

## **DECISION SESSION - EXECUTIVE MEMBER FOR CITY STRATEGY**

**TUESDAY, 6 JULY 2010**

### **DECISIONS**

Set out below is a summary of the decisions taken at the meeting of the Decision Session – Executive Member for City Strategy on Tuesday, 6 July 2010. The wording used does not necessarily reflect the actual wording that will appear in the minutes.

Members are reminded that, should they wish to call in a decision, notice must be given to Democracy Support Group no later than 4.00pm on Thursday 8 July 2010.

If you have any queries about any matters referred to in this decision sheet please contact Jill Pickering, Democracy Officer.

#### **4. WESTMINSTER ROAD AREA PROPOSED 20MPH SPEED LIMIT OBJECTIONS**

RESOLVED: That the Executive Member agrees to implement the 20mph limit as advertised.

REASON: As the number of objections received to this proposal and the wider issues have been subject to reports previously.

#### **5. SIX MONTHLY REVIEW OF SPEEDING ISSUES**

RESOLVED: That the Executive Member agrees:

- i) To give support to a partnership approach to dealing with speed complaints, with the aim of providing a wider, more in depth process to tackle speeding issues in York (Speed Review Process, Option 1), but expresses concern that progress on some initiatives (e.g. electronic reporting, mobile safety cameras) appears to have stalled and requests officers to arrange for a senior level meeting with partner organisations to address these issues;
- ii) To recognise that greater evaluation may be required at locations, where action has been taken to reduce speeds (either engineering or enforcement), and requests the Director of City Strategy to give a high priority to work of this sort when determining the day to day distribution of

resources within the Department;

- iii) To note the Road Safety Engineering reports at Annex E including the updates on feasibility work carried out, at sites forwarded to the Engineering Consultants, as a result of the December 2009 Decision Session;
- iv) To note that new capital works are subject to confirmation of final budgets following Central Government reduction announcements;
- v) That if there are insufficient funds for Engineering work at all the locations that they be prioritised (in a similar way to the matrix agreed by the Decision Session at its last meeting) by one or all of the following criteria:-
  - 1. Accident data
  - 2. Mean and 85<sup>th</sup> percentile speeds
  - 3. Proximity to schools and shops.

REASON: To ensure that speed issues are considered with partnership collaboration to give a stronger and more robust response to issues raised.

## **6. BECKFIELD LANE - ALTERNATIVE CYCLING IMPROVEMENTS**

RESOLVED: That the Executive Member gives approval to proceed with detailed design and consultation on the toucan crossing and short link to the existing cycle track as shown in Annex B of the officer report.

REASON: To provide measures which would improve pedestrian and cycle crossing provision and complement the existing cycle facilities on Beckfield Lane.

## **7. WIGGINTON ROAD : PROPOSED IMPROVEMENTS FOR CYCLISTS**

RESOLVED: That the Executive Member agrees to:

- i) Approve the scheme proposals shown in Annex B, but revised to include the details shown in Annexes C, E and F for implementation, subject to Officers gaining the necessary planning consent and Traffic

Regulation Order approvals for certain elements of the scheme;

- ii) Authorise Officers to submit a planning application to change the status of Stray land into adopted highway to facilitate the creation of a residents only parking bay;
- iii) Authorise Officers to advertise the necessary Traffic Regulation Orders relating to the proposed residents only parking amendments within the scheme, with feedback reported back to a future Officer In Consultation meeting.

REASON: It is considered that this scheme will support the Council's aspiration of providing an uninterrupted cycling route between Haxby and the city's railway station, provide better cycling access to the hospital buildings, provide significant improvements for cyclists on Wigginton Road, and generally contribute to the aims of the Council as a Cycling City.

## **8. ORBITAL CYCLE ROUTE SCHEME : PROPOSALS FOR THE REMAINING THREE SECTIONS**

RESOLVED: That the Executive Member agrees to:

- i) Note that public consultation is currently taking place on detailed proposals for the Clifton Green to Crichton Avenue section as shown in Annex B and that feedback will be reported to an Officer in Consultation meeting.
- ii) Provide in-principle approval for the proposed James Street to Millennium Bridge section of the Orbital Cycle Route (OCR), as shown in Annex E, and authorise Officers to undertake further detailed design and public consultation (including the advertisement of necessary Traffic Regulation Orders), with feedback to be reported to an Officer in Consultation meeting.
- iii) Provide in-principle approval for the proposed Hob Moor to Water End section of the OCR, as shown in Annex H, and authorises Officers to undertake further detailed design and public consultation (including the advertisement of necessary

Traffic Regulation Orders), with feedback to be reported to an Officer in Consultation meeting.

REASON: The proposals will provide improved facilities for cyclists, completing an orbital route that cyclists will be able to use in accessing a variety of destinations. The proposed measures would also make a significant contribution towards the aims of the Council as a Cycling City.

## **9. FUTURE OPERATION OF BUS ROUTE 21**

RESOLVED: That the Executive Member agrees to:

- i) Route 21 being restored to its former routing but operating to the revised timetable shown in Annex C of the report, with effect from 31 August 2010.
- ii) Affected residents being advised of the decision and the alternative transport options that are available to them.

REASON: The diversion to serve Temple Lane is unpopular with the majority of passengers and is of little benefit as usage from this area has been and continues to be far below that necessary to justify the additional costs borne by the Council. Adoption of the recommendation will meet the demands and requirements of the majority of users whilst providing a substantial saving in Council funding.

## **10. FUTURE OPERATION OF BUS ROUTE 55**

RESOLVED: That the Executive Member agrees the proposal to maintain the present operation of route 55 until the expiry of the existing contract in 2011.

REASON: This will provide sufficient time for officers to assess the effects on the bus network in York resulting from the changes to the commercially operated routes and investigate and propose alternatives that best meet the requirements of the local transport plan and the residents of York.

## **11. HAXBY STATION UPDATE**

RESOLVED: That the Executive Member agrees to:

- i) Note the progress made on the delivery of the

Haxby Station scheme.

- ii) Progress Option 1 to deliver the station in accordance with standard procedures but defer commencement of further work, until the availability of funding for the delivery of the scheme is clarified

REASON: To enable a high value for money scheme to be progressed whilst minimising the risk of abortive expenditure.

## **12. YORK TRANSPORT MODEL UPGRADE**

RESOLVED: That the Executive Member notes the contents of the report and:

- i) Agrees to the commissioning of transport surveys to take place in autumn 2010 and spring 2011 and the refresh and update of the model.
- ii) Authorise the proposed upgrade to the software platform with model validation and calibration late in 2010 and delivery of the new model in spring 2011.

REASON: To ensure that the model remains 'fit for purpose' and can be brought back 'in-house' to provide improved outputs.

## **13. CITY STRATEGY CAPITAL PROGRAMME - 2010/11 CONSOLIDATED BUDGET REPORT**

RESOLVED: That the Executive Member agrees to:

- i) Approve the variations to the programme to accommodate the reduction in funding and addition of carryover schemes in 2010/11, as identified in Annexes 1 and 2 subject, if practical, to officers bringing forward into 2010/11 implementation work on high priority pedestrian and cycle safety initiatives associated with the Fishergate Gyratory project.
- ii) Approve the variations to the 2010/11 City Strategy capital budget, subject to the approval of the Executive.

REASON: To enable the effective management and monitoring of the council's capital programme.

