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Meeting	Economy & Place Policy Development Committee
Date	18 September 2018
Present	Councillors Cuthbertson (Chair), N Barnes, S Barnes, Richardson, Steward, Craghill (Substitute for Cllr Kramm) and Fenton
Apologies	Councillor Kramm

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### **18. Declarations of Interest**

Members were asked to declare, at this point in the meeting, any personal interests not included on the Register of Interests or any prejudicial or discloseable pecuniary interest that they might have in respect of the business on the agenda.

Cllr Richardson declared a personal non prejudicial interest in agenda item 4 (Review of Disabled Access into the City Centre) as he was Trustee on the Board of York Wheels.

### **19. Minutes**

Resolved: That the minutes of the last meeting held on 17 July 2018 be approved as a correct record and then signed by the Chair.

### **20. Public Participation**

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

### **21. Review of Disabled Access into the City Centre**

Members considered a report that followed on from the Committee meeting held 19 June 2018, at which the Committee agreed that it would look into possible mitigation measures for disabled blue badge access against the vehicle security measures around the city centre. The Assistant Director for Transport, Highways and Environment outlined the report.

Organisations representing disabled blue badge holders had been invited to the meeting and a number of representatives from those organisations were in attendance. This included Healthwatch York, York Multiple Sclerosis Group, York Blind and Partially Sighted Society and a City of York Council Officer with a disability. The written comments from York Carers Centre were noted.

Officers were to recommend to the Executive at its meeting on 27 September 2018 that an experimental traffic regulation order be put in place to trial standard bollards in a core part of the city centre to be monitored for traffic management purposes. The views of representatives and their associated organisations were to be taken forward as part of the consultation on the mitigation. The Chair welcomed all to the meeting.

During discussion, the key themes on mitigation that emerged from discussions were that:

- The need to undertake the works on vehicle security measures around the city centre was recognised.
- The loss and reduction of blue badge parking in St Sampson's Square would impact on blue badge holders.
- Any mitigation needed to be mindful of future phases of restrictions to city centre access.
- The impact would be significant on any disabled residents of streets which were being restricted who may not be able to walk or drive out of the Priority 1 Area.
- The impact on blue badge holders with a mobility issue but without a wheelchair would be considerable.
- There would be an impact on people living in the city centre who may need patient transport.
- Access for wheelchairs needed to be maintained and any measures should not impede wheelchair access. Electric wheel chair charging within the city centre could be explored.
- There could be a request to consider additional, possibly dedicated; blue badge parking in the wider area, not just at Church Street.
- The expansion of disabled parking in Piccadilly Car Park and shop mobility could be considered. Consideration of this needed to be mindful

that some disability adapted vehicles were higher vehicles than many car parks allowed.

- There was a need to listen to peoples' voices whilst appreciating that not everyone would be happy or be able to be catered for regarding blue badge holder access.
- Concern was raised about the arrangements for turning around vehicles at the bottom of Church Street, particularly large minibuses, and there needed to be some sort of 'escape route' so that vehicles did not have to turn around in narrow streets.
- Wherever blue badge parking was displaced, consideration needed to be given to additional dropped kerbs to facilitate wheelchair access and drop off points.
- York Wheels, Dial a Ride and patient transport were possible solutions to increase access to the City Centre priority zone 1 for blue badge holders and disabled residents living in that area if they were permitted access.
- The potential for more dropped kerbs in Church Street and other areas where disabled people disembark their vehicles could be explored.
- There was a willingness from all groups to work with the council to ensure that the impacts of any measures were mitigated. For example, textured paving or colour differentials could be placed around bollards - these changes would need to be communicated clearly to different parts of the community. Whilst this would increase street furniture, it was also an opportunity to remove some of the other street clutter at the same time.
- The impact on business and market operations would also need to be considered.

Resolved: That;

- i. Members note content of the report, its Appendix and Annexes and provide feedback.
- ii. Members consider the possible mitigation measures for disabled blue badge access against the vehicle security measures around the city centre in light of initial input from user groups.
- iii. Members agree that further consultation is needed.

Reason: So the Committee plays an active role in policy development in the city.

## **22. Secondary Shopping Areas Fund - Update**

Members considered a report that provided an update on the work to support the economic health of our District retail centres in Haxby and Acomb. Projects in Acomb had been commissioned, with some work already completed. In Haxby, a fledgling traders association had been established and held its first meeting in August. Research on the future needs of both areas with regard to public realm and infrastructure has yet to be commissioned.

Members were informed that under the final bullet point under paragraph 7 of the report the amount for enhanced Christmas lights on Front Street was £7,000, not £5,000 as stated in the report.

Discussion took place regarding the involvement of Traders' Association. A number of Members expressed concern regarding the process of involving businesses and organisations in discussion, the process for decision making regarding funding and the extent to which stakeholders were consulted. It was suggested that there had been a lack of consultation namely with Acomb and Westfield Neighbourhood Forum, Acomb Alive and the Acomb Dance Arts and Music (ADAM) festival. An Acomb Ward Councillor was asked and confirmed that Acomb Ward Councillors had not been consulted on the secondary shopping areas fund.

A number of Members requested more detail on the expenditure of £50,000, which had been allocated for activities to support the longer term economic health of district centres. It was also highlighted that there was a number of secondary shopping areas in the city that would benefit from support.

Following discussion it was:

Resolved: That Members note the update on the Secondary Shopping Areas on Haxby and Acomb.

Reason: In order to be updated on the progress of work to support the economic health of the Secondary Shopping Areas on Haxby and Acomb.

## **23. Street Lighting Policy**

This report informed the Committee of proposed changes to the Street Lighting Policy following an officer review. The issue had been referred to

Scrutiny by the Executive Member for Transport and Planning at a Decision Session in July 2018 with this Committee invited to comment on the updated policy prior to it going back to the Executive Member for approval. It was noted that in July 2018 the Committee agreed to add the Street Lighting Policy to its work plan to be considered at this meeting.

The Assistant Director Transport, Highways and Environment, Head of Highways and Fleet and Street Lighting Manager were in attendance to present the report and Street Lighting Policy. The Assistant Director Transport, Highways and Environment outlined the policy highlighting the key changes to the policy.

In response to questions from Members it was confirmed that:

- The standardisation of the 6m lighting column was about trying to standardise light levels which enabled uniformity of lighting.
- The reason for the use of the 6m column was explained.
- Clarification was given on streetscape lighting in the redesign of street lighting.
- The future proofing for electric charging points within lighting columns was being looked at. However, the use of street lights as electric charging points was counter to the use of street lights as a facility and would need to be kept under review.
- With regard to Member engagement on street lighting in conservation areas outside the city centre, there was flexibility on replacement lighting.
- Dark skies assessments had been undertaken by the manufacturers of the lanterns.
- The times of lighting during the night was flexible and dimming street lights had been trialled in a number of areas. The majority of LEDs dimmed to 50% after midnight.
- There were different sets of embellishment kits for street lights.
- 'Architectural lighting' referred to lighting used in areas such as the lighting of the bar walls and York Minster.
- With reference to 'other authorities' being consulted on architectural lighting, these were statutory authorities (in specific areas of consideration).

- The use of high, medium and low brightness street lights in villages depended on their usage.
- Action would be taken to address overgrown trees, bushes and greenery obstructing street lights. Trees and shrubs were avoided when installing new columns.
- The remit of structural tests was explained. This included giving notification to residents regarding the testing of street lights. The inspection frequency was explained to Members.
- In response to a suggestion to the inclusion of the future proofing of lamp columns for electric charging to be included in future reports, the Chair confirmed that this would be fed back to officers.

Resolved: That Members considered and commented on the proposed update of the Street Lighting Policy before goes back to the Executive Member for approval.

Reason: So that the Committee plays an active role in policy development proposals for the city.

## **24. Work Plan 2018/19**

Members considered the Committee's work plan for the 2018/19 municipal year. Following questions from Members, the Scrutiny Officer clarified that there had been a scrutiny topic request on developing a pollinator action plan for York and that a review of the economic health of Coney Street was being considered by the Economy and Place Scrutiny Committee.

Resolved: That the work plan be approved.

Reason: To keep the Committee's work plan updated.

Cllr I Cuthbertson, Chair

[The meeting started at 5.30 pm and finished at 7.30 pm].