of the nine Planning Panel Clerks responded.
59. The Task Group asked for further clarity on where Planning Panels fitted into the planning process and what weight was given to any comments they submitted. The Head of Development Management advised the Task Group that all submissions were treated equally and assessed against national planning considerations and thereafter attributed appropriate weight.
60. The Task Group had concerns about how City of York Council could support Planning Panels with the E-Planning process when they did not appear to have any Constitutional status or have their own budget. The only way forward they could see would be for those Ward Committees with appointed Planning Panels to devolve some of their budgets to enable the Planning Panels to buy appropriate equipment to use E-Planning facilities. However, they acknowledged that this could bring its own problems if some Wards chose to devolve some of their budget and some didn't.
61. Under the new neighbourhood working arrangements the only time that members could be appointed to a Planning Panel was at the Annual Ward Committee meeting. Ward Committees, had in the past, included

an amount to support Planning Panels on the list of potential local improvement schemes which had gone out to residents for consultation as part of the participatory budgeting process for agreeing Ward Committee budget allocations. In recent years this practice had ceased due to the very low cost of maintaining the Planning Panels and the difficulty in reallocating small amounts of budgets late in the financial year. It is not thought that Planning Panels have ever applied for funding from a Ward Committee in their own right and therefore they had not been in a position to be refused any funding.

62. A representative of the Communities and Equalities Team has advised that the effect of the Localism Act and potential development of Neighbourhood Panels is at this point unknown and to date the Communities and Equalities Team are not aware of any expressions of interest from existing or emerging groups in non-parished Wards.
63. Whilst realising that some of the issues in relation to Planning Panels were not directly linked to the remit set for this scrutiny review, the Task Group wanted to raise their concerns about the transparency and accountability of Planning Panels. Parish Council meetings were advertised in advance, were open to the public and the minutes publically available after the meeting. This was not the case with Planning Panels whose meetings weren't advertised in advance, did not appear to be open to the public, were sometimes held in private houses and had no publically available minutes and as far as the Task Group understood without members having to declare any personal, prejudicial or pecuniary interests. The Task Group were keen that the Constitutional standing of Planning Panels be looked at by the Council's Monitoring Officer.
64. They also raised several concerns around what they felt to be an obvious discrimination between Parished and Non-Parished Wards. The Task Group understood that under the new neighbourhood working arrangements Parish Councils were no longer eligible to bid for or receive Ward funding and they felt that this should be the same for Planning Panels.
65. They did however, realise that without a budget Planning Panels may struggle to advertise meetings and publish agendas and suggested that they could make use of Council publications such as Your Ward.

Developing a Good Practice Guide for Parish Councils and Planning Panels

66. Information set out in the above paragraphs indicates how Planning Panels work and this had raised several concerns. At a meeting between the Chair of the Task Group, a representative of Yorkshire Local Councils Association (YLCA), a representative of a Parish Council and a Planning Panel Member it was learnt that Parish Councils had an approved way of dealing with planning applications. A delegated group of Parish Councillors (usually for larger Parishes) formed a sub-group to consider what response to give in relation to a planning application in their area. This meeting was advertised in advance, open to the public and formally minuted with the minutes being publically available after the meeting and formally ratified by the Parish Council as a whole. The decision taken by the sub-group was forwarded to the planning department as part of their consultation process. The smaller Parish Councils used the same process but often considered applications as a whole body rather than splitting into a sub-group. Meetings were run in a transparent and accountable way with Members declaring any personal, prejudicial or pecuniary interests they might have.
67. The Task Group were keen to see a good practice guide produced and consideration would need to be given as to how this would apply to Planning Panels.

Options

68. Having considered this final report and its associated annexes, Cabinet may chose to amend and/or approve or reject the recommendations arising .

Analysis

69. Most of the analysis of the evidence gathered is contained within the body of this report and its associated annexes however a few further points are drawn out in this section namely;
70. The Good Practice Guide – as Members have recommended that the Monitoring Officer investigate the Constitutional status of Planning Panels Members are advised to wait for the outcomes of this review prior to putting together any good practice guide.
71. Charges for and availability of rooms – Rooms can be made available at West Offices during core operational hours and potentially out of hours as well on some occasions. However, further exploration found that the

library service could only offer room hire within their current operating hours. There would be a charge for external parties to hire a room. Notwithstanding the advice received from both the Head of Commissioning, Design and Facilities and the Head of Libraries, Information and Archives around charges for room hire, when this report was received by Economic and City Development Overview and Scrutiny Committee they requested an additional recommendation be added around working towards offering rooms to Parish Councils and Planning Panels at minimal cost.

72. Timeliness of uploading documents and comments - Councillor Wiseman, who had originally submitted this topic raised further concerns with the Scrutiny Officer around the timeliness of uploading comments, letters and documentation to the Public Access Website. The Administration and Business Support Manager has assured the Scrutiny Officer that staff always endeavour to post an application to the website immediately it is received. At the moment this is being done in less than three days for most applications, but there has to be an understanding that this is dependent on the number of applications received, over which we have no control. To give an example, the Administration and Business Support Manager recently carried out a check of the workload of the two members of staff who process the scanning, and in one week between them they scanned over 4000 items. However it appeared, when further discussed, that the concerns were more around the timeliness of uploading additional information, letters and comments received after the initial application had been uploaded. To this effect the Committee added an additional recommendation around reviewing the processes and timescales for this to happen. At their meeting on 20th November 2012, when the Committee considered the final report arising from this review, they heard from a representative of Dringhouses and Woodthorpe Planning Panel, a representative from Micklegate Planning Panel and a representative from YLCA who spoke under the Council's Public Participation Scheme. They expressed various views on the outcomes arising from this review.
73. Dringhouses and Woodthorpe Planning Panel were happy to move towards using E-Planning facilities and would like to use Dringhouses Library and/or West offices to meet in. They welcomed the recommendation around training provision.
74. Micklegate Planning Panel still felt there were issues around downloading documents individually and storing and purchasing equipment. They also felt that there would still be a need for printed documentation.

75. The representative of YLCA was pleased to see the offer of training and the recommendation around working towards a single PDF file for all documentation. However YLCA still felt that there were issues around equipment and the use of libraries and West Offices to hold meetings in.
76. These comments clearly show that both Parish Councils and Planning Panels still have concerns around the introduction of E-Planning. The Committee hopes that there will continue to be discussions around these at YLCA meetings and that they are able to work towards a solution.
77. The Task Group were aware of the wealth of different concerns arising from the introduction of E-Planning Facilities, some of which were pertinent to only one or two Parish Councils or Planning Panels and some more easily addressed than others. They were also aware that some Parish Councils had welcomed it and were using it successfully.
78. Unfortunately, it was impossible to address all concerns and the Task Group were aware that there was not a one size fits all solution. Nevertheless it is hoped that the recommendations arising from this review will go some way to addressing some of the more generic concerns that have been raised regarding the introduction of E-Planning.

Council Plan 2011 - 2015

79. E-Planning facilities are, amongst others, used by members of the Public, Parish Councils and Planning Panels. The Building Strong Communities priority in the Council Plan has a commitment to Community Engagement stating that *'we will introduce new ways for residents to interact with the Council using new technologies and improving communications'*.

Implications

80. There may of course be implications for both Parish Councils and Planning Panels with the introduction of E-planning and the body of the report covers many of these. However, this section of the report specifically highlights the implications for City of York Council in relation to the recommendations arising from this review.
81. **Financial:** The Head of Commissioning, Design and Facilities Management said that in terms of hire rates for rooms at West Offices had not yet been agreed. The principle of a reduced rate for particular groups could be considered but as it has not yet been fully discussed, the implications are as yet unknown. Outcomes of this are likely to be known in the New Year.

82. The Head of Libraries, Information and Archives indicated that there would be a charge for external bodies to hire rooms at local libraries. Room rates for non-commercial use vary dependent on the room hired and the length of time it is required for. Costs are publically available to view on the Council's website and can be accessed via the following link:
http://www.york.gov.uk/leisure/Libraries/Fees/room_hire/
83. There will clearly be additional implications for both officers and their budgets arising from the additional recommendation added by the Committee around offering rooms to Planning Panels and Parish Councils at minimal cost. However, at this stage the Committee have only asked the officers to explore the possibility of this.
84. **Human Resources:** In relation to recommendation (iv), if rooms were to be made available to external bodies, such as Planning Panels and Parish Councils at West Offices there may well be staffing implications in relation to managing space, in particular building security (more so if rooms were to eventually be made available outside of core working hours). Any charge for room hire would need to take this issue into consideration.
85. In addition to this Officer time will need to be found to implement the recommendations arising from this review, including time spent by the Monitoring Officer on the review of Planning Panels and officer time spent in relation to putting together a Good Practice Guide.
86. **Legal:** There are no legal implications associated with the recommendations arising from this scrutiny review. However, implications may arise when the Monitoring Officer undertakes his review around Planning Panels and these will be reported back to the Committee as part of this review.
87. **Other Implications:** There are no other known implications arising from the recommendations within this report.

Risk Management

88. There are no known risks associated with the recommendations within this report, however it is important that as many issues with the Public Access Website are addressed as soon as practicably possible in order that Parish Councils, Planning Panels and the public can be confident that all documentation has been uploaded in a timely manner and the system is as user friendly as possible.

Recommendations

89. Cabinet are asked to consider the final report and the associated recommendations (below) arising from this scrutiny review.
- i. That City of York Council officers provide a comprehensive training course for Parish Councils and Planning Panels on E-Planning facilities before March 2013; (initially offering 2 sessions at different times and thereafter a minimum of once a year)
 - ii. That City of York Council provides a named officer that Parish Councils and Planning Panels can contact if they have any questions about using E-Planning facilities. Similarly that Parish Councils and Planning Panels have a named person for officers to contact by e-mail.
 - iii. That the Head of Development Management , in conjunction with this Task Group, one Planning Panel representative and one Parish Council representative, develop a good practice guide which once completed be:
 - Reviewed annually
 - Circulated to all Parish Council and Planning Panel Clerks
 - Made available on City of York Council's website
 - iv. That a room within West Offices and/or in local libraries be made available (within advertised opening hours) for use by Parish Councils and Planning Panels if they wish to use it and any room to offer audio visual equipment for their use (and where possible a PC or laptop).
 - v. That the option to request a paper copy of plans for larger applications remain (a set of criteria to be produced by the Head of Development Management against which a request will be judged)
 - vi. That officers continue to explore with IDOX the possibility of providing the function to download all documents associated with a single planning application as one PDF file. An update on how this is progressing to be provided to Economic and City Development Overview and Scrutiny Committee three months after these recommendations have been approved by Cabinet and thereafter on a six-monthly basis until this has been resolved.

- vii. That the Communities and Equalities Team ask those Parish Councils which are currently successfully using E-Planning to offer demonstrations to other Parish Councils and Planning Panels as to how to 'get the best out of E-Planning' or to invite others to attend their meetings to view how E-Planning facilities can be used effectively.
- viii. That the Communities and Equalities Team liaise with the Yorkshire Local Council's Association to resolve outstanding issues brought to their attention.
- ix. That the Administration and Business Support Manager ensures that all plans uploaded on to the E-Planning system have a good enough line density to enable them to be clearly viewed.
- x. That the Administration and Business Support Manager reviews the processes and timescales for uploading additional documentation received in relation to planning applications to ensure that all information is uploaded onto the Public Access Website within a reasonable timeframe.
- xi. That the Head of Commissioning, Design and Facilities and the Head of Libraries, Information and Archives explore ways of potentially offering rooms for use in both West Offices and local libraries at minimum cost to Parish Councils and Planning Panels.

Planning Panels

90. Whilst gathering evidence for this review several concerns were raised around Planning Panels. The Task Group felt that whilst not 100% within the remit of this review these issues were important and needed to be addressed. As such they wish to make the following additional recommendation regarding Planning Panels:
- xii. That the Monitoring Officer investigate the Constitutional status of Planning Panels and report back to Economic and City Development Overview and Scrutiny Committee by the end of the 2012/13 municipal year on:
 - What authority, if any, the Council has in relation to Planning Panels
 - What support, if any, City of York Council should give to Planning Panels
 - If Planning Panels do remain, then to look at ways they can work in a more transparent and accountable way (e.g. published

membership, transparent and public meetings, public agendas and minutes and declarations of interest)

Reason: To complete this scrutiny review

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Specialist Implications Officer(s) None

Wards Affected:

All

For further information please contact the author of the report

Background Papers:

Report to Economic and City Development Overview and Scrutiny Committee dates 20th June 2012 – Proposed Scrutiny Topic - E-Planning Facilities. This can be accessed via the link below and item 5 refers:

<http://democracy.york.gov.uk/ieListDocuments.aspx?CIId=668&MIId=7187&Ve r=4>

Annexes (online only)

- Annex A** Topic Registration Form
- Annex B** Briefing Note – E-Planning Facilities
- Annex C** Presentation – E-Planning Facilities
- Annex D** Summary of Questions and Comments on Officer Presentation
- Annex E** Summary of Discussions - 3rd August 2012
- Annex F** Summary of Consultation Responses
- Annex G** Terms of Reference: Planning Panels
- Annex H** Survey of Planning Panels