



**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 Warters
- Date:** Wednesday, 7 September 2016
- Time:** 5.30 pm
- Venue:** The Thornton Room - Ground Floor, West Offices (G039)

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 - 14)

To approve and sign the minutes of the meeting of the Economic Development and Transport Policy and Scrutiny Committee meeting of 20 July 2016 and the Pre-Decision Calling In minutes of 18 May 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 6 September 2016**.

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

Filming, Recording or Webcasting Meetings

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Residents are welcome to photograph, film or record Councillors and Officers at all meetings open to the press and public. This includes the use of social media reporting, i.e. tweeting. Anyone wishing to film, record or take photos at any public meeting should contact the Democracy Officer (whose contact details are at the foot of this agenda) in advance of the meeting.

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http://www.york.gov.uk/download/downloads/id/11406/protocol_f_or_webcasting_filming_and_recording_of_council_meetings_20160809.pdf

4. Attendance of Executive Member for (Pages 15 - 16) Housing and Safer Neighbourhoods

The Executive Member for Housing and Safer Neighbourhoods has been invited to attend the meeting to give an update on the priorities and challenges for his portfolio area.

5. Attendance of York Business Improvement District (BID) Manager

The Manager of York Business Improvement District has been invited to attend the meeting to discuss the work of the BID team.

- 6. Protection of Grass Verges Scrutiny (Pages 17 - 88)
Review - Draft Final Report**
This report presents all the information gathered in support of the Protection of Grass Verges Scrutiny Review, together with the review conclusions and draft recommendations.
- 7. 2016/17 Finance and Performance Monitor (Pages 89 - 98)
1 Report**
This report provides details of the 2016/17 forecast outturn position for both finance and performance across services within the committee's remit. The paper incorporates data to June 2016, as reported to the Executive on 25 August 2016.
- 8. Impact of the Arts and Culture Sectors on (Pages 99 - 102)
the Economy of York - Update Report**
This report provides Members with initial information and the draft remit proposed by the Task Group set up to examine the Impact of the Arts and Culture Sectors on the Economy of York.
- 9. Feasibility Report into Delivering Modal (Pages 103 - 114)
Shift to Sustainable Forms of Transport**
This report suggests ways the committee can examine strategies to deliver a modal shift to sustainable travel to minimise congestion and the effects of pollution in the city. Members are asked to consider whether there will be added value in undertaking a scrutiny review on this topic.
- 10. Work Plan 2016-17 (Pages 115 - 116)**
Members are asked to consider the committee's work plan for 2016-17.
- 11. 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

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

Meeting	Economic Development and Transport Policy and Scrutiny Committee
Date	20 July 2016
Present	Councillor Cuthbertson (Chair), D'Agorne (Vice-Chair), Cullwick, Gates, Looker, D Myers and K Myers
In attendance	Councillor Waller Councillor Fenton
Apologies	Councillor Warters

7. 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. Councillors Cuthbertson and K Myers declared a personal interest in agenda item 7 – Impact of the Arts and Culture Sectors on the Economy of York Scrutiny Review Feasibility Report, as trustees of York Museums Trust.

8. Minutes

Resolved: That the minutes of the meeting of 29 June 2016 be approved as a correct record and then signed by the Chair.

9. Public Participation

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

10. Attendance of Executive Member for Environment

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

The Executive Member highlighted particular issues outlined in his written report including the work that was taking place in respect of flooding and flood defences, resilience and surface water drainage and air quality.

Members questioned the Executive Member on the following issues:

- The economic impact of flooding, and actions which could be taken in future to ensure that, if flooding occurred, it was made clear that only parts of the city were affected and that business continued.
- The arrangements that were in place to enable residents to dispose of items such as mattresses and whether it would be more cost effective to collect such items rather than incur the expenditure involved in clearing fly-tipping.
- The impact of the result of the EU referendum on funding for projects.
- Energy costs and the problems faced by those residents who pre-paid for fuel. Members also commented on the Energy Switching Programme and the fact that some residents may be prepared to pay more for energy with green credentials.
- The work that was taking place to improve air quality in the city, including efforts to promote the use of low emission vehicles.
- Street cleansing arrangements, including the consideration that was being given to taking an approach whereby cleaning took place less frequently but was more thorough.
- The use of ward funding for grounds maintenance and the extent to which Pride in York funding was being used.
- Problems caused when students vacated properties but their refuse was not collected promptly.
- Waste collection in the city centre and the lack of facilities for recycling. It was noted that work would be taking place with the BID to address these issues.
- The situation in respect of St Nicholas Field and their collection of recycling in certain areas of the city.

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

Resolved: That the report be noted.

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

11. 2015/16 Finance and Performance Outturn Report

Members considered a report that provided details of the 2015/16 outturn position for both finance and performance across services within City and Environmental Services and Communities and Neighbourhoods.

Officers were questioned on savings in respect of fleet. It was noted that this was a challenging target but savings were being achieved within individual directorates. An update was also given on the recruitment of vehicle technicians, including the market situation in respect of some skill sets.

Members queried whether the pay on exit parking arrangements were working well at Marygate. Officers stated that initially there had been some technical problems but since April the Council had entered into a maintenance contract and the situation had improved. Members noted that the Council was not able to achieve the economies of scale that were open to national car park operators, for example when entering into maintenance contracts.

Members noted the reasons for the overspend in Development Services, Planning and Regeneration and that planning income was predominantly dependent on large scale developments.

Resolved: That the report be noted.

Reason: To update Members on the latest finance and performance position.

12. Protection of Grass Verges Scrutiny Review Interim Report

Members considered a report which presented information in support of the objectives of the review remit for the Protection of Grass Verges Scrutiny Review and which asked the Committee to agree what, if any, further information was required to conclude the review. Councillor Fenton, Chair of the Task Group, went through the key findings to date.

The main issues included:

- The reasons why there was parking on grass verges, including the narrowness of some streets and a lack of parking in some areas.
- Whether this was an issue which should be given more consideration when planning applications were being considered.
- The resource implications of tackling this issue.
- Measures to deter parking on grass verges.
- Any use of bylaws would necessitate appropriate signage being in place.
- The possibility of lobbying nationally for measures to be put in place similar to those in London.
- Consideration as to whether ward budgets could be used to highlight the problem and to bring about behavioural change.
- The damage to grass verges was also caused by vehicles being driven over them as well as by parking.
- Implementing strategies to address the issue in one area could result in the problem being moved elsewhere.

The Task Group members were thanked for their work to date on the review. Consideration was given as to whether further work was required by the Task Group to conclude the review.

- Resolved: (i) That the work on the review to date be noted:
- (ii) That the Task Group give further consideration as to whether there were behavioural changes and techniques that could be considered on a city-wide policy basis to address this issue.

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

13. Impact of the Arts and Culture Sectors on the Economy of York Scrutiny Review - Feasibility Report

Members considered a scoping report that provided an outline of the impact of the Arts and Culture Sectors on York's economy. The committee was asked to decide whether this was a suitable topic for review.

Resolved: (i) That the report be noted.

- (ii) That a Task Group be established to carry out a review of the impact of the Arts and Culture Sectors on York's economy.
- (iii) That the members of the Task Group be: Councillor C Cullwick, Councillor Looker and Councillor K Myers.
- (iv) That the Task Group meet to consider a remit for the review with aims, objectives and timescales, and report back to the committee at their meeting in September.

Reason: To progress the review in accordance with scrutiny procedures and protocols.

14. Work Plan 2016/17

Members gave consideration to the committee's work plan for 2016/17.

Resolved: That, subject to the following additions, the work plan be approved:

- Information report on Modal Shift to sustainable forms of travel (meeting of 7 September 2016)
- Feedback from the Task Group on the Impact of the Arts and Culture Sectors on York's Economy (meeting of 7 September 2016)
- Report from the BID Chief Executive (meeting of 7 September 2016 or 14 November 2016)

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 7.30 pm].

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Meeting	Economic Development and Transport Policy and Scrutiny Committee (Pre Decision Calling In)
Date	18 May 2016
Present	Councillors N Barnes, Cullwick, Cuthbertson (Chair), D'Agorne, Gates, D Myers, Rawlings and Warters
In attendance	Councillor Kramm Councillor Gillies

4. Declarations of Interest

Members were 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 the agenda. No additional interests were declared.

5. Public Participation

It was reported that there had been seven registrations to speak at the meeting under the Council's Public Participation Scheme.

John Bibby stated that he was a member of the York Bus Forum and was opposed to the reductions in the subsidised bus service budget for the following reasons:

- He did not believe that the cuts were necessary. The total amounted to £400,000 and was a small amount. The proposals were short sighted and accountancy led.
- The proposed cuts were vicious and discriminatory and would impact on the most needy and those without their own transport. Members' attention was drawn to the health, educational and social impact of the proposals.
- The consultation that had taken place had been rushed and unfit for purpose.
- The Bus Forum was currently developing long term policies to improve local transport and it called upon the Council to not proceed with the proposed cuts.

The Chair stated that Members of the committee had also received written representation from Mr Bibby on behalf of the Bus Forum.

Mrs Linda Nelson stated that she supported the comments made on behalf of the York Bus Forum. She explained some of the impacts of the removal of bus subsidies, particularly on the elderly and on children travelling to school. She stated that Dial a Ride was not a suitable alternative. Mrs Nelson drew particular attention to the impact of changes to the Number 20 service.

Mr Graham Collett stated that the proposed cuts amounted to a saving of only 0.3% of the council's budget and therefore would hardly be noticeable. There was no justification for the cuts to be implemented and no evidence to justify the proposed actions. Mr Collett requested that the Committee advised the Executive Member to reject the proposals and await the outcome of legislation on bus services.

Mr Ron Healey drew particular attention to the impact of the proposed reduction in subsidy to route 20. He stated that a more strategic view needed to be taken. The focus should be on alternatives to car travel and tackling emissions on a city-wide basis. It was important to take time to develop the options, given that legislation on buses was expected.

Mr Derek Paterson spoke on behalf of Rawcliffe Parish Council. He stated that the Parish Council had not been consulted on the proposals as the timing of the parish council meeting had not provided an opportunity for the proposals to be discussed. Rawcliffe residents had raised issues in respect of bus travel for a number of years. Mr Paterson expressed concern at the use of the word "significant" in the report, as the responses were not statistically significant in number. He urged that a statistically significant survey be undertaken.

Mr Toby Hart expressed concerns regarding the impact of the proposals on social and economic inclusion. He stated that the consultation had not included visitors to the city. The proposals would make bus travel less competitive. Mr Hart requested that, in the immediate and longer term, consideration be given to seeking alternative sources of funding in order to have a balanced transport system. Mr Hart requested that, as an

alternative to the proposals, the decision to freeze car parking charges be reversed.

Mr Dave Merrett expressed concern at the impact on Sunday services. He stated that he was particularly concerned about the impact on services in the Southbank and Bishopthorpe area. Cuts to services would make it particularly difficult for shift workers, those who worked late or people using the bus services to get to events in town. It was also socially important to maintain the services. Whilst the pressures on budgets were recognised, the decision to freeze car parking fees could be re-examined as an alternative. York was unusual in that its Park and Ride facility generated substantial profits.

Members noted that written representation had also been submitted by:

- John Yates – Executive Member of York Older People’s Assembly
- Carol Atkinson

6. Minutes

Resolved: That the minutes of the meeting held on 18 November 2015 be approved as a correct record and then signed by the Chair.

7. Called-In Item Pre-decision - Delivery of Reductions in the Subsidised Bus Service Budget

Members received a report which provided background to the pre-decision call-in of the Delivery of Reductions in the Subsidised Bus Service Budget. The report set out the reasons for the call-in and invited the Committee to consider what feedback, if any, it may wish to make.

In accordance with the arrangements for pre-decision scrutiny call-in, three Members (Councillors D’Agorne, Craghill and Kramm) had called in the intended decision in relation to the Delivery of Reductions in the Subsidised Bus Service Budget for the following reason:

“The impact that this is likely to have on bus service provision across the city and potential to undermine the sustainable

transport strategy as set out in the Local Plan Transport Plan 3 means that changes should be subject to cross party scrutiny before Executive Member approval. Depending on the outcome of the consultation consideration may also need to be given to alternative strategies to more cost effectively provide evening and weekend services in the affected areas. (This might include Dial a Ride, council minibus services etc)”

Councillor Kramm spoke on behalf of the Call-in Members. He stated that the impact of the changes would undermine the sustainability of the transport strategy as set out in LPT Plan 3. He expressed concern at the lack of consultation that had taken place and stated that evening and Sunday services were essential and not a luxury, particularly as the NHS and other services sought to provide a seven day a week offer. Councillor Kramm stated that the Park and Ride Service offered only a very limited service in the evenings. He also drew attention to issues in respect of air pollution and congestion and stated that people should be encouraged to use public transport. Consideration should be given to seeking sponsorship for some of the services. The aim should be to have the best bus services for residents and thereby encourage more people to use them.

Members noted that the decisions on the delivery of reductions in the subsidised bus service budget were scheduled to take place at a Decision Session on 2 June 2016.

The Executive Member for Transport and Planning stated that £350k of savings to this budget had to be made over the next two years. This was not a situation that the Council would wish to be in. The bus services were privately operated and run for the shareholders. They received a subsidy from the Council but the routes that were potentially under threat were those which were not used by a sufficient number of people. 70% of the costs of the service were for the costs of the driver and hence the use of smaller size vehicles would not make a significant difference in costs. The Executive Member stated that the Council had not reduced bus subsidies for several years. No one had come forward with costed alternatives. Decisions had yet to be made on when and how the reductions would be made. The budgetary situation meant that this issue had to be faced but it was acknowledged that some residents did not wish to travel by public transport and preferred to walk or use cars or

other modes of transport. If the buses were well used there would be no need for the services to be subsidised.

Officers gave an update on the report. Members were informed that the lead petitioner for petition b was Ms Linda Nelson and not Ms L Thompson as had been specified in the report. Members were informed that written submissions had also been received from York Green Party, Huntington and New Earswick Liberal Democrats and Councillors Dew and Aspden.

Officers stated that the proposals had been put forward to implement the decision of Full Council regarding the reduction in the subsidised bus service budget. The Council would still be allocating £500,000 per annum to subsidise bus services following the proposed reduction. The timescale for the consultation had had to take into account the fact that the contract was due to come to an end in August and hence tendering arrangements would take place in early June. Discussions were ongoing with bus operators and community transport providers. Officers had also been working with York University and other organisations regarding contributions towards the costs of particular routes.

Members raised the following issues:

- Consideration could be given to alternative sources of transport in rural areas, for example taxi buses. There may be a willingness by some users to pay more for this type of service.
- Particular concerns were raised in respect of route 20 and access to the out of town retail and, in future, the Community Stadium. It was noted that some parts of this route were used more than others. During the daytime it was mostly used by those with free bus passes. Whilst it was acknowledged that the passes were vital for many older people, this did have commercial implications.
- A suggestion was put forward that the route to Stamford Bridge should not continue beyond Dunnington.
- Concerns were expressed that not all parish councils had had an opportunity to respond to the consultation. Members suggested that they should be given the opportunity to do so before decisions were taken. Consultation should also take place with Residents' Associations.
- Consideration should be given as to whether there were ways in which Parish Councils could contribute financially to

mitigate the impact of some of the proposals on their communities. The possibility of utilising ward funding for this purpose should also be explored.

- More work could be carried out to look at alternatives, including giving consideration to suggestions put forward during the consultation and looking at reducing the frequency of some services rather than withdrawing routes.
- Further consideration could be given as to whether the Dial a Ride facility could be developed to mitigate the impact of the reduction in subsidies.
- Consideration could be given as to how the Council, working with operators, could do more to raise awareness of the public transport that was available.
- Some Members stated that the decision to make reductions to the subsidised bus service budget could have been avoided if alternative budgetary decisions had been taken.
- Concerns were expressed that the Community Impact Assessment had not given sufficient consideration to the impact on gender and on young people, particularly in respect of safety implications if routes were removed or the frequency of services was reduced.
- It was important that the Council and the operators liaised with health services in order to ensure that residents were able to access these facilities by public transport.
- In view of the impact of the proposals, consideration should be given to the decisions being taken by the Executive rather than an Executive Member.

Resolved: That the Committee recommended that:

- (i) In view of the significance of the decision on local communities, consideration be given to referring the decision to the Executive rather than the Executive Member for Transport and Planning.
- (ii) Prior to any decision being made, a new Community Impact Assessment be undertaken to give greater consideration to the impact of any changes on gender and on young people, particularly in respect of any safety and security issues if bus routes were to be removed or reduced.
- (iii) Consideration be given to exploring alternative sources of funding, for example the possibility of utilising ward funding, to mitigate the proposed reduction of financial support from the Council.

- (iv) Prior to any decision being taken, consultation should take place with bodies omitted from the original consultation, for example Residents' Associations, and with those Parish Councils who had not had an opportunity to respond to the original consultation within the timescales that had been set.
- (v) The outcome of the consultation be considered as part of the decision-making process, including any alternative suggestions put forward.
- (vi) Consideration be given to address the concerns that had been raised regarding service routes 10 and 20, particularly as to how they affect travellers to schools, hospitals, Monks Cross and Clifton Moor.
- (vii) The decisions made should reflect the comments raised during the EDAT Calling-In meeting, including consideration of reducing the frequency of services rather than withdrawing routes, the point being that the axing of services leads to a vicious circle of decline.

Reason: To enable the called-in matter to be dealt with efficiently and in accordance with the pre-decision call in arrangements.

Councillor Cuthbertson, Chair

[The meeting started at 5.00 pm and finished at 6.30 pm].

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Outline briefing for Economic Development & Transport Policy & Scrutiny Committee

7 September 2016

Executive Member for Housing & Safer Neighbourhoods

Strategic Housing

- Impact of emerging local plan
- Private sector housing strategy
- Revise the council's tenancy agreement to strengthen in areas where needed to support tenants but to also enable us to take enforcement action where needed
- Reviewing the council's approach to managing the allocation of council homes (the Community & Environment Policy & Scrutiny Committee appointed a task group to support this review and a final report was endorsed by the Committee in July 2016)
- Review of the Housing Revenue Account (HRA) Business Plan – approved by Executive in Feb 16
- Responses to national changes
 - 1% rent reduction – Reviewing HRA Business Plan, looking at debt profile, reviewing expenditure (saving opportunities)
 - Higher value sales – looking at options for how this will impact on the council and how we can minimise the impact, the detail of exactly what will be determined 'higher value' is not yet set.
 - Life time tenancies – again looking at options on how we move this forward, what circumstances different terms of fixed term tenancies can be let understanding what works best for the council and the individual
- Council house build programme
- Replacement of Ordnance Lane

- Currently reviewing the approach to operational delivery of the housing management function – are targeting our resources in the best way to meet the long term needs of the business and individuals.
- Developing a digital/IT ‘road map’ future investment to support front line services and tenants.
- Introduction of mobile working to front line repairs operatives – streamlining the service and improving customer service
- Capital improvements
 - £1.5m spend on Tenants Choice to 220 homes (new kitchens, bathrooms & rewires)
 - £1.35m spend on new heating system to 650 homes
 - £500k spend on new roofs to 100 properties
 - £500k spend (potentially up to £1m subject to contractor capacity) to undertake damp works
 - £400k spend on major & minor adaptations to approximately 500 homes.
- Rent arrears at year end £535k (up from £501k) – Increase but positive performance given wider challenges of austerity and welfare reform
- Average void period (old BVPI) 20.9 days down from 25.62
- Housing Option Interviews / contacts 3438 (2015/16)
- Homeless prevention cases 630
- Statutory homeless acceptances 91 (down from 103)
- Numbers in Temp Accom 53 (target of 62)
- Rough Sleepers now 18 usually hovers around 15 & most difficult group to engage with & to change behaviour of



Economic Development & Transport Policy & Scrutiny Committee **7 September 2016**

Report of Protection of Grass Verges Task Group

Protection of Grass Verges Scrutiny Review Draft Final Report

Purpose of Report

1. This report presents all the information gathered in support of the Protection of Grass Verges Scrutiny Review together with the review conclusions and draft recommendations.

Background to Review

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 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 or blocks then 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. Drivers have to be physically observed driving onto and damaging a verge. 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 material and labour costs, and by using 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 curtilage 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.

53. An interim report was considered by EDAT on 20 July 2016 when Members were asked what further work was required to complete the review. The Task Group was asked to give further consideration as to how best attitudes could be changed to address the issue.
54. The Task Group met for a final time in early August 2016 and agreed that a pro forma letter could be designed to further promote community pride and advising that it costs £35 per square metre of council tax payers' money to repair damaged verges. These can be made available to ward councillors to circulate when a particular problem is identified and can also be circulated to residents alongside relevant Council communications. This will best be achieved once the new My Account system is up and running when customers can be contacted electronically or via text messages at no cost to the Council.
55. The Task Group also agreed a series of draft review recommendations as detailed in paragraphs 83-85 below.

Analysis

56. The growth in car ownership has led to more vehicles being parked than many streets can safely accommodate. One of the symptoms of this is the 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.
57. 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.
58. 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.

59. 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.
60. This continuous rise in levels of car ownership 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.
61. 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.
62. 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.
63. It is important to note that a vehicle can only be illegally parked if there are parking restrictions operating in the area. To enforce a Traffic Regulation Order would require yellow lines and traffic signs, adding to the street clutter in some areas of York.
64. While it is not currently illegal to park a vehicle on a grass verge (unless there are parking restrictions on the associated road), as most verges are owned by the council they are expected to repair any damage with local council tax payers covering the cost.
65. It should be stressed that enforcement action can only be taken when damage is actually witnessed at the time it is being caused.
66. 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

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

Conclusions

68. 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.

69. 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.
70. Unregulated, haphazard parking is often unsightly and untidy and can produce a rundown appearance for a neighbourhood.
71. The local environment would be greatly improved by regulating the parking of vehicles and removing unsightly damage to grassed areas. This should improve pride in the neighbourhood and community spirit.
72. 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.
73. 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.
74. 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.
75. 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.
76. 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.
77. Many of the problems arise from a lack of adequate parking provision, but not all as some people are not prepared to park anywhere other than in front of their homes even when provision is available.
78. 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.
79. 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.

80. 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.
81. 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

Options

82. Members are asked to consider the report and its draft recommendations and can:
 - i. Identify any additional work needed to conclude the review;
 - ii. Indicate any amendments or additions they may wish to make to the draft recommendations;
 - iii. Sign off the review as having been completed.

Draft review recommendations

83. The Task Group recommends that the Council:
 - i. Continues to carry out its current policy to repair grass verges when reported as and when it deems it appropriate.
 - ii. Sets up a system to acknowledge and record complaints with a view to taking action against individuals and organisations where this is possible and practical.
 - iii. Ensures off-street parking provision is a consideration in the revised Local Plan
84. In an effort to encourage drivers not to park on or drive over grass verges and reduce the amount of damage to verges across the city, the Task Group recommends:

iv. That the Director of City and Environmental Services:

- Promotes via My Account the need for a verge crossover where front gardens have been made into hard standing areas and offers residents the facility to construct a vehicle access crossing point, at their own cost.
- Offers reduced rates where a number of residents decide to proceed with construction of vehicle access crossing points or when other significant highways construction work is taking place in their neighbourhood.
- Arranges for an informative to be included in planning application documentation to reduce the risk of damage being caused to verges by contractor's vehicles during building work and if damage is caused during the course of any work it should be repaired on completion of the work and the verges reinstated to their original condition.

v. The Communications Team produces a pro forma letter to further promote community and neighbourhood pride and advise that it costs council tax payers £35 per square metre to repair damaged verges, which can:

- Be made available to ward councillors for distribution to drivers and residents when a particular problem is identified or reported;
- Be circulated to residents online or by text message via the new My Account system;
- Form the basis of a poster to be displayed in local libraries, community centres, other public buildings and included in relevant council publications.

85. Furthermore, the Task Group recommends that the Director of City and Environmental Services:

- vi. Reviews, and where appropriate amends, the existing Council policy with regard to damage to grass verges and assesses staff resources required.

- vii. Produces a menu of options to be made available to ward councillors, ward committees and parish councils so that they:
- Have an idea of the cost of various interventions that could be funded through ward budgets, such as installation of parking bays or repairs to damaged verges;
 - Can focus on areas of greatest need dependent on a consensus of support from the local community and partner agencies.

Council Plan 2015-19

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

Implications

87. The following implications have been identified:
- **Financial** – Funding will need to be identified for the printing and distribution of pro forma letters and posters.
 - **Human Resources (HR)** – No HR implications have been identified.
 - **Equalities** – Pavement and verge parking can cause an obstruction, particularly for blind and partially sighted people, wheelchair and mobility scooter users and those with pushchairs and prams.
 - **Legal** – There are no legal implications.
 - **Crime and Disorder:** Regulating the parking of vehicles on grassed areas would reduce the number of neighbour disputes caused by residents complaining about parking of multiple vehicles outside their properties.
 - **Information Technology (IT)** – There are no IT implications.
 - **Property** – There are no property implications.
 - **Other** – No other implications have been identified.

Risks

88. There are no risks associated with the recommendations of this report. Risks associated with dealing with the problem of damage to grass verges are detailed in paragraph 66 of this report.

Recommendations

89. Having considered the information within this draft final report and its annex, Members are asked to:
- i. Identify what additional work, if any, is needed to conclude the review.
 - ii. Consider and endorse the draft recommendations arising from the review as shown in paragraph 83-85 prior to the report being presented to the Executive.

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

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Report Approved Date 17/08/2016

Wards Affected:

All

For further information please contact the author of the report

Annexes

Annex A: Public comments.

Public Comments Relating to Parking on Grass Verges.

Compiled 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.



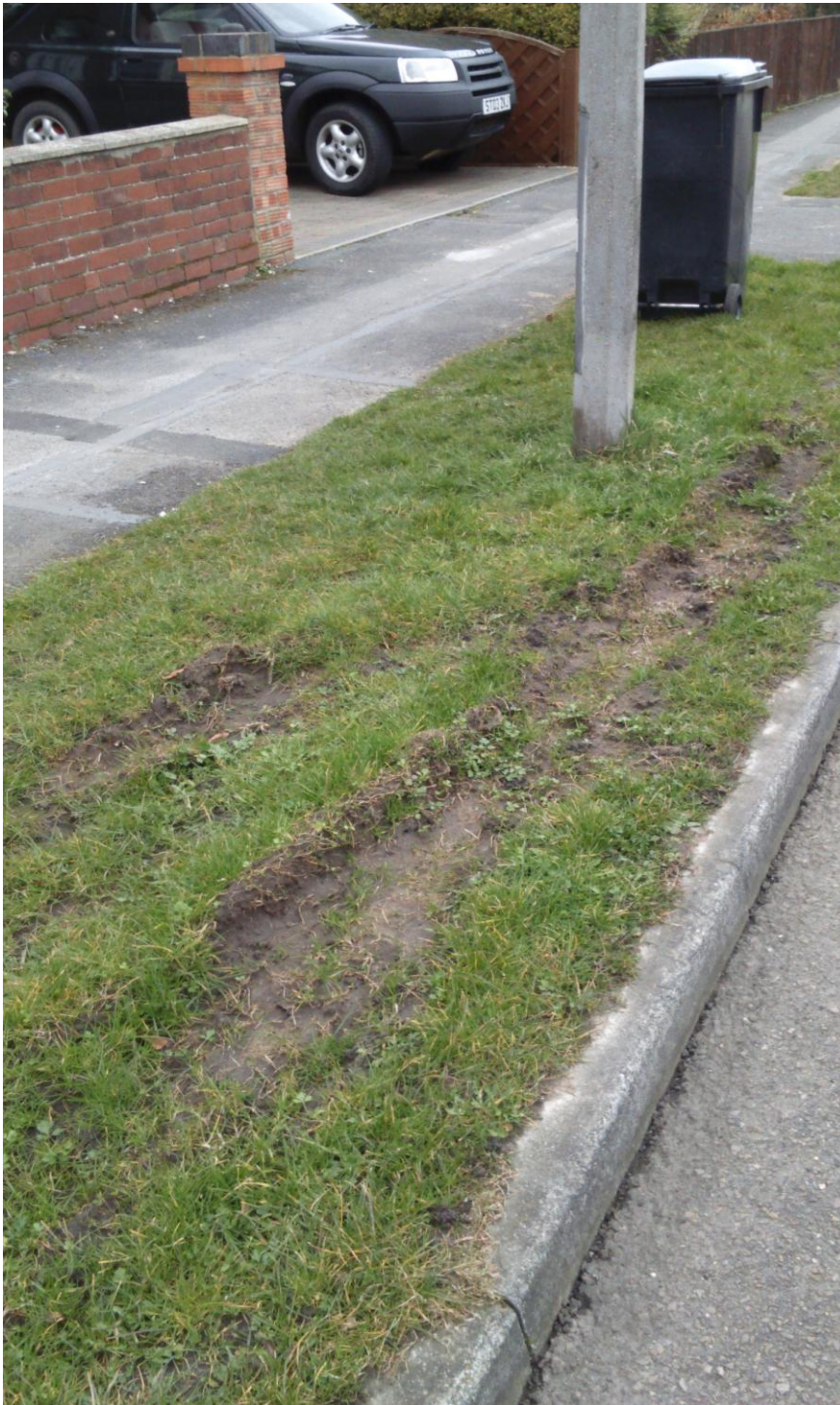


25. **Holgate**

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. **Osballdwick and Derwent**

We live in Osballdwick 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?



Economic Development and Transport Policy 7th September 2016 and Scrutiny Committee

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

2016/17 Finance & Performance Monitor 1 Report – Economic Development and Transport

Summary

1. This report provides details of the 2016/17 forecast outturn position for both finance and performance across services within City & Environmental Services Directorate and Communities and Neighbourhoods Directorate. The paper incorporates data to June 2016 as reported to Executive on 25th August 2016.

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
City & Environmental Services			
Transport	5,949	6,149	200
Fleet	-344	-232	112
Highways	2,737	2,737	0
Parking Income	-6,783	-6,683	100
Development Services, Planning and Regeneration	351	700	349
Economic Development	1,162	1,162	0
Communities and Neighbourhoods			
Parking	1,087	1,087	0

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

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

Transport (+£200k)

4. There is an anticipated shortfall of £100k unachieved Automatic Number Plate Recognition (ANPR) income relating to the scheme at Coppergate and anticipated increased costs of £100k for the risk and reward payment for Poppleton Bar Park and Ride.

Fleet (+£112k)

5. There is a £112k unachieved legacy saving from council transport costs for which a delivery plan still needs to be finalised.

Parking Income (+£100k)

6. The forecast shortfall for car parking currently stands at £100k, out of a total budgeted income of £6.9m. Parking income is currently at 3% below forecast. The main shortfall is at St George's Field where an area of the car park is being used by the Environment Agency as part of works undertaken to the Foss barrier. Negotiations are being undertaken regarding compensation for the loss of income.

Development Services, Planning and Regeneration (+£349k)

7. Early indications are that there will be a £300k shortfall in planning fee income due to a lower number of large planning fees. It is expected that as progress is made on the local plan then income from developers will increase. A major application can achieve significant fees, however the actual fee paid is dependent on the number of dwellings and scale of the site. There are additional costs of administration staff (£23k) which are offset by income from supporting Selby District Council planning department (£23k). It is expected that there will be a £49k shortfall in Environmental Management income and officers are looking at other ways of mitigating this shortfall.

Performance Update

8. The 2016/17 scorecard for Economic Development and Transport is attached at Annex 1. Other key performance information is included in the following paragraphs.
9. The council is consulting between 18th July and 12th September on the Local Plan Preferred Sites document and the supporting evidence which draws upon previous work undertaken for the Local Plan. It sets out the revised housing and employment demand as well as the supply of sites identified to meet this need. A wide number of consultation events are taking place and all residents and businesses are being encouraged to participate.
10. A paper was presented to June Executive that outlined the next steps for York Central which included working with both local enterprise partnerships on potential further growth deal funding to unlock York Central. KPMG and Savills have been appointed to be the commercial partners for the site and ensure effective delivery and private sector buy in. James Wharton MP, Parliamentary Under-Secretary of State for the Department for Communities and Local Government with responsibility for the Northern Powerhouse, joined City of York Council leaders and partners to sign a Memorandum of Understanding for the York Central Enterprise Zone.
11. We are now working with partners to deliver on the eight priorities outlined in the Economic Strategy which was agreed by Executive in May and launched on the 19th July.
12. City of York Council's iTravel York invited residents and visitors to come and discover the very latest electric plug-in and hybrid vehicles at a "Green Wheels" event. Cars of all shapes and sizes from supercars to family hatchbacks from many leading brands and dealers were available to view with help on hand for people who were thinking about switching to an electric or hybrid vehicle with information about savings, recharging and running costs.
13. British Cycling and Sky, in partnership with City of York Council, have scheduled a series of Sky Ride Local rides in York for 2016. The rides are guided by British Cycling Ride Leaders along scenic local routes and pitched at three different levels. Rides will cater for complete beginners with easy going rides to people who like to test their skills with more challenging rides.
14. York is one of ten European cities to be shortlisted for the Interrail

European Destination of the Year Award 2016 along with nine other competitors, including Valencia and Budapest. According to Eurail Group G.I.E. (the organisation dedicated to the management of Interrail and Eurail Passes) York is a very popular destination among all nationalities of Interrailers arriving to the UK last year.

15. Figures from the Office for National Statistics showed there were 545 Job Seeker Allowance claimants in York in June which represents a fall of 30 from last month and 245 from June 2015. The claimant count for York represents 0.4 per cent of the working population, which is lower than both the regional and national figures which stand at 1.8% and 1.4% respectively. The youth unemployment figure of 0.2% falls below both regional and national figures, which stand at 1.9% and 1.3% respectively.
16. Data released by the Department of Work and Pensions is published 6 months in arrears - the latest data relates to November 2015. The total number of working age Benefit Claimants continues to fall (a reduction of 7.3% to 9,120 from 9,840 in November 2014). This represents 6.7% of the working age population which is lower than the regional and national figures which are 13.3% and 11.8% respectively. The reduction is predominantly due to a decrease in the number of Out of Work Benefit Claimants (an 8.1% reduction to 7,000 from 7,620 in November 2014), as there has been a slight increase in the ESA and Incapacity Benefit Claimants (a 0.9% increase to 5,430 from 5,150 in November 2014).

Implications

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

Risk Management

18. 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

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

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

Author:

Patrick Looker
Finance Manager
Tel: 551633

Chief Officers responsible for the report:

Neil Ferris
Director of City and Environmental Services

Sally Burns
Director of Communities and
Neighbourhoods

**Report
Approved**



Date 30th August 2016

Annex

Annex 1 – Scrutiny Performance Scorecard

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				Previous Years			2016/2017					Polarity	DoT
			Collection Frequency	2013/14	2014/15	2015/16	Quarter 1	Quarter 2	Quarter 3	Quarter 4	Target		
Benefits	CJGE06	JSA Claimants: % of Working Age Population (16-64)	Monthly	1.60%	0.80%	0.5%	0.40%	-	-	-	-	Up is Bad	Good
		Benchmark - National Data	Monthly	2.90%	2.00%	1.5%	1.40%	-	-	-	-		
		Benchmark - Regional Data	Monthly	3.80%	2.70%	2.0%	1.80%	-	-	-	-		
		Regional Rank (Rank out of 15)	Monthly	1	1	1	1	-	-	-	-		
	CJGE09	% Total Benefit Claimants (Working Age 16-64)	Quarterly	7.90%	7.30%	6.70%	-	-	-	-	-	Up is Bad	Good
		Benchmark - National Data	Quarterly	13.30%	12.50%	11.80%	-	-	-	-	-		
		Benchmark - Regional Data	Quarterly	14.90%	14.10%	13.40%	-	-	-	-	-		
		Regional Rank (Rank out of 15)	Quarterly	1	1	1	-	-	-	-	-		
	CJGE151	JSA and UC (Out of Work) % of working age population (16 - 64)	Monthly	NC	NC	0.70%	0.60%	-	-	-	-	Up is Bad	Neutral
		Benchmark - National Data	Monthly	NC	NC	1.90%	1.80%	-	-	-	-		
		Benchmark - Regional Data	Monthly	NC	NC	2.30%	2.10%	-	-	-	-		
	Business	CJGE23	% of vacant city centre shops	Monthly	6.25%	5.99%	7.70%	7.40%	-	-	-	-	Up is Bad
CJGE29		Business Deaths	Annual	600	710	-	-	-	-	-	-	Up is Bad	Bad
		Regional Rank (Rank out of 15)	Annual	4	6	-	-	-	-	-	-		
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	265	-	-	-	-	Up is Good	Bad
TOU14		Parliament Street Footfall	Monthly	7,844,253	9,616,941	8,356,697	1,935,838	-	-	-	-	Up is Good	Neutral
Earnings		CJGE14	Median earnings of residents – Gross Weekly Pay (£)	Annual	526.50	476.90	496.00	-	-	-	-	-	Up is Good
	Benchmark - National Data		Annual	517.90	521.10	529.60	-	-	-	-	-		
	Benchmark - Regional Data		Annual	479.10	479.00	480.50	-	-	-	-	-		
	Regional Rank (Rank out of 15)		Annual	1	9	5	-	-	-	-	-		
	CJGE68	Median earnings of residents - Gross Weekly Pay (£) - Gender Pay Gap	Annual	98.50	98.9	85.1	-	-	-	-	-	Up is Bad	Neutral
		Benchmark - National Data	Annual	99.3	99.6	98.8	-	-	-	-	-		
		Benchmark - Regional Data	Annual	105.9	101.3	98.5	-	-	-	-	-		
	Regional Rank (Rank out of 15)	Annual	6	6	5	-	-	-	-	-			

				Previous Years			2016/2017						
			Collection Frequency	2013/14	2014/15	2015/16	Quarter 1	Quarter 2	Quarter 3	Quarter 4	Target	Polarity	DoT
Education	CJGE17	% of working age population qualified - No qualifications	Annual	6.90%	4.80%	4.60%	-	-	-	-	-	Up is Bad	Good
		Benchmark - National Data	Annual	9.40%	8.80%	8.60%	-	-	-	-	-		
		Benchmark - Regional Data	Annual	10.60%	9.80%	9.80%	-	-	-	-	-		
		Regional Rank (Rank out of 15)	Annual	1	2	2	-	-	-	-	-		
Employment	CJGE03	York's unemployment rate below the national	Quarterly	2.00%	1.70%	1.60%	-	-	-	-	-	Up is Good	Bad
	CJGE05	% of Part time employees	Quarterly	33.80%	31.40%	28.90%	-	-	-	-	-	Up is Bad	Good
		Benchmark - National Data	Quarterly	25.60%	25.50%	25.30%	-	-	-	-	-		
		Benchmark - Regional Data	Quarterly	26.70%	26.70%	27.50%	-	-	-	-	-		
		Regional Rank (Rank out of 15)	Quarterly	15	15	11	-	-	-	-	-		
	CJGE71	Employment Rate (Male)	Quarterly	75.00%	77.80%	80.00%	-	-	-	-	-	Up is Good	Good
		Regional Rank (Rank out of 15)	Quarterly	8	4	3	-	-	-	-	-		
	CJGE72	Employment Rate (Female)	Quarterly	71.40%	70.40%	72.10%	-	-	-	-	-	Up is Good	Neutral
		Regional Rank (Rank out of 15)	Quarterly	2	6	3	-	-	-	-	-		
	emp1	% of working age population in employment (16-64)	Quarterly	73.20%	74.10%	76.00%	-	-	-	-	-	Up is Good	Good
Regional Rank (Rank out of 15)		Quarterly	5	5	3	-	-	-	-	-			
Highways Maintenance	CES03	% of road and pathway network that are grade 3 (poor condition) - roadways	Annual	16%	NC	19%	-	-	-	-	-	Up is Bad	Bad
	CES04	% of road and pathway network that are grade 3 (poor condition) - pathways	Annual	4%	NC	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	Bad
		Benchmark - National Data	Annual	8%	7%	-	-	-	-	-	-		
		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	

			Previous Years			2016/2017					Polarity	DoT		
		Collection Frequency	2013/14	2014/15	2015/16	Quarter 1	Quarter 2	Quarter 3	Quarter 4	Target				
	<u>CES07</u>	Benchmark - National Data	Annual	18%	18%	-	-	-	-	-	-			
		Benchmark - Regional Data	Annual	21%	21%	-	-	-	-	-	-			
		Regional Rank (Rank out of 15)	Annual	2	2	-	-	-	-	-	-			
Housing and Planning	<u>CES09</u>	Net additional homes provided - (YTD)	Quarterly	345	523	1171	-	-	-	-	-	Up is Good	Good	
		Net additional homes provided - Greenfield - (YTD)	Quarterly	-	156	-	-	-	-	-	-	-	Neutral	Neutral
		Net additional homes provided - Brownfield - (YTD)	Quarterly	-	367	-	-	-	-	-	-	-	Neutral	Neutral
	<u>CES13</u>	% of new homes built on previously developed land - (YTD)	Quarterly	84.00%	70.17%	-	-	-	-	-	-	Up is Good	Bad	
	<u>CES905</u>	% of major applications determined within 13 Weeks (NPI157a)	Quarterly	73%	81%	81%	-	-	-	-	-	Up is Good	Neutral	
		Benchmark - National Data	Quarterly	70%	77%	81%	-	-	-	-	-			
		Benchmark - Regional Data	Quarterly	77%	81%	81%	-	-	-	-	-			
	<u>CES910</u>	% of minor applications determined within 8 Weeks (NPI157b)	Quarterly	77%	76%	73%	-	-	-	-	-	Up is Good	Bad	
		Benchmark - National Data	Quarterly	70%	70%	75%	-	-	-	-	-			
		Benchmark - Regional Data	Quarterly	74%	74%	77%	-	-	-	-	-			
	<u>CES911</u>	% of other applications determined within 8 Weeks (NPI157c)	Quarterly	91%	90%	81%	-	-	-	-	-	Up is Good	Bad	
		Benchmark - National Data	Quarterly	83%	82%	84%	-	-	-	-	-			
Benchmark - Regional Data		Quarterly	87%	86%	88%	-	-	-	-	-				
<u>CJGE121a</u>	Average House Price	Monthly	£187,258.27	£200,445	£210,085	£231,001	-	-	-	-	Neutral	Neutral		
	Benchmark - National Data	Monthly	£169,016.87	£178,007	£189,901	£224,429	-	-	-	-				
	Benchmark - Regional Data	Monthly	£117,058.29	£120,914	£121,841	£149,706	-	-	-	-				
	Regional Rank (Rank out of 15)	Monthly	1	1	1	1	-	-	-	-	-			
Parking	<u>TSS08B</u>	% of tenants who say car parking is a major problem in their neighbourhood	Annual	28.59%	33.78%	29.50%	-	-	-	-	-	Up is Bad	Neutral	
	<u>YCC036</u>	Customer Centre Tickets issued - Parking	Monthly	-	18,554	17357	4279	-	-	-	-	Neutral	Neutral	
	<u>YCC107</u>	YCC Number of calls offered - Parking	Weekly	-	24612	18746	4999	-	-	-	-	Neutral	Neutral	
Public	<u>CAN031</u>	P&R Passenger Journeys - (LI 3 b) - (YTD)	Monthly	4.45m	4.51m	4.61m (Prov)	1.10m (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	11.30m (Prov)	2.57m (Prov)	-	-	-	-	Up is Good	Good	

				Previous Years			2016/2017					Polarity	DoT
		Collection Frequency	2013/14	2014/15	2015/16	Quarter 1	Quarter 2	Quarter 3	Quarter 4	Target			
Public Transport	<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 2016)	-	-	-	-	-	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 2016)	-	-	-	-	-	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)	-	-	-	-	-	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)	-	-	-	-	-	Up is Bad	Neutral
	<u>CES16</u>	Reported number of PEOPLE slightly injured in road traffic accidents (Calendar Year) (LI 13c)	Monthly	464 (2013)	508 (2014)	475 (2015)	-	-	-	-	-	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)	-	-	-	-	-	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 (28,127) (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 4a)	Annual	73%	68%	68%	-	-	-	-	-	Up is Good	Neutral
Air Pollution	<u>PHOF24</u>	% 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	6	-	-	-	-	-		



Economic Development & Transport Policy & Scrutiny Committee**7 September 2016**

Report of the Assistant Director Governance & ICT

Impact of the Arts and Culture Sectors on the Economy of York Update Report**Summary**

1. This report provides the Economic Development & Transport Policy & Scrutiny Committee (EDAT) with initial information and the draft remit proposed by the Task Group set up to examine the Impact of the Arts and Culture Sectors on the Economy of York.

Background

2. At a meeting of EDAT in late June 2016 Members discussed potential topics 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. This feasibility report was considered by the Committee in July 2016 when Members agreed it was a topic worthy of review and appointed a Task Group comprising Cllrs Cullwick, Looker and K Myers to undertake this work on their behalf. The Task Group was asked to agree a draft remit for the review, with an aim, objectives and timescales and report back to the Committee.
4. The Task Group met for the first time in August 2016 when Cllr Looker was appointed Chair. They also agreed a draft remit and resolved to work towards submitting an Interim Report for EDAT by February 2016. The draft remit is:

Aim

To understand the value and impact of the arts and culture sectors on the economy of York and examine how they can further increase their impact on economic development and create additional high-value jobs in the city.

Objectives

- i. To promote cultural amenities in the city for the purpose of attracting economic investment, leading to an increase in high-value jobs and the retention of high-quality employees.
 - ii. To examine the City Council's role within these sectors and assess what further interventions the Council could undertake to support these sectors.
 - iii. To identify ways to facilitate more and better joint working among cultural organisations.
5. 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.
6. 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.
7. The Task Group agreed that the focus of the review was not the quality and content of the city's arts and cultural offer, but the economic benefits they bring, particularly jobs. The arts and cultural offer is a driver for job relocation and York is keen to attract businesses to the city. They agreed that one of the things that encourages people to relocate is the attractiveness of the place they look to locate to. The intention is to maximise the benefits we already have and seek to take that forward to develop these sectors over the next decade.
8. 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
Publishing subtotal	200	30	0.40
Media subtotal	100	50	0.19
IT/digital subtotal	2000	295	1.10
Communication and design subtotal	600	190	0.60
Museums, arts and culture subtotal	800	80	1.39
Source: ONS - Business Register and Employment Survey; UK Business Counts			
SIC Codes for Creative Industries based on codes by Department for Culture, Media & Sport. https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/394910/Creative_Industries_Economic_Estimates_-_January_2015.xlsx			

9. 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.

Consultation

10. To progress the review the Task Group agreed to invite representatives from various city organisations for discussions, including York@Large; Make it York; York Museums Trust; York Archaeological Trust; the Centre for Cities, the Chamber of Commerce; York Theatre Royal and City of York Council.

Options

11. The Committee is asked to note the information in this report and can:
- i. Endorse the draft remit proposed by the Task Group;
 - ii. Amend the draft aim and/or objectives;
 - iii. Add any further objectives the Committee agrees are relevant.

Analysis

12. There is no analysis at this stage.

Council Plan

13. 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

14. There are no known risks or implications associated with the recommendation in this report.

Conclusions

15. There are no conclusions at this stage.

Recommendation

16. Members are asked to endorse the draft remit including any amendments to the aim and any amendments and/or additions to the objectives

Reason: To enable the Task Group to proceed with work on the agreed scrutiny review

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Report Approved **Date** 17/08/2016

Wards Affected:

All

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Economic Development & Transport Policy & Scrutiny Committee

7 September 2016

Report of the Assistant Director Governance & ICT

Feasibility Report into Delivering Modal Shift to Sustainable Forms of Transport

Summary

1. This report suggests ways the Economic Development & Transport Policy & Scrutiny Committee can examine ways to deliver a modal shift to sustainable travel to minimise congestion and the effects of pollution in the city.

Background

2. At a meeting of EDAT in late June 2016 Members considered potential scrutiny review topics for the municipal year and it was suggested by Cllr D'Agorne that the Committee could look at a modal shift to sustainable travel. At a further meeting in July 2016 the Committee asked for an information report to help them decide if such a review would add value to work already being undertaken by the council. Cllr D'Agorne later submitted a scrutiny topic registration form (Annex 1)
3. To achieve a modal shift, changes need to be made to travel modes in the city from cars to more environmentally sustainable transport such as low emission vehicles, buses, cycling and walking.
4. Generally the best-to-worst forms of transport for the environment are:
 - Walking and cycling;
 - Ultra-low emission vehicles;
 - Buses;
 - Shared cars;

- Single-occupant cars.
5. To reduce emissions from transport, people must travel less or change from travel modes at the bottom of the list to those higher up.
 6. Work to make sustainable travel modes more attractive and change people's behaviour patterns have been an important part of the council's transport policy for many years. The Council's Local Transport Plan sets out the main principles of the approaches taken to encourage sustainable transport whilst managing existing and projected traffic levels. The current Local Transport Plan is available on the council's website at https://www.york.gov.uk/info/20108/local_transport_plan/1430/local_transport_plan_2011-2031
 7. Following a successful bid to the Government's Local Sustainable Transport Fund (LSTF) in 2011, delivery commenced on a four year programme of initiatives to encourage travellers to use the most sustainable modes in and around the city. A report to this committee in September 2015 updated Members on the progress of the 'iTravel York' programme, funded from the LSTF grant, which had been devised to reduce carbon emissions, stimulate economic growth through influencing travel behaviour and to encourage modal shift.
 8. In recognition of the success of the programme over its first four years, the Department for Transport then awarded a further tranche of funding to extend the iTravel York programme for a further year to March 2016.
 9. LSTF1 built on York's history of sustainable transport successes and the 'Cycling City' programme which immediately preceded it. Named 'iTravel York', the programme aimed to reduce congestion and its impact on the environment and sought to enhance the city's prosperity and growth potential. It did this through an integrated programme of personal, business and school travel planning combined with targeted infrastructure enhancements to increase people's travel choices.
 10. The programme was focussed on a geographic area identified as the 'northern quadrant' of York, bounded by the River Ouse to the west and Monk Stray to the east. It incorporated the city centre, the Monks Cross and Clifton Moor business and retail developments as well as York St John University, York Hospital and a number of other major employers. Key elements of LSTF1 were:
 - Business involvement;

- Personalised travel planning (PTP);
- Communications and journey planning;
- Health and active leisure;
- Infrastructure improvements;
- Low emission vehicles.

11. The Council successfully bid for a further tranche of local sustainable transport funding for a further year until March 2016. Highlights of the LSTF2 bid were:

- A focus on the A59 corridor;
- Continued roll-out of the low emissions taxi incentive scheme;
- An enhanced employer travel planning service;
- Residential travel planning;
- Active leisure local walks and bike rides;
- Continuing the success of the cycling schemes delivered through LSTF1 and Cycling City before that;
- Further development of the Bike Belles programme to address the relatively low uptake of cycling among females;
- Bus stop enhancements in a number of areas.

Further Interventions

12. Further interventions, depending on the availability of funding, would be focussed on the initiatives which have been particularly successful in the LSTF programme. In particular:

- Partnership working with businesses, education providers and volunteers
- Increasing cycling/walking across all age groups
- Increasing active health and wellbeing
- Effective communication and events

- Improving road safety

13. These initiatives would be used to maximise the effectiveness of investment in transport infrastructure across the city. Gaps in the sustainable transport network create major barriers to encouraging residents and visitors to use sustainable modes. A variety of investments are proposed ranging from the provision of new cycle routes and bus network improvements to local safety schemes. In addition upgrades to the A1237 will increase capacity, potentially allowing road space within the urban area to be transferred to sustainable modes, remove traffic from the city centre and local villages and reduce severance.

Specific Topic Areas

14. York has been relatively successful in encouraging higher levels of sustainable transport compared to other areas within the country but the levels remain very low compared to similar continental cities. A review of best practice across other cities in the UK and across Europe would help

15. Over 80% of inbound commuter trips into the city from the surrounding areas are by car. The Council's key policy for reducing the impact of high traffic levels is the provision of a high quality Park & Ride service but are there other methods around the country which could help to deal with this issue?

16. The emerging local plan identifies a variety of sites across the city which will have different transport characteristics and potential problems. Maximising the number of people walking, cycling and using public transport will be critical in making a success of the key city centre sites such as York Central. Maximising sustainable travel from the more remote sites is more difficult but even more important in minimising the impact of the projected growth of the city.

17. Ambitions for the Review

18. These include:

- Support One Planet York objectives on sustainable transport and the economic viability of development sites identified within Local Plan allocations.
- Cross-Party support for effective traffic reduction policies that increase the efficiency of the existing highway network.

- Underpin a draft Local Plan which maintains the historic character of the city while allowing for sustainable economic and housing growth.
- Decoupling economic growth from traffic growth to boost the competitive advantage of the city.

Suggested Approach

19. Key characteristics include greater use of public transport, increased walking and cycling, reduced single occupancy car use and reduced travel to work. Steps could include considering:
- Soft measures such as setting up car share schemes;
 - A sustainable transport infrastructure to encourage walking and cycling with new and improved walking and cycling routes;
 - Encouraging improvements in the attractiveness of public transport in terms of cost, comfort, reliability and speed, particularly into the evening.
 - Promotion of ultra-low vehicles, including taxis and buses, as well as private vehicles, and ensuring the city supports an increase in these vehicles by providing charging stations;
 - Encouraging firms, wherever possible, to give employees the opportunity and facilities to work remotely, at home or some other base, using telephones and computers;
 - Prioritising sustainable transport through policies and investment decisions.

One Planet York

20. One Planet York is a growing network of local organisations and businesses working towards a more sustainable and resilient One Planet future. One of the 10 key principles of One Planet York is sustainable transport with the aim of encouraging low carbon modes of transport to reduce emissions and reducing the need to travel.
21. The One Planet York prospectus for 2016 states:

Our compact city is ideal for walking, cycling and taking the bus. The large foot streets area is popular and York is amongst the UK's

leading cycling cities.

York is served by a bus network and a nationally regarded Park & Ride providing over four million passenger trips each year. It is one of only five Quality Bus Partnerships in the country.

It is also home to the world's first diesel to electric double decker tour bus operating alongside a fleet of low emission buses, taxis and car club vehicles.

The city is accelerating uptake of low emission vehicles and is rolling out electric charging points. i-Travel York promotes an increase in sustainable travel amongst businesses, schools and residents.

Leading cities make sustainable transport the norm and the first choice for short trips. Public transport operators are decreasing their reliance on petrol and diesel engines to reduce harmful emissions that can damage our health and well-being.

A new oyster-style York by Bus smartcard makes bus journeys easier and faster and is accepted by all of the main bus operators.

Air Quality

22. Improvements to air quality in the city has long been a council priority and the latest Annual Status Report was considered by the Executive Member for Environment at a decision session just two days ago (5 September).
23. A report to the Executive Member notes that the *Delivery of modal shift and congestion reduction measures (via the third Local Transport Plan and i-Travel York programme) remain important to air quality improvement and emission reduction in York. They are supported by planning policies that ensure sustainable travel is embedded into all new development in York.*

The Low Emissions Strategy has already changed the way York delivers public transport and plans for future transport trips through:

- *A new fully electric Park & Ride site at Poppleton Bar*
- *Introduction of electric buses at Monks Cross Park & Ride site*
- *Retrofitting the world's first electric double decker sightseeing bus*

- *Converting around 7% of the taxi fleet (50+ vehicles) to low emission alternatives (Euro 5+ hybrid or electric) through an innovative taxi incentive grant scheme*
- *Implementing an extensive 'pay as you go' fast charge public electric vehicle recharging network*
- *Establishing 11 publicly accessible rapid chargers*
- *Achieving a 34% reduction in 'grey fleet' trips by council staff, reducing CO₂ emissions by 47%*
- *Developing low emission planning guidance*

24. An annex to the report details ongoing work to improve air quality, such as promoting travel alternatives including a modal shift and network improvement measures. An active travel campaign includes:

- Personalised travel planning;
- Promotion of walking;
- Promotion of cycling;
- School travel plans;
- Workplace travel plans.

Other considerations

25. To measure the effectiveness of possible interventions to promote a modal shift, the Committee may wish to undertake or commission a survey of people's travel habits at the start of any review and repeat the survey some time after any review recommendations have been implemented to monitor the success these recommendations.
26. The committee may also wish to consider, on a regular basis, air quality statistics taken at agreed points, again to measure the success of various interventions against the aim of reducing pollution in the city

Consultation

27. Should Members decide to proceed with a scrutiny review the committee, or an appointed Task Group, will need to consider who they want to consult once a remit has been agreed

Options

28. Having considered the information provided in this report members can decide if there is value in considering additional work to influence a modal shift towards sustainable forms of transport, or not.

Analysis

29. There is no analysis at this stage.

Council Plan

30. A review into a modal shift to sustainable travel will contribute to the Prosperous City for All and a Council That Listens to Residents elements of the Council Plan.

Risks and Implications

31. There are no risks or implications arising from the recommendation in this report

Conclusions

32. There are no conclusions at this stage.

Recommendation

33. The Committee needs to consider whether there will be added value in undertaking a scrutiny review into a modal shift to sustainable forms of transport and if so consider how Members want to undertake a review, in what timescale and suggest a proposed remit.

Reason: To decide if members want to initiate a scrutiny review

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Report Approved Date 30/08/2016

Wards Affected:

All

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Annexes

Annex 1 – Topic Registration Form

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SCRUTINY TOPIC REGISTRATION / ASSESSMENT FORM FOR COUNCILLORS

What is the broad topic area?

Delivering modal shift to sustainable forms of travel so as to minimise congestion and pollution effects of existing and new developments within York.

What is the specific topic area?

Behavioural change – learning the lessons of past work in York and other UK areas: cycle city york, Itravelyork, LSTF, Bikeability and Safe routes to school, travel2campus, JRF study of Derwenthorpe. To exclude capital programmes, LTP3, Lendal Bridge trial. A key driver is the need to replace LSTF funding to maintain the momentum of this work, the unsuccessful bid to the Transition Fund and to demonstrate political commitment to the forthcoming bid to Access Fund 2017- 20.

Ambitions for the review:

To support One Planet York objectives on sustainable transport and the economic viability of development sites identified within Local Plan allocations.

Cross-Party support for effective traffic reduction policies that increase the efficiency of the existing highway network.

Underpin a draft Local Plan which maintains the historic character of the city while allowing for sustainable economic and housing growth. Decoupling economic growth from traffic growth to boost the competitive advantage of the city.

-
1. Does it have a potential impact on one or more sections of the population? Yes No
 2. Is it a corporate priority or concern to the council's partners? Yes No
 3. Will the review add value? and lead to effective outcomes? Yes No
 4. Is it timely, and do we have the resources? Yes No
 5. Will the review duplicate other work? Yes No

If the answer is 'Yes' to questions 1 – 4 and 'No' to question 5, then the Committee may decide to proceed with the review. To decide how best

to carry out the review, the Committee will need to agree the following:

1) Who and how shall we consult?

Officers in Transport and Forward planning depts.
Need to take account of LTP3 and the outcome of the extensive citywide consultation on the issue conducted in 2011 (Traffic congestion scrutiny report)

2) Do we need any experts/specialists? (internal/external)

Much of the work has already been reported and just needs to be reviewed by scrutiny officer and the task team. Some research looking at Living Streets, Sustrans and DfT websites might be needed for comparison with other UK experience.
Minimal impact with one or two meetings to allow team representatives to answer questions on the reports.

3) What other help do we need? E.g. training/development/resources

Scrutiny officer to consult with specialist officers to identify any other data we should consider. May also consider the Transport assessment for the revised Local Plan if available during the period of the review.

4) How long should it take?

A maximum of 4 months in preparation to allow recommendations to help inform actions in 2017 and the final submission document of the Local Plan.

Cllr Andy D'Agorne Aug 10th 2016

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

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

18 Jan 2017	<ol style="list-style-type: none"> 1. Update report on Wage data 2. Work Plan 2016/17
8 March 2017	<ol style="list-style-type: none"> 1. 3rd Quarter Finance & Performance Monitoring Report 2. Work Plan 2016/17
10 May 2017	<ol style="list-style-type: none"> 1. Annual Report from the managing Director of Make it York 2. Six-monthly Update Report on Major Transport Initiatives 3. Six-monthly Update Report on Major Developments within the city 4. Draft Work Plan 2017/18