



**Notice of a public meeting of  
Economic Development and Transport Policy and Scrutiny  
Committee**

**To:** Councillors Cuthbertson (Chair), D'Agorne (Vice-Chair),  
Cullwick, Gates, Looker, D Myers, K Myers and Wartens

**Date:** Wednesday, 20 July 2016

**Time:** 5.30 pm

**Venue:** The Auden Room - Ground Floor, West Offices (G047)

**AGENDA**

**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 1 - 6)

To approve and sign the minutes of the meeting held on 29 June 2016.

**3. Public Participation**

It is at this point in the meeting that members of the public who have registered their wish to speak can do so. The deadline for registering is by **5:00pm on Tuesday 19 July 2016**.

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

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[https://www.york.gov.uk/downloads/file/6453/protocol\\_for\\_webcasting\\_filming\\_and\\_recording\\_council\\_meetingspdf](https://www.york.gov.uk/downloads/file/6453/protocol_for_webcasting_filming_and_recording_council_meetingspdf)

- 4. Attendance of Executive Member for Environment** (Pages 7 - 18)  
The Executive Member for Environment has been invited to attend the meeting to outline his priorities and challenges for 2016-17.
- 5. 2015/16 Finance and Performance Outturn Report** (Pages 19 - 28)  
This report provides details of the 2015/16 outturn position for both finance and performance across services within City and Environmental Services and Communities and Neighbourhoods.
- 6. Protection of Grass Verges Scrutiny Review Interim Report** (Pages 29 - 98)  
This report presents information in support of the objectives of the review remit for the Protection of Grass Verges Scrutiny Review and asks the Economic Development and Transport Policy and Scrutiny Committee (EDAT) to agree what, if any, further information is required to conclude this review.

**7. Impact of the Arts and Culture Sectors on the Economy of York Scrutiny Review - Feasibility Report** (Pages 99 - 102)

This scoping report gives Members of the Economic Development and Transport Policy and Scrutiny Committee (EDAT) brief details of the impact of the Arts and Culture Sectors on York's economy to help them decide whether this is a suitable topic for review.

**8. Work Plan 2016/17** (Pages 103 - 104)

Members are asked to give consideration for the committee's work plan for 2016/17.

**9. Urgent Business**

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

Democracy Officer:

Name: Jayne Carr

Contact Details:

Telephone – (01904) 552030

Email – [jayne.carr@york.gov.uk](mailto:jayne.carr@york.gov.uk)

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

- Registering to speak
- Business of the meeting
- Any special arrangements
- Copies of reports and
- For receiving reports in other formats

Contact details are set out above.

**This information can be provided in your own language.**

我們也用您們的語言提供這個信息 (Cantonese)

এই তথ্য আপনার নিজের ভাষায় দেয়া যেতে পারে। (Bengali)

Ta informacja może być dostarczona w twoim własnym języku. (Polish)

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

یہ معلومات آپ کی اپنی زبان (بولی) میں بھی مہیا کی جاسکتی ہیں۔ (Urdu)

 (01904) 551550

City of York Council

Committee Minutes

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Meeting	Economic Development and Transport Policy and Scrutiny Committee
Date	29 June 2016
Present	Councillors Cuthbertson (Chair), D'Agorne (Vice-Chair), Cullwick, Gates, Looker, D Myers, K Myers and Warters
In attendance	Councillor Aspden (item 4) Councillor Gillies (item 5) Councillor Rawlings (item 4)

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### **1. Declarations of Interest**

Members were asked to declare any personal interests not included on the Register of Interests or any prejudicial or disclosable pecuniary interests that they might have in respect of the business on the agenda. Councillor Cuthbertson declared a personal interest in respect of agenda item 6 (consideration of potential scrutiny topics), as a trustee of York Museums Trust.

### **2. Minutes**

Resolved: That the minutes of the meeting of 18 May 2016 be approved as a correct record and then signed by the Chair.

### **3. Public Participation**

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

### **4. Attendance of Executive Member for Economic Development and Community Engagement**

The Executive Member for Economic Development and Community Engagement had been invited to attend the meeting to outline his priorities and challenges for 2016-17.

Councillor Aspden was questioned on the following issues:

- Referring to the references in the report to FERA, the Executive Member was asked how much of the European funding was secure in view of the outcome of the recent referendum. He stated that briefings were being held on this issue and there may be a need to look at the implications in a cross-party way. Officers stated that it was their understanding that funding that had already been committed was secure but the situation in respect of bids was less certain. Members agreed that, when the situation became clearer, the committee would wish to consider the impact on investment in projects such as York Central.
- Discussion took place regarding the changing character of the city centre, with an increasing number of premises becoming eating or drinking establishments rather than retail. Members noted that York remained a destination for shopping and that many visitors were looking for a leisure/shopping experience. Market forces largely determined the mix of premises within the city centre and the ability of the Council to influence this was limited. The Council was, however, continuing to work with the Business Improvement District and the business community. Referring to the possibility of the BHS premises becoming vacant, officers outlined the action that was being taken to ascertain ownership of this building.
- The Executive Member was asked what action was being taken to encourage new start up businesses and to recognise the contribution that small independent traders and the gig economy made to the city. The Executive Member stated that although he was keen to attract high paid jobs to the city, he also recognised the contribution made by other sectors and wanted to protect the mix of businesses. Make it York was working with local businesses to promote initiatives designed to encourage local trade.
- A request was made for trade union representation to be included in the work that was taken place in respect of the Council's ambition to become a Business Friendly Council.
- Following discussions regarding the Business Improvement District, it was agreed that it would be useful to invite the BID manager to attend a future meeting of the committee to provide an update to Members.
- Members queried whether more could be done to encourage local or smaller businesses to tender for Council contracts. Concerns were expressed that changes to civil engineering

contracts for work such as drainage repairs had deterred smaller businesses. This also increased the likelihood of employees and equipment having to be transported to the city which had an environmental impact. Officers explained that this change had been implemented because funding from central government required efficiency savings to be made. Collaboration across local authority areas enabled the procurement of services on a larger scale. The tension between achieving savings through economies of scale and supporting local providers was, however, acknowledged and the Council's procurement team continued to look at ways of addressing this issue.

- Members stressed the need to ensure that efforts to encourage business were not confined to the city centre. It was noted that Make it York was willing to support initiatives taking part in all parts of the city.

The Executive Member was thanked for his report and for his attendance at the meeting.

Resolved: That the update be noted.

Reason: To ensure that the committee is kept updated on the Executive Member's priorities and challenges.

## **5. Attendance of Executive Member for Transport and Planning**

The Executive Member for Transport and Planning had been invited to attend the meeting to outline his priorities and challenges for 2016-17.

Councillor Gillies drew Members' attention to the written report that had been circulated and gave details of some of the major schemes that were planned, including station frontage improvements.

Members questioned the Executive Member on issues including:

- The proposals to reduce bus subsidies. Members expressed particular concerns in respect of the number 20 route. The Executive Member gave details of the level of the subsidises and explained that the cut to bus subsidy funding had been agreed at Full Council. He commented that he was aware of

the particular concerns that had been raised in respect of the number 20 route, including the fact that the route was used by pupils travelling to and from school. Councillor Gillies confirmed that the Executive would be considering a number of options the following day.

- Members expressed their support for the proposed work to Scarborough Bridge. The Executive Member outlined the funding requirements for the project.
- Discussion took place regarding the initiatives that were being made to reduce congestion in the city, including adjustments to traffic signal controls. Proposals would be announced within the next few months. It was agreed that a copy of the presentation that had been given at a recent Member Briefing on Transport would be circulated to Committee Members following the meeting.<sup>1</sup>
- At the request of Members, details were given of the staffing reductions that had been made following the ending of the Local Sustainable Transport Fund in March 2016.
- The Executive Member was asked about the foot streets operation. He outlined some options that were under consideration, including those in respect of Coppergate and Fossgate. Ways of tackling issues such as the lack of cycle parking in the city were also being considered.
- Members expressed support for the pay on exit car parking initiative but it was suggested that improvements could be made in respect of user interface.
- The Executive Member's support was sought in the efforts that a Member was making to improve the standards of media broadband providers working in his ward. The Executive Member acknowledged the visual impact that this provision could have on surroundings and supported the efforts being made to minimise this.

The Executive Member was thanked for his report and for his attendance at the meeting.

Resolved: That the update be noted.

Reason: To ensure that the committee is kept updated on the Executive Member's priorities and challenges.

Action Required

1. Circulate presentation

JC



**6. Draft Work Plan 2016/17 and Consideration of Potential Topics for Review in this Municipal Year**

Members gave consideration to the committee's draft work plan for 2016-17. Members were also asked to put forward suggestions for potential topics for review in this municipal year.

Members suggested that the following topics be considered for scrutiny review:

- The Arts and Cultural Sector's contribution to the city's economy
- What motivates a modal shift?

Members requested that they receive feasibility reports on these topics (the report on the Arts and Cultural Sector's contribution to the city's economy to be presented at the meeting in July).

Members noted that the interim report of the Protection of Grass Verges Task Group would be presented at the next meeting, with the final report scheduled for the meeting in September.

Resolved: That, subject to the inclusion of the items detailed above, the work plan for 2016-17 be approved.

Reason: To ensure that the committee has a planned programme of work in place.

Councillor Cuthbertson, Chair

[The meeting started at 5.30 pm and finished at 7.25 pm].

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**Economic Development & Transport Policy & Scrutiny Committee**

20 July 2016

**Report of the Executive Member for Environment**

The forthcoming year

**1. Flooding and Flood Defences**

The aftermath of the 'Boxing Day' 2015 floods of 627 properties (453 residential including council homes and 20 travellers pitches and 174 businesses) will be a major issue for the forthcoming year with work through the:

- 1) Yorkshire Regional Flood and Coastal Committee - which oversees the spending of DEFRA funds to the region for flood defence
- 2) North Yorkshire Flood Partnership – which brings together the Inland Drainage Boards, Yorkshire Water, Environment Agency and York and North Yorkshire Councils (representative members and officers)
- 3) The work on the Foss Barrier is key to protecting large sections of the east and north of the city, and has obtained £17 million of special funding.
- 4) The additional £45 million for funding in York has been the subject of development plans by the Environment Agency working with officers to review work which will defend homes and properties from flooding. The council supported the two days on 20<sup>th</sup> and 21<sup>st</sup> May where the initial plans, and independent review of the Foss Barrier failure were exhibited to members of the public. This information is on the council website for those who were unable to attend.

The areas being considered in the improvements plan are Bishopthorpe, Clementhorpe, Clifton & Rawcliffe, Foss, Fulford and Germany Beck, Holgate Beck pumping station, Naburn and Acaster Malbis, Osbaldwick and Tang Hall, Poppleton and City Centre. Each of these will involve considerable consultation with councillors, and the local community, and I shall be engaging alongside council officers in ensuring that the city gets maximum use from the available funding. One area of concern that I have expressed to Ministers is the volume of partnership funding which will be required by DEFRA from the city towards the £45 million investment – the national policy is that it is not less than 15% and therefore could be required against £37.2 million of the £45 million.



## **2. Resilience and surface water drainage**

The revised gulley cleaning policy has added roads to the annual gulley cleaning list and I am working with officers to ensure surface water drainage issues are followed through with a dynamic list of areas under investigation. If councillors know of locations where there are ongoing issues, I would be grateful if they could check with the list from the March 7<sup>th</sup> Executive Member Decision Session as new areas continue to be identified.

So far Resilience grant data shows

- i. 124 applications received by City of York Council
- ii. £338,815.90 of which 74 are approved
- iii. £136,593.10 (23 fully paid and 42 interim payments)

A support officer, who will be in post until September, has been jointly funded with the Two Ridings Charity to help residents to complete the resilience forms. Please could councillors let me know if there are any problems with getting these forms completed as the cut of point is being directed by Department for Communities and Local Government (DCLG) as the end of March 2017.

There is a parallel process with 'Make it York' for businesses. This has not had the call for resources that had been anticipated; however, there has recently been an increase in the number of applications and so the message is getting through to businesses with 25 applications being received from the Walmgate area.

## **3. Recent Surface Water Drainage events**

Intense rainfall fell on York on the 10th and 12 June 2016 (10mm and 13mm respectively were recorded in concentrated periods), we received

over 90 flooding complaints from a variety of sources mainly in the Tang Hall and Heworth parts of the city. I have asked for a review of the situation, and I met a number of the residents affected on the 11<sup>th</sup> June – which also was the same day as the ‘Festival of Ideas’ had a day dedicated to flooding at the University of York dealing with a wide range of studies in response to Climate Change and flooding.



*Jetting lorry 11<sup>th</sup> June 2016 in Wolfe Avenue*

For the June event; 64 investigations have been completed, 10 require parking suspensions for further investigation (currently being organised) and 18 issues are still being progressed. A range of roads were badly affected by flood waters, 2 properties suffered from internal flooding and 2 garages were flooded.

It is likely that highway and potentially property level flooding could have occurred due to the intense nature of the rainfall as the design capacity for drainage systems can be overwhelmed during intense localised storms. Local media sources in other areas of the country highlighted that the issues were more widespread than York. Therefore, during the year ahead I will be working with the EA to promote resilience work and advice.

City of York investigations have shown that the lack of routine maintenance has led to highway gully assets being blocked with debris and the lack of free drainage from the highway which may have increased the extent of flooding. Flooding was concentrated across 10 locations in the city and during investigations CYC have cleansed 377 highway gullies and their connecting pipework, this has necessitated excavation and high power jetting in most locations and liaison with Yorkshire Water to assess the condition of connecting infrastructure. Of the 377 gullies, 51% were found to be initially blocked.

A full review of the investigation will be provided as part of the gully management review paper to be brought to the Executive Member for the Environment Decision Session on the 5th September 2016.

#### 4. Waste Services

The review of service provision continues as part of the overall review of Street Based Services which will be completed during the summer, this includes:

- **Vehicle procurement** – replacement of the old ‘fame’ vehicles used to collect recycling, works are ongoing to identify the most appropriate vehicle available and procurement will commence by the end of July, with an expected timescale of up to 9 months. This has been as a response to concern from residents about times when recycling is co-mingled due to the ‘fame’ vehicle being off the road. In this case the recycling is taken for sorting and is not landfilled.
- **Optimisation of refuse and recycling collection rounds** – All our collection rounds are being reviewed and with the use of existing software will be optimised to ensure we are undertaking the work in the most efficient manner.



- **St Nicholas Field** – The current Service Level Agreement for the collection of recycling in certain areas of the city will be replaced with a tendered contract, the areas to be collected will compliment our optimisation work, the new contract will commence by April 2017. I appreciate the close working that the council has had with St Nick's over many years
- **Working with the Business Improvement District (BID) team** – We are currently talking to the BID team regarding the trial of an improved Commercial Waste collection service; talks are at a very early stage with possible implementation of a trial in 17/18.

## 5. Public Realm

Again the review of service provision continues as a part of the overall review of Street Based Services mainly targeted at our work on devolved budgets, this includes:

- **Street cleansing schedules** - The introduction of new street cleansing schedules is due to commence in July, which will be trialled for three months. The new schedules reflect what is actually required in different areas of the city using the local knowledge of frontline staff, residents and councillors. Following completion of the trial, amendments will be made where required by wards within available resources.
- **Grounds maintenance** - Work continues to engage with volunteer groups to identify where and how they can assist in maintaining or where identified as being required by the local community, actually improve standards. We are in discussion with the CVS regarding the creation of a city wide volunteer "action" or project group, and / or increasing area or site based volunteering. This work will be funded from the £50k budget available to support this following the Executive Member decision session on 10<sup>th</sup> May.

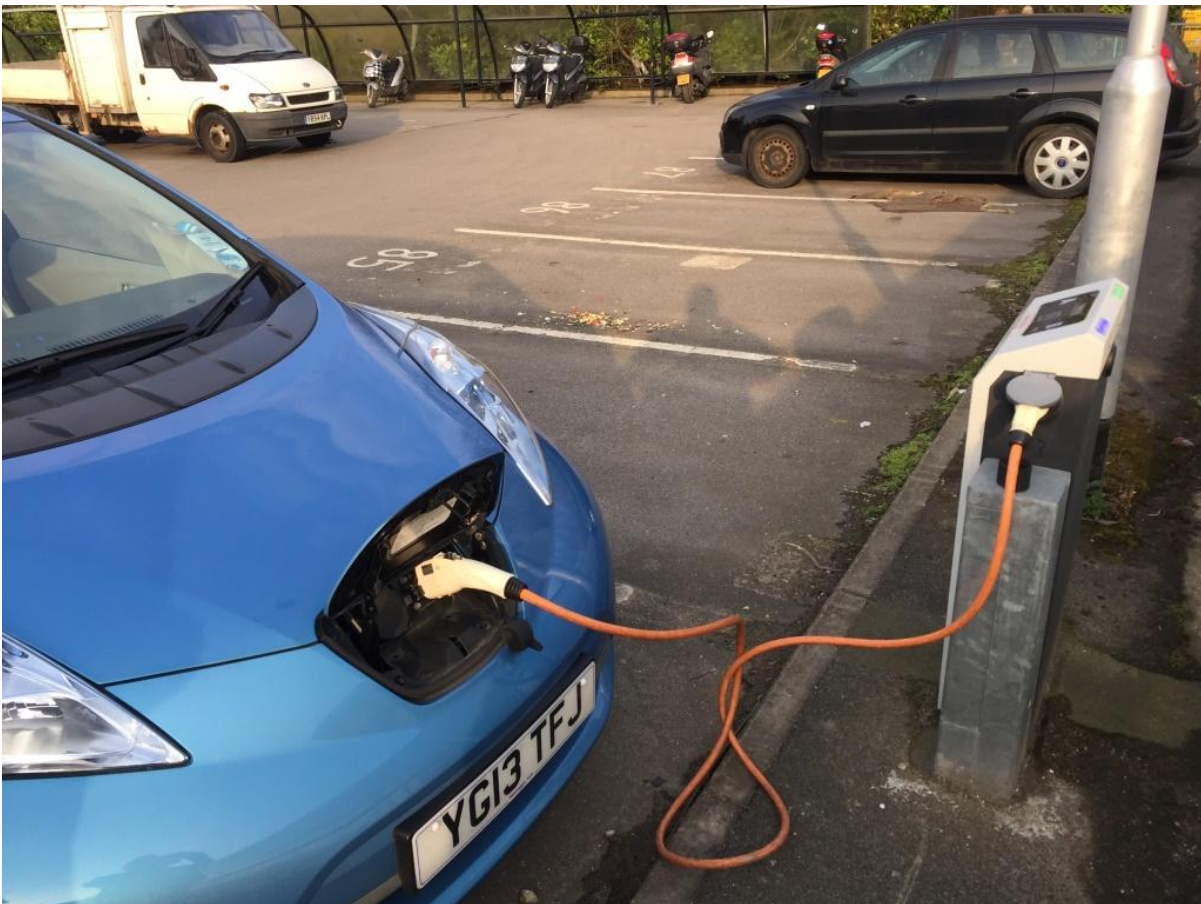
## 6. **Air Quality**

There will be an update report on the Annual Status Report for Air Quality in the city in early September. This will set out the performance and future plans for steps to improve air quality.

It is important that the targets are not diminished as a result of any structural changes, and that they are evidence based on actual measurements. The VW scandal, which has demonstrated the need for tougher regulation of manufacturers, has established precedence for more thorough real time monitoring of air quality.

I shall be meeting with local bus companies to see what they are doing to improve the performance of their fleets within the city. By continuing to target those vehicles which cumulatively have the highest impact on emissions within York, real improvement to air quality will be achieved. It is important that the city co takes the lead with its own fleet and will be liaising with other departments and Executive members to see what follow up there is to commitments via the 'One Planet Council' report agreed by the Executive.

The council was awarded £816,000 from the Office of Low Emission Vehicles earlier this year and York is one of only 8 councils in the country to achieve "Go Ultra Low" city status. The funds will be used to fund a city-wide network of hubs, providing ultra-fast electric charging points. There has also been the £308,000 from the DfT's Clean Bus Technology fund to retrofit 28 school buses used locally with the latest Selective Catalytic Reduction exhaust technology.



There will be a range of other schemes to target particular groups of vehicle emissions;

1. City Car Club for a pool of low emission cars for CYC staff



2. Switching of vehicle types for taxis which will encourage an improvement in the overall emissions performance of the vehicle fleet in the city with the local incentive scheme.
3. Working with bus operators to produce a report detailing the proposals to reduce emissions from buses for implementing a Clean Air Zone. This will include an economic impact test, details of funding, and impact on the environment and health.

Future reports will look at opportunities for expansion of the electric charging network, and will look at other low emission fuels as alternatives to petrol and in particular diesel.

Linking to the work of the 'Green Jobs Task Force' we will look at how improvements can be made to overall emissions, and through One Planet York for organisations to look at how they can improve their fleet or vehicles and pool cars to improve emissions across the city.

## **7. One Planet York and Sustainability and Carbon Management**

The council has set out how it will update its sustainability policies.

York has strong reasons to appreciate the impact of Climate Change through flooding and the Council has a responsibility to lead in the progression towards a sustainable use of resources based on the principle of 'one planet living'.

On the 17<sup>th</sup> March 2016, the Executive approved the implementation of [OnePlanetYork](#) (OPY) so that sustainability is put 'at the heart of everything we do' and drives wider progress towards more sustainable and resilient 'One Planet living'. The city-wide programme was officially launched on Earth Day on 22 April 2016 and a launch event held on 15 June 2016.

### **Actions for 2016 /17**

The council will play a key role in facilitating and supporting this programme in the early stages by:

1. Compiling the OnePlanetYork Prospectus, vision and 10 principles,



2. Secure endorsements of the OPY vision from 12 influential York organisations,
3. Showcase city leadership to inspire others and attract further endorsements,
4. Publish guides and resources,
5. Regular reporting, and
6. Explore city governance.

The Council also approved becoming a OnePlanetCouncil and will adopting a new strengthened approach to sustainability by:

1. The creation of a new OnePlanetCouncil policy and the adoption of 10 key principles,
2. New OnePlanetCouncil Action Plan,
3. Series of tools to support officers to embed OP principles and to deliver organisational change,
4. New Carbon and Resource Smart Council Management Programme – focusing on carbon and resource efficiency,
5. New internal communications,
6. New regular reporting on progress, and
7. New internal OPC Board to govern the council programme.

There are savings which can be made in terms of energy and water use which ensure the utilisation of resources for frontline services, which also in this case make a significant impact in reducing carbon emissions, and the use of limited resources.

I have asked officers to bring forward plans to develop a Carbon Management Programme which includes water usage but which will have measurable outcomes broken down by year. This will build on the success of the council's first Carbon Management Programme set in 2008. This met its goal of reducing carbon emissions by 25% by having a sound business plan with stretch targets built in.

### **Update July 2016**

The following will be presented at the 1/8/2016 Executive Member for Environment Session:

1. Draft OnePlanetCouncil Policy
2. Draft OnePlanetCouncil Action Plan – incorporating complete draft of the new Carbon and Resource Smart Council Management Plan
3. New Integrated Impact Assessment tool for all new council projects
4. Updates on renewable energy and district heating

There are opportunities for the council to encourage the local generation of renewable energy appropriate to the location. This can be either on council land/property or through new developments. I have asked that a report comes to the Executive this autumn to progress this work including feasibility studies.

### **Renewable Power**

The council in 2015 was exploring opportunities for solar energy generation across its estate, focussing mainly on larger sites. However, the Government in August 2015 consulted on changes to the Renewable Obligations and Feed-In-Tariffs. As a result CYC suspended work until the result of the consultation was known. The Government implemented the proposed changes in the winter of 2015 and therefore our schemes were no longer financially viable in the short term. CYC continues to look at smaller scale opportunities across its estate and is part of a regional [ELENA](#) (European Local ENergy Assistance) bid, led by Leeds City Region (LCR), to the European Investment Bank for technical assistance on a range of low carbon opportunities across the city, including council, wider public estate and community schemes (estimated support worth ~£1million for York). If successful, such support will be available in York from autumn 2016 – 2019. Clearly this is under threat due to the EU referendum result.

I have been in discussions with York Community Energy to review areas where the council can work in partnership to develop schemes for renewable power.

### **District Heating**

CYC has secured £50k from regional and central government to carry out a technical, low carbon district heat network feasibility study for York Central.

### **Businesses**

Through LCR, a bid for ERDF funding to support SME's in the city become resource efficient through energy, water and waste efficiency support has been submitted. Subject to a successful bid, this support is likely to be available to SMEs in York in autumn 2016.

### **Energy Switching**

Over a 1000 homes have now switched energy suppliers through the Big Community Switch scheme (via CYCs partner iChoosr). These people who have switched have saved up to £200 off their energy bills. CYC is also exploring options to provide a greater level of support to vulnerable, fuel poor residents and those on pre-payment meters. We are currently looking at various options including an option run by Leeds City Council (to be launched in summer 2016). Leeds City Council has identified an opportunity to form an energy services company (ESCo) in partnership with an existing licenced energy supplier. The council can use this ESCo to sell gas and electricity to domestic customers.

The main advantage of this ESCo arrangement is that the council can offer lower cost energy tariffs to all Leeds residents with fair, consistent, and transparent pricing policies. It also has targeted support for the fuel poor and pre-payment customers. This could save the average Leeds resident between £100 and £200 annually. They are now offering this service to other authorities across Yorkshire and Humber. CYC is reviewing this option to ensure any service offered would offer a fair price for customers in York and is transparent and would continue to offer competitive rates whilst helping the fuel poorest and those on pre-payment meters. A paper on this work and the results of the review will come to a future Executive Member for Environment session.

### **Green Jobs Task Force**

This group has been set up to explore opportunities to create greater levels of green jobs and training opportunities across the city. An action plan is being developed and will focus on high-value job creation.

Cllr Andrew Waller

## Annex 1

### **Actions to tackle climate change and reduce city-wide carbon emissions**

#### Council

- Developed a new OnePlanetCouncil –Carbon and Resource Smart Management Programme to reduce council expenditure relating to water and energy use. It aims to accelerate water and energy efficiency and the generation of low carbon energy across our estate. It will also embed wider sustainability across the council's operations.
- Continued to deliver energy efficiency programmes across our estate and schools via the council's Salix fund.
- Continued to explore renewable energy opportunities across our estate.
- Secured over £100,000 to investigate the potential for low carbon district heating schemes across the city.
- Through LCR, York will benefit from various European pots of funding to support SME's in the city become resource efficient through energy, water and waste efficiency support and support public sector partners and communities explore renewable energy opportunities across the city (ELENA).
- Developed the new city-wide OnePlanetYork programme to help create a new strengthen approach to sustainability across the city.

#### Housing

- Energy Switching - Over a 1000 homes have now switched energy suppliers through the Big Community Switch scheme and saved in total over £200,000 off their energy bills.

#### Social Housing

- Installed various air source heat pumps, boilers to A+ high efficiency, roof replacements with associated insulation and doors upgraded to composite draught proof, insulated doors.

## Private Sector Housing

- Continue to work with Leeds City Region and Better Homes Yorkshire to deliver various energy efficiency schemes across York. Including:
  - New Central Heating Fund - Free Loft Insulation scheme.
  - Completed a new BRE Integrated dwelling level housing stock modelling. The results of this identified concentrations of fuel poverty and homes with excess cold in the city. We will now develop targeted campaigns to support the introduction of whole house energy efficiency solutions.
  - Supported the CAB to help deliver their fuel poverty programme
  - Completed a new draft of the Private Sector Housing Strategy - including actions to create sustainable homes.

## Waste

- Collection point for vegetable oil recycling introduced at Hazel Court HWRC
- Garden waste collection season extended to the end of November/start December to allow residents to compost more autumnal garden waste

## Sustainable Transport

- Continue to deliver iTravel Programme
- Secured £800,000 through OLEV'S Ultra Low Emission Cities funding. This will support the promotion and roll out of electric vehicles infrastructure across the city.



## Economic Development and Transport Policy and Scrutiny Committee

20<sup>th</sup> July 2016

### Report of the Director of City & Environmental Services and the Director for Communities and Neighbourhoods.

#### 2015/16 Finance and Performance Outturn Report

#### Summary

1. This report provides details of the 2015/16 outturn position for both finance and performance across services within City & Environmental Services and Communities and Neighbourhoods.

#### Analysis

##### Finance

2. The services that relate to Economic Development and Transport Policy and Scrutiny committee cross two Directorates (City and Environmental Services and Communities and Neighbourhoods). Service Plan Variations which relate to services within this scrutiny are shown below:

	Budget £'000	Outturn £'000	Variance £'000
<b>City &amp; Environmental Services</b>			
Transport	7,496	7,505	9
Fleet	-39	114	153
Highways	3,673	3,405	-268
Parking Income	-6,687	-6,454	233
Development Services, Planning and Regeneration	1,880	2,065	185
Economic Development	137	62	-75
<b>Communities and Neighbourhoods</b>			
Parking	1,311	1,314	3

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

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

Transport (+£9k)

4. There are a significant number of variations within the Transport outturn.

Public Transport (-£58k)

There was an overspend of £87k due to the risk and reward payment for Poppleton Bar park and ride. This was offset by underspends from the young persons reduced fare pilot scheme (£79k), subsidised buses (£28k) and not requiring the budget set aside for the quality bus contract (£40k).

Other Transport Activity (+£67k)

There was a shortfall in ANPR income from Coppergate and shortfalls in income from streetworks (£40k) and transport systems (£34k). There was also a £65k overspend on the CCTV service, mainly relating to additional staffing costs. These overspends were offset by mitigating underspends from road safety activities £75k and bridges maintenance (£20k). There was also additional income from Leeds City Region (£54k) towards Major Scheme delivery and highway regulation (£25k).

Fleet (+£153k)

5. There is a £112k unachieved legacy saving from council transport costs which is still to be delivered along with shortfalls in external income on the vehicle workshop (£81k). The workshop income shortfall is partly due to vehicle technician vacancies and an increase in internal work requirements which led to a net increase in income from internal users of £34k.

Highways (-£268k)

6. Within street lighting there were savings on routine maintenance (£85k) primarily due to significant capital investment on LED and column replacements. There was also increased income (£101k) from charges for external works and recharges to the capital programme. Higher than budgeted grant support (£51k) was received within flood and water management relating to activities that were delivered within current resources.



Parking Income (+£233k)

7. The total income from the parking account was £233k below budget (3.5%). The breakdown of the shortfall was Off Street Parking (£376k), On Street Parking (£21k), Respark (£-11k) and Season Tickets (£-153k). The main reason for the shortfall was the loss of income following the December Floods with December to March income being 13% below budget. Income from season tickets was significantly above budget partly related to changes in the Hotel scratchcard charging regime.

Development Services, Planning and Regeneration (+£185k)

8. The overspend is mainly due to a shortfall in planning fees. There was a shortfall of £166k on pre-application advice fees. There was also a shortfall of £62k on general planning fees. This was partly due to a fall in the number of major housing site applications but also due to the government's expansion of permitted development rights and subsequent fall in prior notification submissions.

Economic Development (-£75k)

9. The underspend was mainly due to an additional contribution received from Leeds City Region business rates pool.

Lendal Bridge/Coppergate PCN Repayment Update

10. Members will recall that provision was made by the Director of CBSS, in his statutory role of preparing and approving the accounts, for the Council to retain a sum equivalent to the income received from fines in respect of Lendal Bridge and Coppergate in an earmarked reserve. Of the £1.802m fine income generated, £1.126m has been repaid, or is in the process of being paid leaving a balance of £676k on the reserve.
11. The period for claiming refunds has now ended and a decision is therefore required to release the amount held in reserve. It is proposed that the reserve is held for a further period of 12 months pending any other issues and approval of the 2015/16 Statement of Accounts in September. However, this should not delay the consideration of these funds, and a future report will report separately on this matter.

## Performance Update

12. The 2015/16 scorecard for Economic Development and Transport is attached at Annex 1. Other key performance information is included in the following paragraphs.
13. Installation of 900 LED street lantern conversions started in February, in residential areas that have the highest number of high and low pressure sodium lanterns (yellow and orange lights). The new lighting will help make significant carbon, energy and cost savings. In addition to new LED lanterns, lights will be adjusted by up to 60% (still within current lighting level standards) between midnight and 6a.m. when traffic flow is quiet, helping to further reduce environmental impact and cost. The estimated cost of each lantern installation is £200 and it is anticipated there will be an average net energy saving of £30 per lantern, saving a total £27,000 a year.
14. Employment continues to be strong in the City as the number of Job Seekers Allowance claimants continue to fall. Figures from the Office for National Statistics showed there were 653 claimants in York (395 less than March 2015). The figures also highlighted a 57.14% fall in the youth unemployment since March 2015. The JSA claimant count represents 0.5% of the working population, lower than the regional average of 2.0% and national average of 1.5%.
15. Average gross weekly pay increased by 3.23% between 2014 and 2015 to £584.30, nationally there was a 1.01% increase (to £629.50) and regionally there was a 2.18% increase (to £567.00). There has been a 6.45% increase in the gender pay gap in York while both nationally and regionally it has decreased, although York's pay gap (£221.20) is still lower than the regional (£233.60) and national (£249.50) averages.
16. The number of people in employment for the year (ending Dec 2015) increased by 5,100 to 102,000, 76.3% of the working age population (region stands at 72.5%). The increase is made up of an extra 7,500 full time jobs and a reduction of 1,400 in part time roles.
17. City of York Council was awarded £365,000 of Government funding to help develop plans for York Central, a Housing Zone and an Enterprise Zone which aims to help create to 7,000 new jobs, up to 120,000 sq m of office space and up to 2,500 new

homes. The Council will use the grant to help fund the delivery team and undertake further technical assessments to ensure the project makes progress whilst a partnership is being shaped with Network Rail, the NRM and the Homes and Communities Agency (HCA). Estimates suggest this could help to create up to 7,000 jobs in the City, and over £1.1 billion value for the region's economy. The jobs created would be high-value office based jobs, helping to grow York's economy by an estimated 20% and would increase average wages in the City.

18. Figures released by the Office of National Statistics show that in 2014 York's economy was worth £4.90 billion (up from £4.88 billion in 2013) and York's share of total Gross Value Added (GVA) has remained constant for the last 4 years at around 4.6% of the regional GVA.
19. Between 2010 and 2014 the percentage increase in total GVA for York was 11.6%, whilst regionally it was 10.7% and nationally it was 15.8%. However the GVA per head has decreased 0.6% from £24,121 in 2013 to £23,977 in 2014 and is below the UK 100 indices at 97.4 which may be the result of an increase in accommodation and food service activities employment.

### **Implications**

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

### **Risk Management**

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

### **Recommendations**

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

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

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**Chief Officers responsible for the report:**

Neil Ferris  
Director of City and Environmental Services

Sally Burns  
Director of Communities and  
Neighbourhoods

**Report  
Approved**



**Date** 8<sup>th</sup> July 2016

**Annex**

Annex 1 – Scrutiny Performance Scorecard

			Previous Years			2015/2016					Polarity	DoT	
			2013/14	2014/15	2015/16	Quarter 1	Quarter 2	Quarter 3	Quarter 4	Target			
Air Pollution	PHOF24	% of the population exposed to road, rail and air transport noise of 55 dB(A) or more during the night-time	Five Years	5.04	5.04	5.04	-	-	-	-	-	Up is Bad	Neutral
		Benchmark - National Data	Five Years	8.01	8.01	8.01	-	-	-	-	-		
		Benchmark - Regional Data	Five Years	6.18	6.18	6.18	-	-	-	-	-		
		Regional Rank (Rank out of 15)	Five Years	6	6	-	-	-	-	-	-		
Benefits	CJGE06	JSA Claimants: % of Working Age Population (16-64)	Monthly	1.60%	0.80%	0.5%	0.6%	0.5%	0.5%	0.5%	-	Up is Bad	Good
		Benchmark - National Data	Monthly	2.90%	2.00%	1.5%	1.7%	1.6%	1.5%	1.5%	-		
		Benchmark - Regional Data	Monthly	3.80%	2.70%	2.0%	2.4%	2.2%	2.0%	2.0%	-		
		Regional Rank (Rank out of 15)	Monthly	1	1	1	1	1	1	1	-		
	CJGE09	% Total Benefit Claimants (Working Age 16-64)	Quarterly	7.90%	7.30%	-	7.00%	6.9%	6.70%	-	-	Up is Bad	Good
		Benchmark - National Data	Quarterly	13.30%	12.50%	-	12.20%	12.00%	11.80%	-	-		
		Benchmark - Regional Data	Quarterly	14.90%	14.10%	-	13.80%	13.60%	13.30%	-	-		
		Regional Rank (Rank out of 15)	Quarterly	1	1	-	1	1	-	-	-		
	CJGE151	JSA and UC (Out of Work) % of working age population (16-64)	Monthly	NC	NC	0.70%	0.70%	0.70%	0.60%	0.70%	-	Up is Bad	Neutral
		Benchmark - National Data	Monthly	NC	NC	1.90%	1.80%	1.80%	1.70%	1.90%	-		
		Benchmark - Regional Data	Monthly	NC	NC	2.30%	2.40%	2.30%	2.10%	2.30%	-		
	Business	CJGE23	% of vacant city centre shops	Monthly	6.25%	5.99%	7.70%	6.62%	6.31%	11.11%	7.7%	-	Up is Bad
CJGE29		Business Deaths	Annual	600	710	6	-	-	-	-	-	Up is Bad	Neutral
		Regional Rank (Rank out of 15)	Annual	4	6	-	-	-	-	-	-		Bad
CJGE30		GVA per head (£)	Annual	24,121	23,977	-	-	-	-	-	-	Up is Good	Neutral
		Regional Rank (Rank out of 12)	Annual	2	2	-	-	-	-	-	-		
CJGE31		Total GVA (£ billion)	Annual	4.88	4.90	-	-	-	-	-	-	Up is Good	Good
		Regional Rank (Rank out of 11)	Annual	11	11	-	-	-	-	-	-		
CJGE32		Business Startups - (YTD)	Monthly	1,155	1144	1012	254	519	751	1012	-	Up is Good	Bad
Earnings	CJGE14	Median earnings of residents – Gross Weekly Pay (£)	Annual	526.50	476.90	496.00	-	496.00	-	-	-	Up is Good	Neutral
		Benchmark - National Data	Annual	517.90	521.10	529.60	-	529.60	-	-	-		
		Benchmark - Regional Data	Annual	479.10	479.00	480.50	-	480.50	-	-	-		
		Regional Rank (Rank out of 15)	Annual	1	9	5	-	5	-	-	-		

			Previous Years			2015/2016					Polarity	DoT	
			2013/14	2014/15	2015/16	Quarter 1	Quarter 2	Quarter 3	Quarter 4	Target			
Earnings	CJGE68	Median earnings of residents - Gross Weekly Pay (£) - Gender Pay Gap	Annual	98.50	98.9	85.1	-	85.1	-	-	-	Up is Bad	Neutral
		Benchmark - National Data	Annual	99.3	99.6	98.8	-	98.8	-	-	-		
		Benchmark - Regional Data	Annual	105.9	101.3	98.5	-	98.5	-	-	-		
		Regional Rank (Rank out of 15)	Annual	6	6	5	-	5	-	-	-		
Education	CJGE17	% of working age population qualified - No qualifications	Annual	6.90%	4.80%	4.60%	-	-	-	4.60%	-	Up is Bad	Good
		Benchmark - National Data	Annual	9.40%	8.80%	8.60%	-	-	-	8.60%	-		
		Benchmark - Regional Data	Annual	10.60%	9.80%	9.80%	-	-	-	9.80%	-		
		Regional Rank (Rank out of 15)	Annual	1	2	2	-	-	-	2	-		
Employment	CJGE03	York's unemployment rate below the national	Quarterly	2.00%	1.70%	-	1.80%	1.80%	1.80	-	-	Up is Good	Neutral
	CJGE05	% of Part time employees	Quarterly	33.80%	31.40%	-	30.70%	30.60%	29.30	-	-	Up is Bad	Good
		Benchmark - National Data	Quarterly	25.60%	25.50%	-	26.60%	25.50%	25.50	-	-		
		Benchmark - Regional Data	Quarterly	26.70%	26.70%	-	25.50%	27.10%	27.30	-	-		
		Regional Rank (Rank out of 15)	Quarterly	15	15	-	15	14	14	-	-		
	CJGE71	Employment Rate (Male)	Quarterly	75%	77.80%	-	77.30%	79.00%	80.30	-	-	Up is Good	Good
		Regional Rank (Rank out of 15)	Quarterly	8	4	-	6	4	3	-	-		
	CJGE72	Employment Rate (Female)	Quarterly	71.40%	70.40%	-	71.60%	71.7%	72.50	-	-	Up is Good	Neutral
		Regional Rank (Rank out of 15)	Quarterly	2	6	-	4	4	3	-	-		
	emp1	% of working age population in employment (16-64)	Quarterly	73.20%	74.10%	-	74.40%	75.30%	76.30	-	-	Up is Good	Good
Regional Rank (Rank out of 15)		Quarterly	5	5	-	4	4	2	-	-			
Highways Maintenance	CES03	% of road and pathway network that are grade 3 (poor condition) - roadways	Annual	16%	NC	19%	-	-	-	19%	-	Up is Bad	Bad
	CES04	% of road and pathway network that are grade 3 (poor condition) - pathways	Annual	4%	NC	6%	-	-	-	6%	-	Up is Bad	Bad
	CES05	% of Principal roads where maintenance should be considered (NI 168)	Annual	2%	2%	(Avail Mar 2017)	-	-	-	-	-	Up is Bad	Neutral
		Benchmark - National Data	Annual	4%	4%	-	-	-	-	-	-		
		Benchmark - Regional Data	Annual	3%	3%	-	-	-	-	-	-		
		Regional Rank (Rank out of 15)	Annual	1	2	-	-	-	-	-	-		
CES06	% of Non-principal classified roads where maintenance should be considered (NI 169)	Annual	4%	7%	(Avail Mar 2017)	-	-	-	-	-	Up is Bad	Neutral	
	Benchmark - National Data	Annual	8%	7%	-	-	-	-	-	-			

			Previous Years			2015/2016					Polarity	DoT	
			2013/14	2014/15	2015/16	Quarter 1	Quarter 2	Quarter 3	Quarter 4	Target			
Highways Maintenance		Benchmark - Regional Data	Annual	7%	7%	-	-	-	-	-	-		
		Regional Rank (Rank out of 15)	Annual	3	8	-	-	-	-	-	-		
	CES07	% of Unclassified roads where maintenance should be considered (old BV224b)	Annual	10%	10%	(Avail Mar 2017)	-	-	-	-	-	Up is Bad	Neutral
		Benchmark - National Data	Annual	18%	18%	-	-	-	-	-	-		
		Benchmark - Regional Data	Annual	21%	21%	-	-	-	-	-	-		
		Regional Rank (Rank out of 15)	Annual	2	2	-	-	-	-	-	-		
Housing and Planning	CES09	Net additional homes provided - (YTD)	Quarterly	345	523	-	NC	806	NC	-	-	Up is Good	Good
		Net additional homes provided - Greenfield - (YTD)	Quarterly	-	156	-	NC	45	NC	-	-	Neutral	Neutral
		Net additional homes provided - Brownfield - (YTD)	Quarterly	-	367	-	NC	761	NC	-	-	Neutral	Neutral
	CES13	% of new homes built on previously developed land - (YTD)	Quarterly	84.00%	70.17%	-	NC	94.42%	NC	-	-	Up is Good	Good
	CES905	% of major applications determined within 13 Weeks (NPI157a)	Quarterly	73%	81%	-	60%	71%	86%	100%	65% (Nat) 75% (Loc)	Up is Good	Good
		Benchmark - National Data	Quarterly	70%	77%	-	79%	79%	81%	76%	-		
		Benchmark - Regional Data	Quarterly	77%	81%	-	78%	84%	73%	85%	-		
	CES910	% of minor applications determined within 8 Weeks (NPI157b)	Quarterly	77%	76%	-	63%	73%	73%	82%	65% (Nat) 75% (Loc)	Up is Good	Neutral
		Benchmark - National Data	Quarterly	70%	70%	-	72%	74%	75%	78%	-		
		Benchmark - Regional Data	Quarterly	74%	74%	-	78%	78%	76%	86%	-		
	CES911	% of other applications determined within 8 Weeks (NPI157c)	Quarterly	91%	90%	-	78%	79%	84%	-	80% (Nat) 89% (Loc)	Up is Good	Neutral
		Benchmark - National Data	Quarterly	83%	82%	-	83%	83%	85%	-	-		
Benchmark - Regional Data		Quarterly	87%	86%	-	89%	87%	83%	-	-			
CJGE121a	Average House Price	Monthly	£187,258.27	£200,445	£210,085	£210,951	£207,124	£205,106	£210,085	-	Neutral	Neutral	
	Benchmark - National Data	Monthly	£169,016.87	£178,007	£189,901	£157,065	£186,553	£190,275	£189,901	-			
	Benchmark - Regional Data	Monthly	£117,058.29	£120,914	£121,841	£121,070	£124,473	£125,532	£121,841	-			
	Regional Rank (Rank out of 15)	Monthly	1	1	1	1	1	1	1	-			
Par	TSS08B	% of tenants who say car parking is a major problem in their neighbourhood	Annual	28.59%	33.78%	29.50%	-	-	-	29.50%	-	Up is Bad	Neutral

			Previous Years			2015/2016					Polarity	DoT	
			2013/14	2014/15	2015/16	Quarter 1	Quarter 2	Quarter 3	Quarter 4	Target			
King	<u>YCC036</u>	Customer Centre Tickets issued - Parking	Monthly	-	18,554	17357	4229	4595	4304	4229	-	Neutral	Neutral
	<u>YCC107</u>	YCC Number of calls offered - Parking	Weekly	-	24612	18746	5328	5299	4880	4195	-	Neutral	Neutral
Public Transport	<u>CAN031</u>	P&R Passenger Journeys - (LI 3 b) - (YTD)	Monthly	4.45m	4.51m	4.61m (Prov)	1.12m (Prov)	2.31m (Prov)	3.56m (Prov)	4.61m (Prov)	-	Up is Good	Good
	<u>CAN032</u>	Local bus passenger journeys originating in the authority area (excluding P&R) - (YTD) (LI 3 a)	Monthly	10.38m	11.09m	11.11m (Prov)	2.77m (Prov)	5.41m (Prov)	8.43m (Prov)	11.11m (Prov)	-	Up is Good	Good
	<u>CAN032-A</u>	Passenger journeys on local bus services (Not comparable with CAN031/CAN032 - DfT measure - BUS0109a)	Annual	15.6m	16.2m	(Avail Sep 16)	-	-	-	-	-	Up is Good	Good
	<u>CAN033</u>	% of non-frequent scheduled bus services (fewer than 6 buses per hour) running on time (DfT measure - BUS0902) (LI 22a)	Annual	84%	87%	(Avail Sep 16)	-	-	-	-	-	Up is Good	Good
Road Safety	<u>CES14</u>	Reported number of PEOPLE killed in road traffic accidents (Calendar Year) (LI 13a)	Monthly	0 (2013)	5 (2014)	2 (2015)	1	0	0 (Prov)	-	-	Up is Bad	Neutral
	<u>CES14i</u>	Reported number of PEOPLE killed or seriously injured (KSI) in road traffic accidents (Calendar Year) (LI 13a (i))	Monthly	58 (2013)	75 (2014)	74 (2015)	20	19	20 (Prov)	-	-	Up is Bad	Bad
	<u>CES16</u>	Reported number of PEOPLE slightly injured in road traffic accidents (Calendar Year) (LI 13c)	Monthly	463 (2013)	508 (2014)	475 (2015)	114	134	109 (Prov)	-	-	Up is Bad	Neutral
	<u>CES17</u>	Reported number of CHILDREN (0-15) killed in road traffic accidents (Calendar Year) (LI 13b)	Monthly	0 (2013)	0 (2014)	0 (2015)	0	0	0 (Prov)	-	-	Up is Bad	Neutral
Sustainable Travel	<u>CAN030</u>	The number of businesses signed up to the Eco Stars fleet recognition scheme	Annual	34	52	66	-	-	-	-	-	Up is Good	Good
	<u>CES26</u>	Index of cycling activity (AM Peak) from 2009 Baseline (4,525) (Calendar Year) (LI 2a(ii))	Annual	123% (2013)	131% (2014)	124% (2015)	-	-	-	-	-	Up is Good	Neutral
	<u>CES27</u>	Index of cycling activity (PM Peak) from 2009 Baseline (4,049) (Calendar Year) (LI 2b(ii))	Annual	125% (2013)	127% (2014)	121% (2015)	-	-	-	-	-	Up is Good	Neutral
	<u>CES28</u>	Index of cycling activity (12 hour) from 2009 Baseline (28,642) (Calendar Year) (LI 2c(ii))	Annual	126% (2013)	130% (2014)	124% (2015)	-	-	-	-	-	Up is Good	Neutral
	<u>CES33</u>	Index of pedestrians walking to and from the City Centre (12 hour in and out combined) from 2009/10 Baseline (37,278) (LI 1 (vii.i))	Annual	106%	107%	109%	-	-	-	-	-	Up is Good	Good
	<u>CES34</u>	% of customers arriving at York Station by sustainable modes of transport (cycling, walking, taxi or bus - excluding cars, Lift, Motorcycle, Train) (LI 4)	Annual	73%	68%	68%	-	-	-	-	-	Up is Good	Neutral
Tourism	<u>TOU14</u>	Parliament Street Footfall	Monthly	7,844,253	9,616,941	8,356,697	2,131,369	2,361,747	2,125,920	1,737,661	-	Up is Good	Neutral





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**Economic Development & Transport Policy & Scrutiny Committee****20 July 2016**

Report of Protection of Grass Verges Task Group

**Protection of Grass Verges Scrutiny Review Interim Report****Summary**

1. This report presents information in support of the objectives of the review remit for the Protection of Grass Verges Scrutiny Review and asks the Economic Development & Transport Policy & Scrutiny Committee (EDAT) to agree what, if any, further information is required to conclude this review .

**Background**

2. At an EDAT meeting in March 2016, Members received a scrutiny topic proposal submitted by Cllr Fenton around concerns about damage being done by motor vehicles to grass verges across the city.
3. The Committee received a briefing paper on this issue and noted that verge parking can cause a number of problems, such as obstruction to the highway and damage to the verge. The issue is enforced by a variety of different bodies including the Council (e.g. Highway Maintenance, Network Management) and the Police. It was also noted that additional funding and resources would need to be identified against other Council priorities if a significant reduction in verge parking is required to be made.
4. Members agreed that the damage to grass verges is an issue which is widespread in the city and that it would be useful to carry out a scrutiny review. The Committee appointed a Task Group comprising Cllrs Warters, Myers, Fenton and Kramm to carry out this work on their behalf.
5. The Task Group met for the first time in late March 2016 and agreed the following draft remit:

## Aim

How City of York Council can work in partnership with residents to improve and protect the condition of grass verges from damage caused by motor vehicles.

## Objectives

- i. Understand the Council's current policies and procedures in relation to the management of grass verges and to what extent they are enforced.
- ii. Look at schemes that have been successfully used elsewhere and examine whether they can be introduced in York.
- iii. To better understand the reasons why people park on grass verges. (To hear from people who do park on grass verges and not just those who complain.)
- iv. To understand what consideration is given to car parking when planning applications are agreed, to include new built, extensions and conversions.
- v. To examine whether parking provision in the local plan is still effective and appropriate.
- vi. Assess what can be legally done in the most practical and cost-effective way to protect grass verges from the damage caused by motor vehicles.

## **Information gathered**

### Current Position

6. Roadside verges lie between the carriageway and the footway (or carriageway and highway boundary where no footway is provided) and are intended primarily for amenity purposes.
7. In respect of Objective (i) the following information was provided in the briefing paper to Members.
  - i. Obstruction of the highway can only be enforced by the police unless parking restrictions are in place when the Council may be able to enforce. The police have full discretion as to how they would chose to deal with any allegation. However, enforcement may not be

a high priority for police, unless an actual or obvious real danger is being caused, at the time, to the travelling public.

- ii. Verge parking may be considered dangerous or obstructive or cause damage and may constitute a criminal offence under one or other of the following statutory provisions:
  - Section 28 Town Police Clauses Act 1847 – wilfully causing an obstruction to any public footpath or public thoroughfare.
  - Regulation 103 Road Vehicles regulation 1986 – vehicle causing unnecessary obstruction of the road (including verge)
  - Section 22 Road Traffic Act 1988 - leaving vehicles in a dangerous position on the road (including verge).
  - Section 137 Highways Act 1980 – wilful obstruction of the free passage along a highway.
  - Section 72 Highways Act 1835 – driving on any footpath or causeway by the side of any road made or set apart for the use or accommodation of foot passengers.
- iii. Damage to verges can be recharged to the owner of a particular vehicle but only if it can be proved that the vehicle caused the particular area of damage. This can be difficult to confirm. The Council has an enforcement process in place using the highway inspectors but success has been limited in the past. Where parking has caused road safety or traffic capacity concerns or impacts on bus services, capital funding may be used to resolve the issue at isolated locations.

#### Current Council Process

8. When an inspector visits a site following a complaint or a routine inspection determines that damage to the grass verge is being caused by parked vehicles, a letter is sent to the occupier of the property adjacent to the verge. The letter brings to their attention the damage and states it is against the law to do so and the Council may claim cost associated with repairing the verge.
9. If the damage persists and on a second visit the inspector identifies a vehicle parked on the verge, their registration number is recorded and a

request is made to the Driver and Vehicle Licensing Agency (DVLA) to discover the owner of the vehicle. The council have the rights to ask the DVLA for details of vehicle owners that damage the highway and to make a claim for repair against them. If the records show that the owner of the vehicle is indeed the property owner the same letter is sent in person directly to emphasise the issue.

10. If there is no action on the third visit then a second letter is sent indicating that a prosecution will be considered and that an approved vehicular crossing where appropriate should be considered and that action may be considered under the Highways Act to construct a crossing on their behalf and charge for the works. This letter is very rarely sent and needs evidence of persistent damage occurring.

#### Police Position

11. While there is no blanket prohibition on parking on verges, allegations concerning any of the possible offences detailed in paragraph 6 (ii) would be a matter for the police to investigate and enforce, rather than the highways authority.
12. However, all these offences are subjective and would be particularly difficult to prove in a 30mph street lit area, would require action / statements from the Local Traffic Authority (to prove the damage, nuisance, etc), the driver / registered keeper to be traced and interviewed and a file submitted to Crown Prosecution Service who would have to weigh up whether it would be in the public's interest to proceed to court. It may be viewed that this is top heavy and a questionable use of resources. It would also not be a priority for North Yorkshire Police.

#### Yellow Line Restrictions

13. Where there are double or single yellow lines on a carriageway (no waiting at any time and no waiting during the times specified on the signs respectively) the prohibition of waiting extends from the centre of the carriageway to the highway boundary. Hence, this would include any verge or footway that forms part of the highway. These restrictions are most commonly found in built up areas.
14. For "no waiting at any time" restrictions only double yellow lines are required on the carriageway, signs are not needed because the lines mean the same everywhere. For single yellow lines, signs are required to

spell out the times and days of operation. The signs have to be within 15m of the start and end of the restriction and then every 60m.

### Sign Only Restrictions

15. There are some circumstances where it is required to prohibit waiting on the verge or footway but not the main carriageway (most likely on rural roads). In this instance there are no road markings but there has to be a sign at either end of the restricted area plus a repeater sign every 30m.

### Traffic Regulation Order (TRO) Process

16. Both yellow line and sign only restrictions must only be used to indicate the effect of a Traffic Regulation Order (TRO).
17. To progress a TRO for a single item costs in the region of £1,500 for the necessary press advertising. There are also costs for officer and elected member time considering and approving the proposal and then considering any formal objections made. Implementations of any proposal that get through the legal process also have a cost implication, which obviously varies depending on the scale of the scheme. Considering these issues typically takes 6 to 9 months from start to finish.
18. Each subsequent item for advertising after the initial item at £1,500 would add around £200 to the cost. Hence, by considering similar item together in batches considerable cost savings can be achieved due to reduced advertising costs. For this reason most requests for restrictions made throughout the year are tackled in an annual review. The downside of this is that for some items the timescale for considering a request and taking it through to completion can take 12 months or more.
19. However, it is not possible to do a blanket TRO for a small area or covering the whole City and then just implement sections as and when problems occur.

### Bollards

20. There is no requirement for a legal process or consultation to take place before implementing a scheme of bollards to prevent the verge or footway areas being used for parking on. However, there are drawbacks to using bollards, for example:

- There is no budget set aside for installing bollards
- Each bollard costs in the region of £150 to £200 to purchase and install
- The bollards themselves become an additional maintenance burden
- Bollards increase the time taken to maintain the verge
- It can require many bollards to secure an area from being used by small vehicles
- They are considered an unacceptable visual intrusion by some
- On the footway bollards are a permanent inconvenience to the blind, partially sighted and those with mobility scooters / wheelchairs
- Could result in skips being placed in the carriageway (obstructing vehicles) instead of on a verge
- Can end up being used for attaching other items potentially causing an obstruction to drivers / pedestrians.

#### Objective (ii)

21. The problem of damage to grass verges is one faced by council's throughout the country. To better understand potential solutions the Task Group agreed to examine scheme that have been used elsewhere and whether they can be successfully introduced in York. However, scrutiny of these policies did not reveal any new approaches that could be easily adopted here.
22. A range of preventative measures have been considered by various councils, including:
  - Bollards
  - Timber posts
  - Tree planting

- Bylaws
  - Traffic Regulation Orders
  - Converting grass verges to a hard surface
  - Providing additional parking spaces
  - Allow verge parking and strengthen verges
  - Allow verge parking and undertake periodic repairs
23. Various councils noted that it is not an offence in law to park a motor vehicle, other than a Heavy Goods Vehicle (exceeding 7.5 tonnes), on a grass verge unless it causes an obstruction or a Traffic Regulation Order or bylaw is in force prohibiting it.
24. The Task Group was made aware that a highway authority can ban parking in a specific area by way of a Traffic Regulation Order made under Parts I and IV of the Road Traffic Regulation Act 1984, as amended.
25. Section 2 of the 1984 Act sets out what TROs may be used for and it includes almost anything prohibiting, restricting or regulating the use of a road by traffic or pedestrians, including parking.
26. There are three types of TRO: permanent, experimental and temporary. While permanent TROs require a lengthy consultation process, experimental orders, as precursors to permanent orders, can be implemented more easily and quickly.
27. Recently there have been campaigns to introduce a complete civil ban on pavement parking, including grass verges, enforceable by local authorities. Pavement parking causes an obstruction to pedestrians and particular difficulties for blind and partially-sighted people, wheelchair and mobility scooter users and those with pushchairs and prams.
28. This has led to a number of Private Members' Bills being introduced in Parliament to provide to some degree wider control over pavement parking. The most recent of these was Simon Hoare's Pavement Parking (Protection of Vulnerable Pedestrians) Bill 2015-16, which was debated in the House of Commons in December 2015. The Bill provided a framework for local authorities to consult on and subsequently ban pavement parking across wide areas.

29. However, at the end of the debate Mr Hoare withdrew his Bill, having secured from the Minister a commitment to convene a round table in 2016 to discuss footway parking issues, and to undertake some work to “examine more closely the legal and financial implications of an alternative regime, and the likely impacts on local authorities”.
30. Some residents may take their own measures to prevent parking on verges (often plant-pot shaped concrete blocks or painted rocks). Although these can be aesthetically pleasing, it is an offence to place unlawful items on the public highway. If seen or reported, the highways authority has the right to request that the items are removed. Failing this, they can have the items removed and recover the cost of removal from the owner.
31. If someone is injured or damages their vehicle on these rocks legal action can be taken.
32. The Task Group noted that some Parish Councils in York had placed planters on verges to prevent cars parking on them. However, such preventative measures should be licensed and carried out by a body which accepts responsibility for them and their maintenance. It is not an option available to individuals.
33. In London, parking on the footway or verge is unlawful unless authorised by a resolution of the local authority under section 15(4) of the Greater London Council (General Powers) Act 1974 and indicated by the appropriate signs and markings. Elsewhere, Traffic Regulation Orders are required to prohibit verge and footway parking.
34. There has been a recent national press report suggesting that Ministers / Department for Transport are considering extending the London ban on pavement parking to the rest of the country.

Objective (iii)

35. At the Task Group in March 2016 Cllr Fenton reported that after an article in the York Press on the review of damage to grass verges, which included his council email address, he had to date received 65 emails from residents.
36. It was agreed that Cllr Fenton collect and collate emails and other responses from residents to form a fuller picture of the extent of the problem (Annex A). This was to include the views of people who do park on grass verges and not just those who complain.



37. It was stressed that the review is not a witch hunt against residents who park on the grass verges in front of their own homes if they considered this was their only option because of a lack of parking provision in their neighbourhood.
38. At a Task Group meeting on 12 May 2016 Members were provided with information by the Head of Highways and Waste, the Traffic Manager and the Head of Parking Services.
39. Members noted that comments from residents fell into three general categories:
  - Damage caused by parking on verges – there were a number of causes for this including narrow streets, concerns about damage to cars parked on the road, multi-car households with insufficient off-road parking and where motorists simply choose to park on, and damage, the verge even where more appropriate parking was available.
  - Damage caused by motorists accessing expanded off-road parking on their property by driving across the verge
  - Damage caused by large vehicles (including council vehicles) mounting verges or cutting corners
40. The Task Group was told that while the Council has a damaged grass verge policy approved in 2000, enforcement action is rarely taken. The biggest problem was one of proof and resources needed to gather evidence. The city has two highways inspectors when it used to have six and they are responsible for the whole of the carriageway including verges and pathways. Inspectors go out to complaints about damage to grass verges and report any problems they find. Where deep ruts in verges are observed by the highways inspectors, these are reported to the Public Realm team.
41. The Council takes advantage of community payback teams to help repair damaged verges one day per week. These are people who have been given a community sentence after having been convicted of a crime by a court. It costs £35 per square metre to repair a verge, including all labour material and labour costs, and by using these community payback teams the Council is able to reduce costs.

42. No general repairs to verges are undertaken between October and March unless the damage presents a danger when the verge will be repaired with light rubble and top soil.
43. It was noted that where a household expands the off-road parking in front of a property, they are required to request, and pay for, the installation of a verge crossover. It is likely that many households are unaware of this. There are a large number of instances where this requirement has not been adhered to. The Task Group was informed that when footway reconstruction work is being done in an area, there is an opportunity for residents to request (and pay for) verge crossovers to be installed, provided that they are made aware of this opportunity.
44. It was suggested that ward councillors could request a 'menu' of options which would give them an idea of the cost of various interventions that could be funded through ward budgets, where there is local agreement that such work is a priority, such as:
  - Reactive verge reinstatement work
  - Proactive work to protect corners prone to damage, such as inserting plastic cells into the ground or more radical options such as green tarmac or painted tarmac
  - Construction of parking lay-bys, potentially in conjunction with Estate Improvement Grant funds where appropriate, or other local sources of funding that may exist
45. There was a discussion about strategies for raising awareness with residents, for example with those residents unaware of the requirement to install a verge crossover where expanded off-street parking has been created.
46. The Task Group recognised that the nature of the problem, and the potential solutions, will differ from street to street and that many people who park on grass verges are not being malicious. They are not seeking to destroy verges but have got used to parking on them because of the narrowness of many streets and fear of damage to their vehicles through being hit by a passing vehicle.

Objective (iv) and (v)

47. In early June 2016 the Task Group met planning officers to discuss what consideration is given to car parking when planning applications are agreed.
48. Members noted that the Council has a list of parking standards for assessing planning applications for developments within the city. The criteria for car parking standards are flexible but the standards stated are the maximum. Each development proposal is assessed downwards according to site conditions, using the maximum standard as a starting point. This allows for variations, depending on the individual characteristics of each site.
49. The criteria for assessment includes:
  - the built environment
  - on street parking capacity
  - access and amenity implications for other residents
  - road width
  - traffic levels
  - type of development proposed
  - accessibility to York City Centre by foot or bicycle
  - level of public transport provision
50. The parking standards apply to both new build and change of use applications. In some cases where change of use is sought, the appropriate standard will be physically impossible. In these cases the individual application will be considered in accordance with the criteria outlined above to determine whether provision below the stated standard is acceptable.
51. The number of designated spaces that should be provided are:

Dwelling houses – car parking – within the cartilage of each dwelling or within communal parking courts

Zone	Type of dwelling	Car parking standard
York city centre foot streets	All types	0
Rest of York city, district centres and rest of district	1 or two bedrooms	1 per dwelling (can include garage)
	3 or more bedrooms	2 per dwelling (can include garage)

- In addition, outside the foot streets and York city centre, a visitor parking standard equal to 1 space per 4 dwellings will be required. This can be provided on the street.

#### Residential – special categories

Type of dwelling	Zone	Car parking standard
Multiple occupation/ bed sits	York city centre foot streets	None
	Rest of York city centre and district centres	1 per 3 units
	Rest of district	1 per 2 units
Student accommodation	York city centre foot streets	None
	Rest of York city centre and district centres	1 per 5 units + 2 spaces if resident warden

52. The Task Group was concerned that damage to verges was also caused by contractors' vehicles when they were doing conversion or extension work at properties. They suggested that an informative be included in planning application documentation stating that damage done to grass verges in the course of any work should be repaired on completion of the work and that the verges are re-instated to their original condition. This

could be proved by taking a photograph of the verge before any work is started.

### **Analysis**

53. The growth in car ownership has led to more vehicles trying to be parked than many streets can safely accommodate. One of the symptoms of this is the unprecedented increase in grass verge parking. The 'green' concept on which many residential areas have been designed is gradually being eroded due to indiscriminate and often irresponsible parking with many verges left devoid of grass. The grass verges and other ornamental grassed areas provide a valuable and attractive soft landscaped public amenity for everybody to enjoy.
54. The Council, as Highways Authority, is responsible for maintaining grass verges adjacent to highways. The Highways Act 1980 places a duty on the Highway Authority to maintain the public highway network in a condition that is safe for users. The public highway network includes all roads, footpaths and verges which the highways authority has responsibility for. In order to keep the highway in a safe condition CYC regularly inspect the network in accordance with the current Code of Practice for Highway Maintenance.
55. Unlike roads, grass verges are not designed to take the weight of vehicles and parking on them can cause damage to the pavement and kerb as well as the grass and also to underground utilities.
56. As traffic levels and car ownership have increased, so have issues relating to the repair and maintenance of verges in residential areas caused by vehicles being driven and parked on the verges.
57. York, like every other town and city in the UK, has seen a continuous rise in levels of car ownership. This has led to a situation where parking in a number of neighbourhoods in the city is very difficult. Housing estates that were planned many years ago were not designed to cope with the current number of parked cars. Today, households with more than one car is commonplace and it is not uncommon for some properties to accommodate the drivers of three or more vehicles, all of which they expect to park in close proximity to their home.
58. The effect of this is that, in areas where there is little parking provision, both occupants and visitors park on grass verges. This often results in significant damage being caused to verges, particularly during periods of wet weather when, at best, verges can become unsightly and, at worst,

completely destroyed. Even in dry weather verges which are parked on regularly become little more than hard standing parking areas with little sign of the former grass cover.

59. It is important to note that a vehicle can only be illegally parked if there are no parking restrictions operating in the area. But to enforce a Traffic Regulation Order would require yellow lines and traffic signs, adding to the street clutter in some areas of York.
60. Drivers parking on a grass verge can prevent grass cutting from taking place both underneath the vehicle and around it. Although verge protection methods such as posts can prevent a driven lawn mower from cutting the verge, strimmers can be used instead. However, strimmers are a more time consuming and costly way of grass cutting.
61. It is not currently illegal to park a vehicle on a grass verge (unless there are parking restrictions on the associated road) but as most verges are owned by the council they are expected to repair any damage with local council tax payers covering the cost.
62. As part of the examination of the work of other councils in relation to parking on grass verges the Task Group were made aware of treatment options considered by Hampshire County Council. Their options to address the problem, including the advantages, disadvantages and potential risks, may be applied to York.

### Provide additional parking spaces

#### Advantages

- Satisfies public demand for secure, convenient parking.
- Controls the location and manner of parking.
- Reduces environmental damage.

#### Disadvantages

- Reduces the 'green' environment.
- Reduces 'non-vehicular' public space.
- Increases run-off of surface water.
- Works are very expensive (costly to undertake if done properly; costly to maintain if not done properly).

- Does not promote policy of reducing dependency on motor vehicles.

### Risks

- May increase demand for parking space, which then is never satisfied.
- May require extensive diversion of buried utility services.
- May discourage residents from providing off-street parking.
- May overload existing drainage system.
- May be difficult to justify selection of limited number of high priority sites for treatment.

### Prohibit verge parking

#### Advantages

- Controls the location and manner of parking.
- Reduces environmental damage.
- Encourages residents to provide off-street parking where possible.

#### Disadvantages

- Requires bye-law or TRO to be made and enforced.
- Requires traffic signs and yellow lines.
- Does not satisfy demand for parking.

### Risks

- May not be enforceable.
- May displace parking problem to other locations.
- May lead to obstruction of the carriageway or footways
- May restrict access to local services (e.g. letter/telephone box, cash machine or convenience store).

### Exclude verge parking

#### Advantages

- Controls the location and manner of parking.
- Reduces environmental damage.

- Encourages residents to provide off-street parking where possible.

#### Disadvantages

- Requires extensive use of posts, railings or planting.
- Causes difficulties for verge maintenance operations.
- Does not satisfy demand for parking.

#### Risks

- May displace parking problem to other locations.
- May lead to obstruction of the carriageway or footways.
- May restrict access to local services (eg letter/telephone box, cash machine or convenience store).

#### Allow verge parking and strengthen verges

##### Advantages

- Reduces environmental damage.

##### Disadvantages

- Works are moderately expensive.
- Does not control the location and manner of parking.
- Does not promote policy of reducing dependency on motor vehicles.

##### Risks

- May require diversion of buried utility services.
- May discourage residents from providing off-street parking.

#### Allow verge parking and undertake periodic repairs

##### Advantages

- Inexpensive.
- Easy to manage.

##### Disadvantages

- Does not reduce environmental damage.
- Does not control the location and manner of parking.



- Does not promote policy of reducing dependency on motor vehicles.

### Risks

- May discourage residents from providing off-street parking.
- May lead to further abuse of highway land.
- May appear to suggest a lack of care.

### **Consultation**

63. The Task Group has consulted with relevant council officers and considered the views of interested residents. These views are included in Annex A.

### **Conclusions**

64. There does not appear to be an easy solution to the problem without considerable additional resources being applied to enforcement, the provision of alternative parking spaces or installation of physical prevention measures. Any additional funding and resources would need to be identified against other Council priorities.
65. The parking of vehicles on grass verges, footpaths and pavements is increasingly widespread and creates significant problems in many areas for residents, highway users and for the Council itself. The circumstances of each case vary widely and thus it is extremely difficult to identify a single solution that can be applied universally.
66. There is a need to strike a balance between parking provision and maintaining a pleasant environment, while also ensuring that any solution implemented is that which is most appropriate to local needs.
67. Grass verges are not designed to take the weight of vehicles parking on, or heavy vehicles driving over them. Damage can be caused to the pavement, kerb or verge and also to underground utilities.
68. Drivers parking on grass verges can prevent routine maintenance such as grass cutting from taking place both underneath the vehicle and around it, further damaging the street environment.
69. It could be possible to convert the grass to a hard surface. This option must be balanced against the increased risk of flooding due to surface water run-off, the high costs of installation, potential road safety concerns

and the visual impact on the street scene.

70. While verge protection measures can reduce environmental damage it may divert the parking problem to other locations if there is inadequate alternative parking available nearby. Any potential solution must demonstrate that there will not be a worse problem caused elsewhere by parking displacement.
71. It must also be remembered that CYC is committed to reducing dependency on motor vehicles and to improving travel choices for residents and visitors to the city.
72. In some areas vehicles parked on verges cause serious problems for pedestrians, particularly blind, disabled and older people which may result in them having to step off the footway onto the road, thus putting themselves in danger.
73. Bollards and posts can be effective in preventing verge parking but there is no budget set aside for installing them. The bollards themselves become an additional maintenance burden; they increase the time taken to maintain the verge and they are considered an unacceptable visual intrusion by some.
74. Various interventions, such as placing planters on verges in problem areas, could be looked at by Parish Councils or could be funded through ward budgets.

### **To Progress the review**

75. It is anticipated that the Task Group will require one further meeting to achieve Objective (vi) “to assess what can be legally done in the most practical and cost-effective way to protect grass verges from the damage caused by motor vehicles” and to formulate recommendations to be included in the draft final report.

### **Options**

76. Having considered the information provided in this report, the Committee may choose to progress the work on the review by:
  - Requesting additional information in support of the review aim and objectives or,

- Agreeing that adequate information has been gathered to identify the most practical and cost-effective recommendations.

### **Council Plan 2015-19**

77. This scrutiny review addresses an ongoing issue for residents in a number of wards and will aim to identify a solution for those local communities. The review therefore supports the 'a council that listens to residents' priority of the Council Plan.

### **Risks and Implications**

78. There are no risks or implications associated with the recommendations in this report. Any risks or implications associated with the recommendations in the draft final report will be addressed accordingly.

### **Recommendations**

79. Having considered all the information provided within this report the Committee are recommended to:
- i. Note the work on the review to date
  - ii. Agree whether any further information is still required to conclude the work on this review
  - iii. Agree any changes required to this interim report in order that it may form the draft final report for this review

Reason: To conclude the work on this review in line with scrutiny procedures and protocols.

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**Report Approved**  **Date** 5/07/2016

**Wards Affected:**

**All**

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

**Annexes**

Annex A: Public Comments.

**Abbreviations**

CYC- City of York Council

DVLA – Driver and Vehicle Licensing Agency

EDAT – Economic Development & Transport Policy & Scrutiny Committee

TRO – Traffic Regulation Order

**Public Comments Relating to Parking on Grass Verges.****Complied by Cllr Stephen Fenton**

Names and addresses recorded and filed. Some submitted photographs not used.

**1. Ward: Micklegate**

Copy of letter to the York Press

Could I appeal through Readers Letters to those Contractors to put right what they have done at this site. This was indeed an act of vandalism in all sense of the word. Criminal damage could be another word for such at that location.

This area has already seen some renovation from Russell Stone's team at the City of York council though funding from the Residents' Association.

As a Committee Member I was so disappointed that common sense was not an option at the time?

I am sure some networking with Highways some space would have been made in the parking respite area to be cordoned off for them to be able to do their work at a nearby property. Now money will have to be found to replace it to its original state and not like this.

Good networking will the council could have assured support for their work please work with the council and not against them this is sent to all in the community basically for support to look after our areas of beauty the message is Communicate please for support?

**2. Holgate**

I saw the report in The Press and would advise that the verges in Windmill Rise (each side of the windmill) are regularly used as private parking spaces by residents, despite parking often being available on the street or even in their own adjacent driveways.

I understand this is not the area identified in the report but the condition of some sections is dreadful with not a single blade of grass evident sometimes.

I raised this issue with CYC a couple of years ago but was met with a stony silence.

### 3. **Acomb**



This photo was taken in Acomb on Tostig Avenue, which is terrible for people parking on the grass. I complained to council last week and heard nothing!

### 4. **Rural West**

I am interested to read you are looking into this problem. Have you noticed the number of cars that park every weekday along Mill Lane that leads to the Water tower off Askham Fields Lane opposite the entrance to Askham Bryan College. Some days there are as many as twenty vehicles parked on both sides. Wednesdays seem to be the worst day.

I have contacted the local PCSO, and the College, pointing out that

cars are often parked within 32 feet of the junction (see highway code) and the PCSO said he would look into it but the problem is getting worse. I have even seen for sale signs on one car.

I suspect that due to the variation in numbers that a few are car sharing but the majority are probably over spill from the College!!

#### 5. **Huntington & New Earswick**

The damage to the verge has been caused by a change in the size of the lorry that delivers to a local butcher at Brockfield resulting in it driving over the verge. There hadn't been a problem til then. It has now been agreed to put bollards there – for several years bollards have been refused.

For us city fibre has damaged many verges but as they are supposed to repair them all we might end up with better verges than we had before.

#### 6. **Rural West**

There is a big problem on the corner of Ebor Way and Millfield Lane in Nether Poppleton.

[Cars parked outside homes] make the road one way in effect. The road is used by delivery vehicles to the local shops and because of the parked vehicle they regularly have to drive over the grass verge. When the river is in flood at the bottom of the village the no. 10 bus also has to somehow squeeze past these parked vehicles and this is at a time when the ground is particularly wet so inevitably there is a lot of damage to the verge. A number of other vehicle have also started using the road to park in; we suspect these are people associated with the local children's nursery.

I have complained to council in the past about the state of the road and even went as far as contacting Julian Sturdy. I understand that in 2014 it was graded as a 5 with regard to repair but was not

selected in the rankings for a scheme in the 2015/2016 financial year. I don't know if pressure can be brought to bear for it to be included in the 2016/17 year.

## 7. **Wheldrake**



We have a problem with the verge outside 54 Main St Wheldrake YO19 6AB. We have tried to make it good after tractors and trucks use it as highway to overtake cars parked for the Doctors Surgery or using the Village Shop. The doctors could do with a specific car park

A lady slipped on a grass verge getting out of her car and was hospitalized with a serious break to her arm/shoulder. She could have used a car park if one was available at the Doctors.



## 8. Hull Road

I read with great interest that you are now attempting to champion the cause for not parking on verges and trashing them – I really wish you the best of luck. If you want to see the damage that is done just drive down Tang Hall Lane and any other area you care to mention. The whole ethos around parking on the verges is “I pay my council tax and this area is outside my house” – wrong.

Usually the culprits are where there is more than one car per house and the residents cannot be bothered to change them round and put them back on the drive. Having said that just take a drive round the ring road to fully understand how the council doesn't maintain our roads and doesn't keep them rubbish free. Take a look at the disgusting mess down Malton Road, where the wonderful daffodils display is really struggling this year, due to lack of careful cutting/maintenance from the council.

I therefore really believe that the council should take a lead in this rather than just battering the residents. Yes there is a massive problem but truly how can you expect the residents to change their behaviour when we receive such poor value from the council. Our road system is third world, our upkeep of that system is non-existent and therefore people could not care less.

We have some serious problems in York so we need leadership and we also need desire for leadership, which means you guys need to be visible and shouting and getting things done.

## 9. N/A

I recently read an article in The York Press regarding a review being underway into parking on grass verges in York. This is a problem that we see all too often in an urban environment, however, we have a tried and tested solution to remedy this issue. Being a landscape supply company we manufacture our own soils, and we have blended a bespoke product to help alleviate the destruction of

grassed areas when loads are placed upon them.

Green-tree Structural Soil is a soil and sand based substrate reinforced with polypropylene Fibres, it is an advanced substrate that's stable and free draining. It provides excellent structural strength enabling it to be used for a variety of applications that are frequently trafficked. During the mixing process of Green-tree structural soil, crimped polypropylene fibres are entwined with the substrate increasing its overall strength and resistance. Green-tree structural soil can be used on various applications such as: Emergency and access Roads, overspill car parks, Golf course buggy routes, verges and pedestrian walkways and also public recreation areas.

I have attached data sheet which will give you more information on the product but also explains how the product is installed correctly, I believe this product would be a great solution to the issues we have been facing in York regarding the destruction of our Grass Verges. If you would like some more information or if you would like to have a discussion about the product then please do not hesitate to contact me on the details provided below.

#### 10. **Heworth**

After reading the article in the York Press about you wanting to improve the appearance of our grass verges by stopping parking or driving over them, I enclose a few photographs of the grass verges on Heworth Green near Monkbridge roundabout.

There are more examples of damaged verges on Heworth Green/ going in the direction away from the city towards Monks Cross



### 11. **Copmanthorpe**

Great news that a review is planned of parking on verges. The verges in our street (Sawyers Crescent, Copmanthorpe) have been destroyed by selfish parking and some of the residents even took it upon themselves to repair them at their own expense and in their own time this week.

I had written countless emails to the council and reported the parking but with no response so this is excellent news.

### 12. **Heworth**

I am finally pleased to hear action is being taken on this matter by the council, having received a letter in regards to action being taken over 12 months ago in our area (Starkey Crescent Heworth) for motorist parking and ruining the grass verges for no reason when there is plenty of road space is very annoying and frustrating to say

the least that no enforcement or progression has been made, I will provide photos as evidence from my area to highlight what is now an eyesore.



**13. Westfield**

You requested readers forward you details of damaged grass verges. I have reported damage to grass verges twice in Thoresby Road several weeks ago.

**14. Westfield**

I was interested to see this in The York Press. We have similar problems in the Kingsway West / Danesfort Avenue area. In addition there is also the problem of vehicles being parked for long

periods half on the foot path (where there is no grass verge) and half on the road causing an obstruction for push chairs and wheel chair users. Nobody seems to want to take responsibility for taking any action. Can you add this problem to the grass verge issue?

**15. Heworth**

I read, in the Press, that you were asking people to email you about damaged verges. I live on Walney Road, Heworth (which runs down from Heworth village to the top of Tang Hall Lane).

There are a number of damaged verges along our road, and the damage has increased over this very wet period. Most of our houses have drives but some car owners park on the verges habitually. I cannot help thinking that this must harm the soil structure in some way, aside from the churning up of the grass.

**16. Acomb**

Informed the council last year of the state of the grass verges in Langholme Drive York with cars and vans parking on them and cutting them up badly especially in wet weather, were all relayed a number of years ago and now make the road look awful. Planting trees would prevent this happening and smarten up the area.

**17. Westfield**

The grass verges on Bramham Avenue have been destroyed by the people parking on them and now look a disgrace. I and a lot of the other private/council residents are starting to get annoyed as this makes a nice street look terrible. We all got a letter several years ago about parking on the verge with the threat of a fine is this now not current?

I would be grateful if this could be sorted because we all care about the look of the street and as all the children will be starting to play in the street soon and with no grass to play on means they will be on the road. We all take a lot of pride in the look of our houses and gardens for the image to be spoilt by the few digging the grass up when parking their cars and vans on them.

## 18. Dringhouses and Woodthorpe

We have a badly damaged grass verge at the entrance to our private development, which I have previously reported to the council , ref no 103063288. This damage has been caused by the council's own staff and bin/recycle wagons. It has happened before and then stopped for many months / years, but the latest driver seems to go over the grass leaving mud on the road and the grass verge with massive tyre tracks and divots. I have had no feedback from the council apart from the above ref no.

I cannot understand how certain drivers can avoid the verge altogether yet others drive over it with no regard for the damage they do. The wagon is the same size and cars can't park opposite due to double yellow lines, so it must be down to individual drivers that don't take enough care and time. It's the council that should be setting the example and not adding to the problem.

## 19. Holgate

[The piece of land] in front of council owned flats at the top of Baildon Close in Acomb, York was once a lovely grass area. It is now a muddy puddle when it rains.

The grass is cut up, not just where the two cars are but to the left also where we once had nice area of grass at the top of the cul-de-sac....the cars also block footpaths too. (Photograph and further information on ownership of these cars filed but not used in this Annex)

## 20. Holgate

I saw the article in The Press about grass verges being ruined by motorists and the request for images to show this as evidence. In several cases, there is little (apparent) choice for them (too many cars and insufficient parking) and I can understand why they do it. I don't, however, condone it since I am happy parking my car further away if it means I don't destroy a verge.

However in some cases, it is just inappropriate. For one example, near my home in Holgate, I have attached two photographs. The street is unnamed but runs along the side of 21 Falconer Street YO24 4JH. The junction in the photographs is of Park Lane. Here and thereabouts there is permit parking, but people squeeze in

regardless, in this particular case, between two (rather attractive when flowering and fruiting) trees.



A partial solution would be a further small tree or perhaps a bench. I suspect a significant problem is also large vehicles using Park Lane (I have seen delivery lorries stop at the Holgate Road-end of Park Lane.)

Similar examples of verges also exist on Hamilton Drive, near Our Lady Queen of Martyrs school. However, a possible solution is, if the parking pressure is in the evening, and the school car park is available for residents, and it is usually empty on the evening. There are a few obvious issues with this but with considerate parking the (otherwise empty-at-night) school car park could be more efficiently used. Perhaps similar possibilities exist elsewhere in the city.

## 21. **Osballdwick and Derwent**

I suggest somebody should have a look around Osballdwick especially in Pinelands Way, Eskdale Ave and Thirkleby Way,

## 22. **Heworth Without**

I understand from the Press that you are seeking examples of verges destroyed by vehicles. I attach a few photos here of the verge opposite my house in Caedmon Close, Heworth which had been damaged, I believe, by the council recycling vehicles.



Despite assurances that the damage would be repaired, it never was. A neighbour and I put some new turf down which largely rectified the problem, but it has been damaged again, and once more looks like it did in the photos.



I would add that several of the verges in neighbouring Whitby Drive are also damaged, mostly by cars. I hope this is helpful.

### 23. **Westfield**

This is also a problem in Chapelfields and a lot of this is caused by people parking on junctions and dustbin and recycle lorries have to mount the verges to navigate the streets. I have watched it happen dozens of times. Police used to make you move your car if you were parked within 25 yards of a junction, they don't care anymore

### 24. **Hull Road**

In the Press you ask people to email you about the damage to grass verges in the streets of York these pictures are just a few in our street. We have found that people are very inconsiderate on parking where they think fit. We have complained to the council about it quite a few times & was told in no uncertain terms that nothing could be done about it.



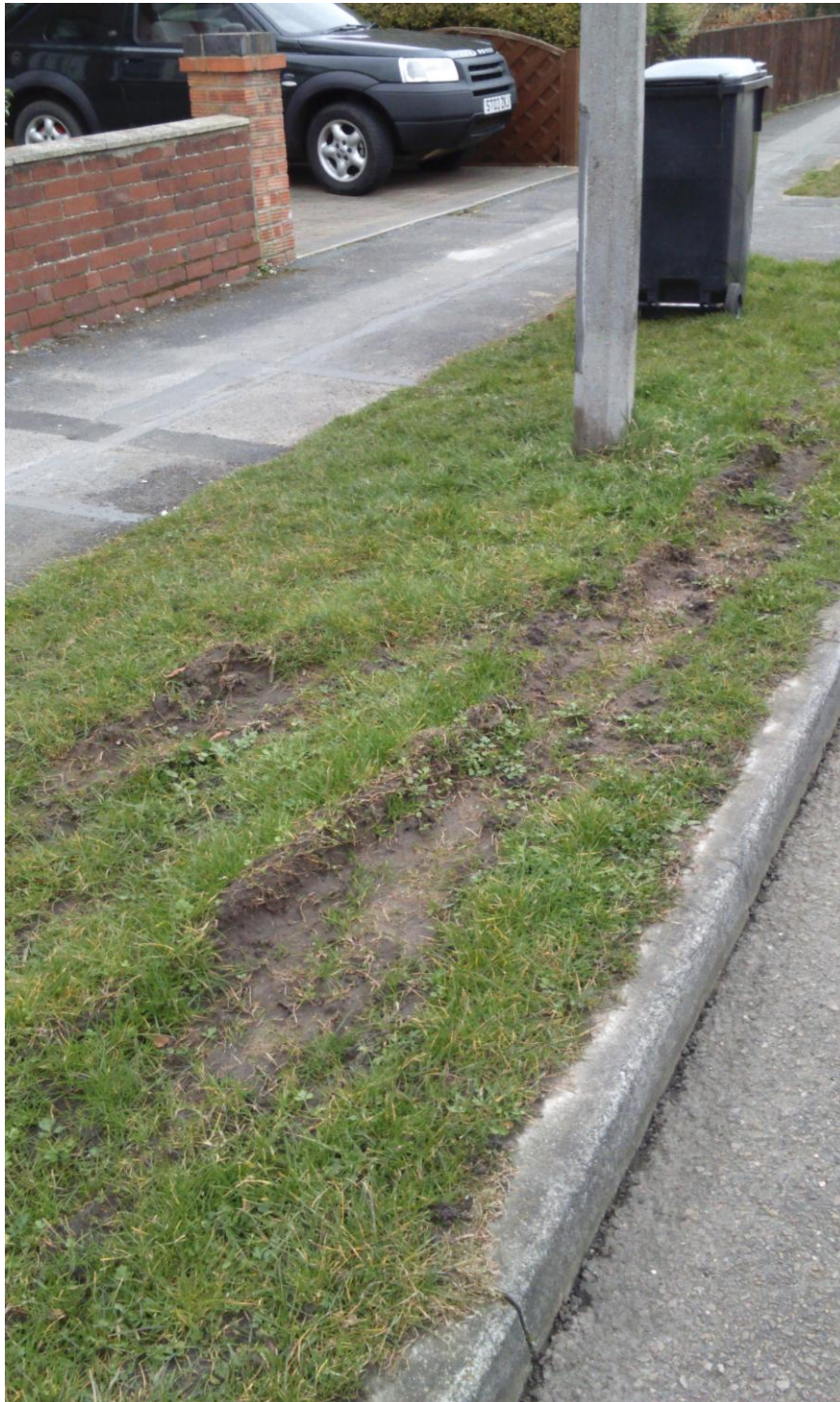


## 25. **Holgate**

I live on Howe Hill road and walk to Acomb via Howe Hill Close every Saturday. Outside one house there are cars parked on the grass and on the public path way cracking all the paving slabs. Sometime if you are holding two carrier bags you have to turn sideways to pass. I have also seen people enter the road to get by which is very dangerous. The hole in the grass is so deep now that the driver has started to move a little way down making this muddy.

## 26. Rawcliffe and Clifton Without

Re your article in the York Press regarding parking on grass verges. Here with an example on Reighton Drive, Rawcliffe York. (Text edited) We as a family take pride in looking after the grass verge outside our house.



## 27. **Dringhouses and Woodthorpe**

We have spent a frustrating winter with the grass verge in front of our house being subject to off road parking.

Every property except one in our street has a drive, some homes now have three or four cars hence the over flow onto the verges. We are on a bad curve so if a car parks it restricts access to the bottom of the street and mud spills on to the road from the churned up verge causing a further danger. Three weeks ago I placed three cheap solar lights into grass and I have to say no one has parked since. The grass is growing back although it has very deep ruts now!! Jjust walk down Gower Road for a very muddy grass verge trek

## 28. **Acomb**

I live on Boroughbridge Road, YO26 6AS, which is a major route in and out of the city. People do not regularly park on the verges, but the one outside my house has been damaged because it has been driven over a lot. It is unsightly. In addition, when the verge has been used for parking it becomes extremely difficult to pull out of the drive way as your line of vision is obstructed. There are a lot of cyclists on the road due to the proximity of Manor School, and so this is particularly hazardous. The verges on Wheatlands Grove in out area are also churned up quite badly. I would definitely welcome a clamp down.

Alternatively the council should look at selling verges made into proper parking spaces. Realistically many properties do not have enough space for the cars they own, so maybe the Council should recognise that tackling the issue will be expensive and is not a solution long term, but making neat spaces and selling or renting them out might raise more cash long term.

## 29. **Holgate**

Nursery Drive in Acomb used to be the flag ship of council homes but now it seems that as times go by the respect of the street has particularly gone down hill. The tenants are parking on the once very tidy grass verges there are pot holes in the grass it the grass looks like a ploughed field. To me, if people can afford a car then

why don't they convert their front gardens to hard stands, this will make the street clear for every one instead the drivers are just ripping up the grass verges the street is now very untidy. This street was once the proud flag ship of the council now a ploughed field.

### 30. Clifton

Grass verges in Rowntree Avenue, Clifton.



### 31. Heworth

Please see the attachment. This should show you the cause of the damage to the grass verge and resultant drain blockage



### 32. Micklegate

Could I highlight grass verges in the Terry Street area of Southbank for your campaign against parking and churning up grass from inconsiderate drivers.

I hope you are more successful than my Neighbourhood Team. I would be happy to get pictures if you think that would be helpful.

Destroying the verges in York will ultimately lead to further tarmac and concrete cover if it is not addressed successfully . I would be prepared to raise funds for the installation of "obstacles" such as trees and boulders if there was a clear legal position on such an approach.

**33. Westfield**

A lengthy e-mail in which the respondent highlights a number of issues. In order to avoid the risk of identifying the respondent, the e-mail text is not replicated here

**34. Dringhouses and Woodthorpe**

I want to complain about the grass verge outside my house. It is being used as a car park during the day and looks like a mud bath with constant tyre tracks on it.

I have lived at this address for fifteen years and own it. I have complained before, asking for yellow line to be put there or a row of stones?

**35. Heworth Without**

I was very interested to see the article in The Press about the state of grass verges in the city. We have similar problems in our parish area of Heworth Without, mostly caused by inconsiderate parking by residents outside their homes and by parents near to Hempland School during the mornings/afternoon school run. I have attached a few pictures taken this morning which should give you an idea of the damage which is being caused, although as the last couple of weeks have been dry, many of the areas are nowhere near as bad as they have been.





We are fortunate to have these grass verges in our neighbourhood, however, I do agree about the lack of clarity with regard to parking on them. The other issue is of course would be on how any potential new legislation would be enforced? I would be interested to know how you get on with your review.

### 36. **Heworth**

I read the article in the Press regarding "State of Grass Verges", I would like to include 5th Ave in the list of grass verges that have been ruined. The entrance to 8th Avenue off 5th Avenue and the entrance to Corbridge House off 5th Avenue have been churned up by council refuse vehicles. There is also many verges in 5th Avenue going towards Little Holfield Road. I do hope you will include these in your list, please.

### 37. **Acomb**

I Live in Cranbrook Road, Acomb off the Boroughbridge Road. Opposite my house is quite a nice, or was, longish stretch of grass without a lamp post on it i.e. a good straight run on and off. Gradually of course the whole plot is starting to get very unsightly with the grass being churned up into mud. I do believe the cars belong to houses on the other side of the road, not even outside



their own properties. Some houses have two or even three cars, as many as they wish as long as they keep them on their own property.

### 38. **Acomb**

I live in Almsford Road adjacent Carr Infant school. The verge outside my property is in a poor state due to it being used by people parking their cars inconsiderately when picking up/dropping off their children. I have contacted York council in the past on this subject but was told that "there isn't much we can do about it, it's not illegal unless causing an obstruction to pedestrians"



**39. Holgate**

I live in Hamilton Drive East in Holgate and delivery drivers and others park and pull up on the grass verges constantly. It is a shame as they look awful, it also blocks the view of the road for pedestrians and those trying to exit their driveways which is quite dangerous. I have attached a picture of the verge outside my house which recently a few vehicles have got stuck in. I personally think my road would be a much nicer place to live if parking or driving on these verges wasn't allowed.



#### 40. **Westfield**

I've just seen on York Press about parking on grass verges that basically we are getting put as careless. Well I park on the grass because the city of York council don't care about people's property, last year them massive bin wagons that are to big for our roads hit our brand new car and I had no proof to claim, we have been waiting 2 almost 3 years for a parking bay to be put in but instead putting them were they are not needed. So really they want people to stop parking on Verges they need to sort parking out.

See attached photo this is what the councils bin wagons do down our streets.



**41. Heworth**

I'm delighted that notice is finally being taken about parking on the grass verges. I live on Seventh Ave, Heworth and put polite notices on windscreens when people park on the verge in front of my house. (I don't have a car.) Further along the road the verges are rutted, collect litter and generally look unsightly.

But there aren't enough parking spaces. Two things happen: where a dropped kerb which would allow cars onto forecourts without damage to verges is possible, this isn't done. Often the problem is with HMOs, though not always. People park on their own verges. Often the vehicles are works vehicles, and there are private cars belonging to the same house, so there isn't enough space to park with consideration for the verges.

On Fourth, Fifth, Sixth Avenues and Little Hallfield Road, people park and then walk into town, presumably to avoid the car park charges.

A solution would be to plant trees on the grass verges, thus preventing parking. On Little Hallfield Road there's waste land which isn't developed presumably because it's polluted (it's adjacent to St. Nicholas Fields which is contaminated). That could be cleared, concreted over and used for parking and if it had a nominal charge, and double yellow lines were painted on the 'problem' areas, the problem might be eased. I hope this helps. You aren't of course, one of my councillors (I'm in Heworth Ward) but the problem is widespread.

**42. Osbaldwick and Derwent**

We live in Osbaldwick where there is the same problem. It seems that some motorists park their cars on the grass verge and footpaths as second nature. If they cannot park vehicles in their driveway then parking on the road would at least help to reduce the speed in which cars travel on residential streets.

Not only does parking on the verge damage the grass or make paving uneven it blights the area, it is dangerous and can cause difficulty for pedestrians with prams, pushchairs, shopping trolleys and mobility scooters using the pavement.

It would be good to know if this is illegal parking so that measures could be taken to deal with this problem. As more and more residents become car owners this problem will only increase. If more powers were given to the Parish Council to deal with this problem then perhaps it could be dealt with at a much earlier stage.

**43. Acomb**

The verge outside 12 Woodlea Bank, Acomb is denuded of grass due to constant parking on the verge. Thank you for your efforts in preventing this sort of thing.

**44. Holgate**

Grantham Drive in Holgate is now an eyesore because of multiple car/vans parking overnight on the verges. As the road is narrow many cars/vans and lorries clip the corners and the corner from Grantham Drive and St. Swithins Walk has huge grooves in the mud. So does Howe Hill Road corner.

People should put down standing that allows grass to grow through. Not enough people put grass friendly standing for cars on their front gardens, to allow rain to go through, preventing run off and flooding!

**45. Dringhouses and Woodthorpe**

In The Press the other day there was a piece about the state of the grass verges, which I must say are particularly bad following the very wet winter. One I would particularly mention is outside a home on Thanet Road between Jervis Road and Lidl. Although it is drying up slightly now, it has been very wet and muddy over the winter. I hope this is helpful

**46. Acomb**

I refer to your issue concerning grass verges that are ruined in my area [Cranbrook Road Acomb York, where some verges have no grass whatsoever]. In order to avoid the risk of criticising neighbours, this e-mail has had to be edited.

**47. Heworth**

Further to an article in 'The Press' regarding grass verges, there are various images and information you may find interesting.



For some time now the residents of St John's Walk (The Croft) have been experiencing issues with parking on the entrance to the development and have been requesting the main strip have waiting restrictions put in place. Although some of the issues are being addressed others are not.

In one particular case the resident management company of The Croft are having to pay CYC for them to install bollards on a grass verge that is owned by CYC to stop inconsiderate drivers parking and churning up the grass, CYC have taken a bleak view of this and simply stated they do not see this as a problem and that the grass will grow back in its own time. As you will see in one the picture above, it is a CYC maintenance van parking like this.

In another picture there is a van stuck on one of these grass verges when trying to pass an emergency vehicle (image1.jpg). In another 2 emergency vehicles are blocking the road (IMG\_1004), on this occasion a car mounted the pavement and drove along the path behind the ambulance to be able to get around, on the same occasion, as you will see a first responder car is also parked on the grass verge.



The final image attached is of the verge prior to the snow, as you will appreciate this is now much worse.

To resolve the issue, the resident's management company are paying to have bollards installed on these verges simply because CYC will not address the problem.



On another note, they have agreed to the installation of yellow lines, but rather than install them all the way down St John's Walk advise they are unable to review this claiming financial reasons, surely it makes more financial sense to attack the problem as a whole.

#### 48. **Dringhouses and Woodthorpe**

I read the article regards reviewing the state of grass verges in the City with great interest. I live in the Dringhouses area – Sandcroft Road were most of the grass verges are badly damaged from vehicle abuse. From my experience I have had issues with



motorists parking on the verge directly outside my house and I always catch up with them and have a polite and diplomatic word with them and find this usually works but it is a hard work, but the verge at the front of my house is probably the best in Sandcroft. Also I believe it is a vicious circle – the more inconsiderate motorists park on the verges just encourages other motorists to do likewise, hence it makes hard work for me to keep monitoring my own verge. ACTION SHOULD BE TAKEN.

#### 49. **Westfield**

Here is a picture of a verge in Queenswood Grove, it's one of three that are in an appalling state.



## 50. Fishergate

I was glad to see that this issue of damaged grass verges has finally been highlighted and Stephen you are going to review this matter and hopefully look at what actions can be taken to resolve this issue!

This is a big issue in the Fulford Cross Area, and one which we as residents and also members of Friends of Fulford Cross were proposing to speak to our Councillor, Andy D'Agorne about. The local residents in our area have worked hard over the past year to try and improve and maintain the area in which we live.

However the consistent driving and parking on the grass verges and the ultimate damage which this causes makes the area look awful and we are feeling exasperated as this issue seems beyond our control, hence we are glad that this matter is now being reviewed with the council.



We feel that there is a need for additional bollards on the grass verges to prevent this issue and deter people parking and causing further damage. Also a large portion of the surround of the green in Fulford Cross, has been turned in to mud furrows as a result of vehicles mounting the kerb and driving on the grass verge, so a remedy to this needs to be reviewed as bollards would not be a solution in this scenario.

I have attached several photos which will demonstrate the damage caused. We look forward to the results of your review and to hearing what actions shall be undertaken to resolve this issue.





## 51. Fishergate

The damage on the surround on the green in Fulford Cross is consistently driven over by the bin/recycling lorries which has been witnessed by myself and residents who live opposite the green. Outside our houses in the crescent to be honest is a combination of vehicles. Bin lorries drive over it every week when reversing into the crescent, which will usually have cars parked in it, so inevitably they mount the grassed kerb to fit in. However, people in cars and vans have also a tendency to park on it, many from both schools. Residents have raised this with people from the school whom they witness parking on grass verges, only to be totally ignored or be in receipt of rude responses.

It's such a mess, and horrendous in wet weather. I feel we have our hands full as it is, consistently having to pick up litter dropped in the Cross, trying to maintain the green and stop unruly youths from ripping our plants out, contending with anti-social behaviour from unruly youths etc. It would be great not to have to add this to the list of ongoing battles.

**52. Haxby and Wiggington**

With reference to the article in The Press dated 18 March 2016, will you please add the grassed area at the corner of Old Orchard and Cherry Paddock (facing No 1 Cherry Paddock) in Haxby to the list of grass verges damaged by inconsiderate parking. This has been reported to the council previously with no acknowledgement or action.

**53. Holgate**

I'm not sure whether you are the right person to write to as I'm in Holgate (Railway Terrace YO24 4BN) but we have the same damage being done here too and it's got extremely bad. Residents have tried planting flowers and even small trees to find they have been ripped up and cars parked there again. I attach some photos.



You can see that the gutters desperately need cleaning and we've agreed as a street to do it together, inviting the press to come and get a story to shame the council as they have ignored us.

I approached this driver and asked him to please not park there as it's damaging the tree roots. [He just swore at me.]

Please help us. I've written to our MP but the council have absolutely ignored us. I've started the process for signatures for a residents parking scheme (100% want it) and we need double yellow lines painted all the way along the other side of the road.

#### 54. **Clifton**

Please find attached a couple of images taken this afternoon (Thursday, 24 March 2016) on Burton Stone Lane between the junction with Field View and Crichton Avenue. I could have sent you more examples... only there were cars parked on the grass verges. I hope the pictures are helpful.



55. Holgate

Look at my lovely grass verge in Lindsey Avenue or what is left of it!



**56. Hull Road**

I was very interested in the article in The Press regarding the appalling state of some of the grass verges due to them been driven over and parked on.

This is a similar pattern in the Hull Road end of Tang Hall Lane YO10 3RA where this is a constant problem. Due to vehicles mounting the Kerb or vehicles parking on them outside my house and I would like to point out that the damage is not caused by anyone at this house or visitors. However where the bollards are in place along the grass verge no damage has occurred. As this street already has bollards I would like to see them extended in sets of three to protect the rest of the street.







**57. Haxby and Wiggington**

As per request, junction of Cherry Paddock and Old Orchard. Also photo of the path just north of Headland School.



**58. Clifton**

I read the short article in the York Press about the review into the state of grass verges and the request for examples of where they have been damaged.

I attach a few examples I took yesterday of the grass verges in Lumley Road ( YO30 6DB) where I live. Lumley Road is not very long and a cul de sac off Burtonstone Lane and near Bootham. At the end of the road is the pedestrian entrance to Clifton Green School and it is near the football ground. Along with other roads in the area contractors laid pipes for high speed broad band the length of both sides of the road in the verges.





I think you will agree that severe damage has been done to the grass verges and the description of the location gives indicators to possible reasons for the state of them namely:

- The contractors who laid the broadband pipes cut through the grass and occasionally heavy vehicles parked on the verges. As a result of the wet winter, tyre tracks have gouged marks in the verges. There has been no attempt to reinstate the verge on either side of the road and especially at the entrance to Lumley Road from Burtonstone Lane.
- Being near to Bootham it is used for all day parking, the roadway is not sufficiently wide enough for parked cars and passing vehicles so during the week cars are parked on the verge usually during working hours. A residents parking scheme was proposed but after a survey by the council the residents of Lumley road and the adjacent street, St Luke Grove, rejected a

proposal for residents parking , mainly, I suspect, because the scheme proposed by the council officers would create the additional cost of parking permits for the residents.

- Clifton Green School has two entrances, a pedestrian one in Lumley road and a vehicular one from Kingsway North which parents are not allowed to use. Twice a day many parents deliver their children to school by car via Lumley Road. As a consequence many park on the verges before turning around in the roadway using the verges. The school is aware of the problem but I see no evidence of any recent action being taken to either remind parents not to disrupt Lumley road or let them deliver children via the other entrance. I spoke to the local community liaison person of the school at ward meeting a few months ago but I have heard nothing since then.
- The proximity of the football ground does mean that parking on the verges is nose to tail when York City are playing at home with an inevitable effect on the grass.

I have listed these reasons to demonstrate that I appreciate that there are number of possible causes for the appalling state of the grass verges in Lumley Road and it cannot be blamed on one single cause.

Nevertheless, I think the combination of a wet winter and the heavy lorries of the contractor and the disruption of the grass created by the cabling programme has been a significant factor.

I am forwarding this e mail to my 2 local councillors because I am sure they are well aware of the state of these grass verges. There are other examples in Burtonstone Lane near the junction with Creighton Avenue.

I wish you well in your efforts to achieve an improvement in the condition of the grass verges in York.

**59. Dringhouses and Woodthorpe**

I was pleased to see the grass verge outside my house on Wains Road taking centre stage on the front page in our local Dringhouses Focus.

I would like to enlighten you as to how this verge became so damaged. On Sunday 14th Feb two traveller/scrap collector vehicles descended on the above verge to carry out some business. Upon leaving, one of the vehicles became stuck and churned the verge into the sorry state I now have to look at every day. My wife reported the incident to the police and gave the registration numbers more due to the dodgy dealing than the damage to the verge.

My wife reported the damage to the council help line on the 15th February and was issued with a job number 103074234. We also requested that bollards are placed along the length as this is not the first time damage has been caused to this section of verge, on all the other occasions I have rectified the damage but this time it is to far gone.

Approximately 3 weeks later we chased up the status of the job and were told "not to hold our breath as this job would only be completed if the teams had caught up on their other jobs".

I have received many comments from neighbours about the state of "my" verge and I personally think that all parking on our verges should be stopped and something like residential green belt should be adopted.

I take great pride in taking care of the grass outside my property, cutting, striping and edging weekly in season and even planting a bit of bedding to brighten the tree bases which were planted at my request a few years ago. I look forward to the council guys repairing the verge as soon as they can.

**60. Dringhouses and Woodthorpe**

I live in Dringthorpe Road and attach images of some examples of parking in the street.





## 61. Hull Road

I read with interest the reports in The Press of the complaints by residents of your ward about parking on highway verges. This is a longstanding issue in other wards in the city and elsewhere in the UK.

As an elected member for Hull Road ward during 2007-10, I found residents' concerns were greatest for student houses and, not entirely unrelated, parking on highway verges.

As far as parking on verges was concerned the residents' complaints were twofold: first, at the inaction of the council; and, when residents took action by placing stones etc on the verges, they were immediately threatened with prosecution by the council. (Some text removed).

I was able to make some progress in the worst cases via conventional solutions using area funding. But, as the photo of Tuke Avenue shows, conventional schemes are expensive, OTT and unattractive.

So the solution I explored was the idea of the council approving the design of a freestanding 'bollard' which met all the legal criteria and



which residents could buy from the council for use at specific locations.

I even went as far as approaching the design unit at York St John's about setting a short project for students to design a highway verge 'gnome'. But ill-health forced me to step down from the council.

Making progress as a junior Opposition backbencher is always difficult. However, you are in a better position. I therefore hope that you may be able to revive the concept and bring it to fruition.



**62. Heworth**

With reference to the article that was recently in the York Press about verges being damaged by inconsiderate motorists.

I live just off Heworth Green on St John's Walk. The development is just over eight years old and St John's Walk was recently adopted by the council.

At the end of the street is the York Community & Gymnastic Foundation facility hence traffic can be heavy at times.

During the eight years the Facilities Management Service provider for the development used to manage the parking on the development and there was no street parking allowed along St John's Walk so traffic used to flow freely.

Since the road was adopted people now park on the street which has essential turned the road into a single lane and during heavy traffic tail backs occur.

The council have put some yellow lines in place but these have not been very effective. I will be contacting my local councillor on this issue.

This has had the consequence of people driving over the passive traffic calming measures which form part of the verge and also parking on the verge. Please see attached photographs that show this.

The combination of all this is having an impact on the quality of life for those who live on the side of the road where the irresponsible parking is taking place.

If you require any further information please do not hesitate to contact me.



### 63. Dringhouses and Woodthorpe

I read the recent article in the Press about the state of grass verges and you asked that people report particular problems to you. I live at no. 5 Wains Road and the general state of the verges has been a big problem in this part of Wains Road for some time.

The road is quite narrow and so when people park I think they feel the need to get off the road and so they often put at least one set of wheels on the verges.

When two large vehicles meet it often forces one off the road and onto the verges in order to get past and of course the larger the vehicle, the worse the damage.

However, some residents also just seem to automatically park on the verges, regardless of the damage they cause, which is very disappointing.

The predominantly clay soil means the verges quickly get very wet and muddy and they stay that way for weeks and months during the winter and early spring.

I don't know how you deal with the issue as proving who is responsible is very difficult (thus making enforcement practically impossible) as it is often drivers who do not live in the neighbourhood (although certainly not exclusively) who do much of the damage.

In the stretch of road between no. 1 Wains Road and Trent Way, there are numerous deep ruts, holes and general damage to the verges. Aesthetically this looks terrible particularly after heavy rain (which is often) as the holes and ruts fill with water and they then become a wet, muddy mess which further compounds the problem.

I am not sure what the answer is as the narrowness of the road is part of the problem but have any solutions been discussed at all as this inevitably happens every winter?

Also, now that we are (hopefully) moving into the warmer, sunnier months and the verges start to dry out, can I ask that some repairs take place to them as the damage that one sees is at least 2 winters worth of mud and water splattered ruts and holes.

I know that money is very tight (I work for the council) but could the said ruts and holes be filled in and reseeded so that they at least look tidier and next winters starting point is not one of already badly damaged verges?

#### 64. **Westfield**

I read the article on the press website about the state of grass verges. I noticed that you had requested people "e-mail with examples of verges being destroyed by inconsiderate motorists".

I wondered whether, when you refer to these ‘inconsiderate motorists’, and the destruction that they are causing, you have considered places where there is no other option but to park on verges. I live in Carrick Gardens, Holgate. In my road, a number of the houses do not have driveways. However, the road is not wide enough for 2 cars to pass each other. Therefore, if you parked in the road without being partly on the verge, you wouldn’t be able to get round without having to mount the curb. This makes me wonder about if an ambulance or fire engine had to get down the road, they wouldn’t fit.



Recently, the council replaced the pavement in the street, at which point I asked if there was a possibility they could also widen the road or put in parking bays- the response I got was ‘not a chance.’ Therefore, the residents in the street have no other option than to park on the verges. The photo above shows what a mess it looks.

What I would like to know, is what other option do we have? The road comes off of Hamilton Drive, but cars parked on there already cause an obstruction and in the morning it can become a traffic jam up and down the road (a real hazard for children walking/ cycling to the local schools) because of parked cars. There are also times when there is zero visibility coming out of the side roads because of people parked on the main road. What other choice do we have than to be "inconsiderate" and "destroy" the verges?



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**Economic Development & Transport Policy & Scrutiny Committee****20 July 2016**

Report of the Assistant Director Governance &amp; ICT

**Impact of the Arts and Culture Sectors on the Economy of York Scrutiny Review – Feasibility Report****Summary**

1. This scoping report gives Members of the Economic Development & Transport Policy & Scrutiny Committee (EDAT) brief details of the impact of the Arts and Culture Sectors on York's economy to help them decide whether this is a suitable topic for review.

**Background**

2. At a meeting of EDAT in late June 2016 Members discussed potential topic for scrutiny review during the current municipal year. Members showed an interest in a scrutiny review on the impact of the arts and culture sectors on the economy of York and asked for a feasibility report to help them decide whether such a review would add value to work already ongoing in the city.
3. York's heritage continues to be the centrepiece of its cultural offer, attracting more than 7 million visitors per year with associated economic benefits to the city and its residents.
4. In December 2014 York was designated as a UNESCO City of media Arts and a member of the Creative Cities Network. Creative industries represent York's fastest growing sector and add balance to its heritage assets and identity.
5. The table below highlights the current level of employment in arts and cultural sector jobs as measured by Government data. This shows that York has a strong advantage in employment in the IT and digital sectors and the museums and arts sectors. For both the sectors, employment is above the national average.

Creative Jobs Data			
Industry by SIC Code	Number of Jobs	Number of Businesses	Location Quotients
<b>Publishing subtotal</b>	<b>200</b>	<b>30</b>	<b>0.40</b>
<b>Media subtotal</b>	<b>100</b>	<b>50</b>	<b>0.19</b>
<b>IT/digital subtotal</b>	<b>2000</b>	<b>295</b>	<b>1.10</b>
<b>Communication and design subtotal</b>	<b>600</b>	<b>190</b>	<b>0.60</b>
<b>Museums, arts and culture subtotal</b>	<b>800</b>	<b>80</b>	<b>1.39</b>
Source: ONS - Business Register and Employment Survey; UK Business Counts			
SIC Codes for Creative Industries based on codes by Department for Culture, Media & Sport. <a href="https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/394910/Creative_Industries_Economic_Estimates_-_January_2015.xlsx">https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/394910/Creative_Industries_Economic_Estimates_-_January_2015.xlsx</a>			

6. The figures do not capture the overall impact of these sectors on the local authority. For example, a proportion of the 7 million visitors to the city each year are drawn here by our museums and cultural attractions.

### Options

7. The Committee could conduct a scrutiny review over the next municipal year examining:
- i. The impact of the arts and cultural sector on the local economy in terms of overall output, jobs and wages, and
  - ii. An assessment of what interventions the Council undertakes to support these sectors compared with interventions to support other sectors.
8. This work can be supported by officers, but would also benefit from an exercise where members meet members of the cultural and arts sectors to discuss their views on the impact of their sector on the city.
9. However, Members should note that monitoring the performance of the leisure, tourism, heritage and arts and culture service areas lies within the remit of the Learning and Culture Policy & Scrutiny Committee.

### Analysis

10. There is no analysis as this report is for information only to advise Members on the possibility of conducting a scrutiny review.



## Council Plan

11. This report supports A Prosperous City For All; A Focus on Frontline Services and A Council That Listens to Residents elements of the Council's Plan 2015-19.

## Risks and Implications

12. There are no known risks or implications associated with the recommendations in this scoping report.

## Recommendation

13. Members are asked to note the contents of this report and decide whether they wish to undertake a scrutiny review on this topic.

Reason: To comply with scrutiny procedures and protocols

## Contact Details

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### Chief Officer Responsible for the report:

Andrew Docherty

Assistant Director Governance and ICT

Tel: 01904 551004

Report Approved  Date 7/03/2016

## Specialist Implications Officer

Phil Witcherley

Group Manager,

Policy and Strategy Team

(Economy and Place)

City and Environmental

Services

Wards Affected:

All

For further information please contact the author of the report

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## Economic Development & Transport Policy & Scrutiny Committee Work Plan 2016/17

Meeting Date	Work Programme
29 June 2016	<ol style="list-style-type: none"> <li>1. Attendance of Executive Member for Economic Development &amp; Community Engagement to explain his challenges and priorities for the coming year</li> <li>2. Attendance of Executive Member for Transport &amp; Planning</li> <li>3. Draft Work Plan 2016/17 including ideas for potential topics for review in this municipal year</li> </ol>
20 July 2016	<ol style="list-style-type: none"> <li>1. Attendance of Executive Member for Environment</li> <li>2. End of year Finance &amp; Performance Monitoring report</li> <li>3. Interim Report of Grass Verges Scrutiny Review</li> <li>4. Feasibility Report on impact of arts and culture sectors on the economy of York.</li> <li>5. Work Plan 2016/17</li> </ol>
7 Sept 2016	<ol style="list-style-type: none"> <li>1. Attendance of Executive Member for Housing &amp; Safer Neighbourhoods</li> <li>2. 1<sup>st</sup> Quarter Finance &amp; Performance Monitoring report.</li> <li>3. Final report of Grass Verges Scrutiny review</li> <li>4. Work Plan 2016/17</li> </ol>
14 Nov 2016	<ol style="list-style-type: none"> <li>1. Make It York half-year update report</li> <li>2. 2<sup>nd</sup> Quarter Finance Performance Monitoring report</li> <li>3. Update report on Universal Credit</li> <li>4. Six-monthly Update Report on Major Transport Initiatives</li> <li>5. Six-monthly Update Report on Major Developments within the city</li> <li>6. Work Plan 2016/17</li> </ol>
18 Jan 2017	<ol style="list-style-type: none"> <li>1. Update report on Wage data</li> <li>2. Work Plan 2016/17</li> </ol>
8 March 2017	<ol style="list-style-type: none"> <li>1. 3<sup>rd</sup> Quarter Finance &amp; Performance Monitoring Report</li> <li>2. Work Plan 2016/17</li> </ol>

10 May 2017	<ol style="list-style-type: none"><li>1. Annual Report from the managing Director of Make it York</li><li>2. Six-monthly Update Report on Major Transport Initiatives</li><li>3. Six-monthly Update Report on Major Developments within the city</li><li>4. Draft Work Plan 2017/18</li></ol>
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