

As we are coming towards the end of the current Council's term of office I will not dwell on long term hopes and aspirations, other than to record that I expect that the resources that are available for capital investment will be fully utilized by the end of the financial year. On the revenue side I would anticipate that an outturn on or about budget notwithstanding the challenges faced as a result of continuing lower income on the planning side and stable car parking revenues.

Question from Councillor D'Agorne: Please can you outline your vision of how LTP3 will make us a leading sustainable city, with high quality transport and reducing levels of congestion?

As the Councillor will know, we are still consulting on the detail of LTP3. It would be wrong at this stage to anticipate what the results of that consultation might be. However the LTP3 strategy will be based on 5 strategic themes - providing quality alternatives to the car; tackling transport emissions; influencing travel behaviour; improving the public realm and improving strategic transport links.

Questions from Councillor Potter: What action has been taken to develop the Access York phase 2 P&R sites? What action has the Executive member taken to secure funding for phase 2?

York Access Phase 2 involves capital investment in improving the A19 roundabout near Clifton Moor. While the scheme will not directly affect park and ride sites it is true to record that the full benefit of the A19 scheme will only be experienced by vehicles travelling west through the junction when the complementary A59 roundabout improvements are also completed. The A59 improvement forms part of York Access phase one project and it is this that is currently under review by central government.

The A59 scheme is currently out to tender. It is fully funded within our capital programme and I would not anticipate the need to seek additional central government funding for it.

What is the economic cost of not tackling climate change in York?

I believe that the question refers to an estimate of the likely cost to the City of York economy if the area chooses NOT to undertake any adaptation measures i.e. what will be the climate related "losses" or damage to the local economy by 2050? I anticipate that a comprehensive assessment document will be published before the end of the year

I understand that any predictions of future economic damage are informed by, amongst others, current weather risk, asset growth and the future increase in risk from climate change. Typically, expected loss is expressed as EAD: Expected Annual Damage which is the total economic negative impacts i.e. extra costs of capital investment or maintenance, together with extra labour costs and costs associated with loss of productivity. This allows for the fact that climate change impacts will not occur uniformly across time and geographies. It is an annualised average of the estimated costs in a given time period. Indeed a single event of significant severity would likely cause significantly more economic damage than the estimated EAD.

I understand that using Stern's estimate (market impacts only) of UK EAD 5% of GDP and the IPCC 2007 estimate of 3% of GDP, we estimate a pro-rata impact on the City of York GVA in 2009 officers calculate that a annual damage from climate change could have a financial cost of the order of £95M to £158M (current prices June 2010) per annum by 2050.

What progress has been made with the climate change strategy?

A Consultation draft Climate Change Framework and Action Plan have been drafted. These documents went out to public consultation in June 2010 - September 2010. Overall there was great support for the plans and the 10 areas they will address in order to tackle climate change in York. Minor amendments have been proposed. The CYC Executive approved these amendments and it will now be presented to the WoW partnership. It is anticipated that once approved a finalised version will be ready for implementation from end of 2010.

What progress has been made with the Carbon Management Action Plan?

Based on a 2006/07 baseline the aim of the Carbon Management Plan is to reduce CO2 emissions by 25 per cent (5,843 tonnes). As of 18th October 2010, an estimated 1,995 t/CO2 has been saved, with

3,269 t/CO₂ estimated to be saved through ongoing projects. Further projects totalling 579 t/CO₂ need to be identified to ensure a 25 per cent reduction on 2006/07 emissions is achieved.

What progress has there been in meeting the 2010 targets?

The aim of 10:10 is to reduce CO₂ emissions by 10 per cent in 2010 based on a 2009/10 baseline. Based on 2008/09 levels it was anticipated that 1,220 t/CO₂ would have to be saved as a result of the Campaign. However, when 2009/10 emission data became available (September 2010) the target increased to 1,664 t/CO₂. At present estimated emission savings of 1,151 t/CO₂ have been identified - only 69 t/CO₂ short of the original target but 513 t/CO₂ short of the revised 2009/10 target. Work is now underway to ensure we can find projects that will save the 513t/CO₂.

What links have been made between these strategies and air quality management?

The development of the Low Emission Strategy is progressing well and linking, referencing and not duplicating areas of work already delivered through the Climate Change Framework and Action Plan, the LDF and the LTP3.

The newly renamed Sustainable Development Board will also play a role in helping to ensure a balance is met between air quality issues and tackling climate change. The nearly finalised Renewable Energy Viability Study for York will help this group to achieve this balance.

Will penalties to pay for extra infrastructure be included in travel plans to ensure that travel plan targets are met?

Officers are currently considering the best way to gain fair contributions for transport infrastructure. One way of ensuring this is through an SPD for s106 contributions - currently looking at best practice in other LAs to determine how it might apply in York, so infrastructure payments could be directly linked to the development e.g. number of dwellings/trips generated rather than through the travel plan.

In conjunction with this process it is also possible that penalties could be agreed through the TP process if targets are not reached, this would not necessarily lead to additional infrastructure it might for example require better management of a parking strategy through permit parking and enforcement. Officers are keen to ensure that monitoring of travel plans to identify where travel plan targets are not being met is prioritised in the future.

What is the current performance for planning enforcement?

In the last quarter (July - September):-

- In East Area sub committee area 86 enforcement cases were closed, approx. 30 cases more than the highest number closed in a quarter over the last 2 years (the average number is generally 55-60). However, received 101 new cases, which was approx. 40 more than we normally receive so overall the number of outstanding cases went up slightly to 322.

- In West and City Centre Area 59 cases were closed, 62 new cases were received, and 198 remain outstanding. This is about average for a 3 month period.

Over the same period across the Council area 10 Section 106 agreement cases were closed after the required contributions were received. This leaves 157 such cases outstanding.

Overall progress is being made with the older backlog of cases. Old cases are being reviewed in date order and 16 cases outstanding from prior to 2009 have been closed in east area. 5 were closed in west and centre over the same period. Whilst it is also important stay on top of the new cases coming in, each week officers are hoping to visit a number of older cases in a particular area in order to review them and take them forward or close them.

What impact will the cut to fuel subsidy have on local small bus service providers and on the community transport sector?

The Bus Service Operator's Grants (BSOG) is a tax rebate paid to bus operators based on the mileage they operate which could be altered or even withdrawn (subject to the outcome of the Government

Spending Review the results of which are not known at the time of writing). Figures concerning how much each bus operator claims are available on the DfT website.

It's difficult to guess what operators would do (or to calculate this) without information concerning the profitability of each of the bus services - information we are not party to as it is commercially sensitive. My personal feeling is that there would be implications for certain bus services (rather than on specific operators) if the grant was withdrawn (or amended to be paid 'per passenger carried').

In terms of Community Transport (CT), providers operating within City of York, whilst relatively modest in scope do currently benefit from BSOG payments. There are three CT operations:

- Dial & Ride (operated by York Wheels but managed and financed by CYC)
- York Wheels
- British Red Cross

The value to CYC of BSOG for the Dial & Ride operation is c. £5k p.a. (approximately one third of total income for the service – the rest of which comes from passenger revenue). The total cost of the Dial & Ride operation is c. £100k. p.a.

What plans are there to be as part of LTP3 to tackle traffic congestion in the city?

See to answer travel plans above. In addition, LTP3 will outline the importance of critical infrastructure such as improvements to the ORR, delivering James St link road, bus priority measures to creating capacity for essential vehicle journeys whilst using the interventions outlined above to lock in benefits. In the longer term LTP3 has identified the following broad areas (still subject to option sifting/refinement and consultation) as means of tackling congestion - considering a statutory bus partnership/contract, introduction of smart ticketing, uptake of moving traffic offences enforcement, wider traffic free/limited traffic in the city centre, joint city region working to improve rail connections and capacity, greenway cycle links, consideration of a low emission zone(s), personalised and area wide travel planning approaches.

Will the VAT increase lead to the reconfiguration of parking meters and consequent higher prices?

A change to VAT rates – or a rebalance of car parking pricing – would mean that ticket machines would need to be reconfigured. In theory, as happened when VAT was reduced for a short period, the Council could chose to leave the prices as they are but this would result in a real terms drop in income to the Council.

What will happen to the FTR after 2011?

First Group and City of York Council successfully worked in partnership to deliver the ftr in York. The current partnership agreement continues until June 2011.

Recent surveys have shown that amongst passengers, the ftr is very popular. It is against this backdrop that the Council will work with First to consider what role the ftr might play in the provision of bus services from next year and for the years to come.

What plans are there for extending the area covered by pedestrianisation and for extending the time that pedestrians have sole use of these areas?

Proposals are currently being drafted up to consult on the possibility of including Fossgate into the footstreet zone. In addition, consultation is also planned to standardise the hours of operation throughout the week along with the option of starting the footstreet hours earlier than at present and keeping them in place until 5pm.

Is the LDF on schedule?

See Annex A

Annex A

Note on progress in developing the Local Development Framework

1. The information included within this note covers the progress on the following components of the LDF:

- Core Strategy DPD;
- Allocations DPD;
- Statement of Community Involvement;
- City Centre AAP; and
- York Northwest.

Statement of Community Involvement

2. Following a three year process and three stages of citywide consultation our Statement of Community Involvement was submitted to the Planning Inspectorate and deemed 'sound'.

3. The Statement of Community Involvement was formally adopted in December 2007. We are ensuring that all subsequent LDF documents are produced in compliance with this statement.

Core Strategy

4. An initial Issues and Options consultation was carried out in June/July 2006. This was followed by the Festival of Ideas 2 consultation held in autumn 2007, a joint LDF Core Strategy and Sustainable Community Strategy review consultation. This was very successful with over 2300 responses to a household questionnaire, a City Conference, well attended stakeholder workshops, and on-line responses giving a wealth of useful feedback. We also received a further 75 more detailed responses.

In summer 2009 consultation was carried out on a Core Strategy Preferred Options document. This included a citywide leaflet to which 2,250 responses were received. In addition a further 117 detailed responses were made to the main document. The outcome of this consultation was reported to Members of the LDF Working Group in January and April 2010.

Following the changes of Government the coalition agreement published in May 2010 by the new government made a commitment to '*rapidly abolish Regional Spatial Strategies and return decision making powers on housing and planning to local councils*'. Following on from this on 6th July the Secretary of State for Communities and Local Government (CLG), Eric Pickles, announced the revocation of Regional Strategies with immediate effect under s79 (6) of the Local Democracy Economic Development and Construction Act 2009. RSSs therefore no longer form part of the statutory development plan, making LDFs the basis for local planning decisions.

The change is significant in that it empowers Local Authorities to set their own housing figures. Since the announcement, Officers have undertaken work looking at future housing and employment growth for York alongside options relating to the Green Belt. This has been considered in two reports taken to the LDF Working Group in September and October. A further report is anticipated for the 1st November meeting.

Based on the current timetable it is expected that a publication draft Core Strategy will be considered by the LDF Working Group before the end of the year.

Allocations DPD

9. The Allocations DPD will identify sites for housing, employment, retail and transport, as well as setting the green belt and settlement boundaries.

Consultation on the Allocations Issues and Options document was carried out from March to May 2008. This sought views on sites put forward and also acted as a 'call for sites'. Comments were received from 211 respondents. Following the consultation, any new sites put forward for housing and employment have been assessed through the Strategic Housing Land Availability Assessment

(SHLAA) and Employment Land Review (ELR) respectively. Site assessments for other uses are currently being undertaken. These assessments will consider a number of elements including: comments received at the Issues and Options stage; the findings of the Sustainability Appraisal; conformity with the Core Strategy; and information from the evidence base.

The work described will inform the production of a Preferred Options Allocations document which will be taken to the LDF Working Group following the publication draft Core Strategy.

York Northwest Area Action Plan

An Issues and Options report was published in November 2007. Consultation on this was carried out between November and January 2008. The consultation responses were reported to members in May 2008. A vision and number of spatial objectives for the area (with spatial arrangement of uses within the site) were agreed by members in July 2008.

In March this year Members agreed that work on the YNW AAP would be transferred into a planning framework to be provided by the Core Strategy and Supplementary Planning Documents for the two strategic sites, York Central and the former British Sugar site. A report is being brought to the LDF Working Group on 25 October prior to a meeting of the Executive on 16 November. It is anticipated that a report will also be brought to Members of the Planning Committee in December.

The report to the LDF WG on 25th outlines the strategic policy direction and evidence work for YNW together with the proposed YNW section of the submission draft Core Strategy. The report also outlines the process and justification behind the development of the Core Strategy policy approach, which will be used to support the Development Plan Document at Examination. Transport and Open Space Topic Papers have been produced as evidence base work for YNW. A draft Supplementary Planning Document and Consultation Plan for the former British Sugar site has been prepared and Members views on these documents is being sought. Subject to Members agreement at Executive in November, it is anticipated that public consultation on the draft SPD will be undertaken between December 2010 and January 2011.

A Development Framework is being prepared which will form the Supplementary Planning Document for York Central. This will comprise 4 key interdependent elements: a planning framework; an infrastructure framework; a spatial (or urban design framework); and a delivery and funding framework. It is intended that a further report will be brought to Members in Spring 2011 to outline progress on the Development Framework together with a project plan for the preparation of the document.

City Centre Area Action Plan

17. A City Centre Area Action Plan Issues and Options document was subject to public consultation between July and September 2008. The Preferred Options document is currently in preparation. A progress report will be presented to the LDF Working Group in November 2010. This will outline progress on the AAP, including:

- The York Economic Vision;
- Movement and Accessibility Framework;
- Key sites analysis; and
- Core Strategy policy for the city centre.

18. Project ideas from the York Economic Vision will be included in the AAP. The York Renaissance Team will assist in the production of the AAP, including public realm, accessibility improvements and proposals to enhance gateway streets. This team will work closely alongside existing staff and will add value by bringing in additional capacity and additional design skills.

19. Consultants have been appointed to provide a Movement and Accessibility Framework for the City Centre, funded by Yorkshire Forward through the Renaissance Programme. The aim of the Framework is to determine a strategy for the city centre over the next 20 years to resolve competing demands for access and help to deliver wider quality of place objectives. The study is due to be

completed by the end of February 2011. The Framework will test ideas for the Economic Vision and will build on the findings of the Footstreets Review (Halcrow, 2010). The Framework will provide evidence for LTP3.

The Issues and Options document contained brief descriptive summaries of character areas within the Central Historic Core Conservation Area and consulted on the content of these and the boundary of the Area. The responses to the consultation will feed into the production of the Conservation Area Appraisal. Consultants are being commissioned by the Conservation, Design and Sustainable Development Team in partnership with English Heritage. The aim is to consult on a draft of the Appraisal alongside the AAP Preferred Options document. The AAP will contain draft policies and actions based on the findings of the Appraisal.

Evidence Base

21. A range of major studies has been completed to support the production of the LDF to add to and update work previously undertaken for the Local Plan. These include:

Strategic Flood Risk Assessment - York Engineering Consultancy (2007);

Strategic Housing Market Assessment - Fordham Research (2007);

Strategic Housing Land Availability Assessment Phase 1 - City of York Council (2008);

Draft Strategic Housing Land Availability Assessment Phase 2 - City of York Council (2009);

Employment Land Review Stage 1 - SQW (2007);

Employment Land Review Stage 2 - Entec (2009);

Open Space, Sport and Recreation Study - PMP Consultants (2008);

Retail Study - GVA Grimley LLP (2008); and

Biodiversity Audit - City of York Council (2009).

22. Work is currently underway on the Affordable Housing Viability Study (Fordham Research); a Biodiversity Action Plan (CYC); Renewable Energy Strategic Viability Study (AEA) and updates to SFRA.