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Meeting	Micklegate Ward Committee
Date	17 October 2011
Present	Councillors Sandy Fraser, Gunnell and Merrett
Apologies	-

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## 1. **DROP-IN SURGERY 6.30PM**

- 1.1 Residents had the opportunity to talk to their ward councillors, Sgt Iain Sirrell, Sgt Fiona Willey and PC Julia Delaney from the Safer Neighbourhoods Team, Matthew Ward from Neighbourhood Management, Angus Young from Street Environment.
- 1.2 Representatives from the York Tree Wardens, Friends of Rowntree Park, Planet South Bank were available for information of their various projects
- 1.3 Council officers attended to give information on the Local Development Framework Core Strategy and the new council headquarters at West Offices.
- 1.4 Scheme ballot sheets were available for residents to show their preferences on the proposed schemes for the 2012-13 budget.

## 2. **MAIN MEETING 7PM**

- 2.1 Cllr Dave Merrett opened the meeting and welcomed everyone to the meeting.
- 2.2 In addition to the agenda, Cllr Merrett introduced the York Rotters who performed 'Compost! the mini-musical' with a young people from the local St Chad's Grey Cub Group.
- 2.3 Anneliese Emmans Dean, coordinator for the group, and the cubs were thanked for their entertaining and informative performance.
- 2.4 Minutes of the last meeting were agreed.

## 3. **POLICE UPDATE**

- 3.1 Sgt Iain Sirrell, Micklegate outer, introduced himself and Sgt. Fiona Willey, Micklegate inner.
- 3.2 The overall crime in the ward has fallen 13% compared to the same time last year.

- 3.3 Detection of crime has risen by 24%.
- 3.4 When compared to the same time last year, Incidents of theft have dropped from 156 to 106, violence has reduced from 146 to 125, burglary reduced from 14 to 6, criminal damage is down from 41 to 34 and drug related crime is down from 40 to 31.
- 3.5 PC Julia Delaney was introduced as the Micklegate inner beat manager, as PC Kelly McTighe had changed her role.
- 3.6 A consultation has been carried out with residents inside the city walls to shape the future policing priorities, results are to follow.
- 3.7 The 'Light up, lock up' campaign is running again, to encourage residents to lock their doors and use timer switches on lights to help reduce burglaries.

Residents were offered the opportunity to ask questions

Q – Residents should be encouraged to report street light faults to help reduce the fear of crime.

A - Street lights are an issue for the council to deal with. Bulbs should be replaced within 1 to 3 days. If the problem is a supply issue then it could be up to a month, but deadlines aren't agreed.

Residents should report streetlighting issues on 01904 551551 or online at [www.york.gov.uk/DoltOnline](http://www.york.gov.uk/DoltOnline)

Cllr Merrett declared an interest as he works for Amey Consulting who are the current contractors for street lighting.

Q - Can something be done about speeding on Bishopthorpe Road after the junction with Cambleson Road, as lots of cars speed along this stretch of road.

A - This has been investigated before and the average speed was found to be above the speed limit. Proposals for the 20mph zone are ongoing and it will include Bishopthorpe Road.

Q - Can the police please do something about cycling on footpaths and cycling through red lights?

A - An operation will soon be running from the end of the month (October) to address these issues, as well as targeting cyclists without lights. The number of cycle trained officers has also increased to help tackle the issues.

#### 4. CITY CENTRE ACCESS STUDY

4. Ian Stokes, Development Officer Transport Strategy, informed residents on the City Centre Area Action Plan.
- 4.1 Study purpose and content
  - Provide a 20 year vision for managing movement and access to and within the City Centre
  - Identify an action plan over short, medium and long-term for delivering the above
  - Integrate into City Centre Area Action Plan / long-term transport strategy
  - Protecting and enhancing York's historic environment is critical to future economic success
  - Current traffic patterns one of biggest barriers to improving environment and public realm of City Centre.
  - Strong policy support for enhancing public realm and reducing congestion and car intrusion in City Centre.

The approach will take in to account the recent York City Beautiful and Local Transport Plans.
- 4.2 Some of the issues
  - Key public spaces and gateways compromised by traffic, highway infrastructure and parking
  - Poor connectivity and legibility between different areas of historic centre: e.g. Minster to Eye
  - Inadequate levels of pedestrian space and priority in historic centre to reflect levels of demand
  - Rail station gateway provides a poor introduction to the City
  - Route from station to Minster congested, unclear and low quality
  - River corridors under-utilised
  - Inner Ring Road causes severance and delay to pedestrians, cyclists and public transport users
- 4.3 Approach
  - Improving quality of place is key to economic success
  - Maximise access *to* the City Centre, minimise intrusion *in* the City Centre
  - By maximising role of public transport, walking and cycling
  - And hence controlling level of demand for car access

There will be no increase in car usage, but use of public transport, walking and cycling will all be promoted.
- 4.4 The concept, understanding the functional areas of the City Centre
  - The historic 'heart', containing majority of visitor attractions and the retail core;
  - Southwest of the Ouse, containing office development and quiet residential area;

North of the Foss, containing quiet residential area and new Hungate mixed use development;

Southeast of the Foss, containing large diversity of uses: independent / secondary retail, some employment and housing.

Pedestrian priority in the 'heart' providing connectivity and legibility throughout historic core

Removal of through traffic from heart (managed access for essential traffic)

Traffic cells allowing general traffic to access different parts of City Centre

Improvements to access by bus, walk and cycle

Intercept car-based trips at edge of York (Park & Ride) and edge of City Centre

There will be a transfer of parking to the outside of the city centre, although there won't be an reduction in overall parking spaces.

4.5 Developments such as the Teardrop, Coppergate and Hungate will all be key in the City Centre Area Action Plan. The new pedestrian bridge for the Hungate development is now installed and has improved access.

4.6 The rivers in the city are largely unused but this will be looked at as a suggestion to improving city centre access.

4.7 Proposals for managing access and movement

Foot streets, traffic crossing the Ouse and Lendal Bridges in the morning peak, in terms of numbers of people (based on assumptions of average car and bus occupancies). It shows that pedestrians are the most important mode, whilst private traffic represents a quarter of all person movements and the highways space should be adjusted to account for the requirements of pedestrians.

4.8 The city centre of York layout mirrors the way out of the Meadow Hall shopping centre.

4.9 Quick wins, could the future of all the squares in York follow the transformation of Library Square?

Residents had the opportunity to ask questions

Q - Can anything be done to encourage shops to stay open later, on the continent and across the world shops open later and offer greater provision. Later opening would improve the appearance and feel of the city centre.

A - It would be progression for all if shops were open in evenings, but it is down to the shop owners to determine the opening times. With extra staffing cost that come with opening longer it isn't viable for all shop owners.

- Q - Will York get a high-speed rail link and is this being considered within the current long term plans for York?
- A - Details for high-speed rail links have progressed as far as Birmingham. CYC are aware of the need for a high speed rail link. Decisions by government are to be made later. The Teardrop development is likely to preserve the existing routes.
- Q - Can anything be done about the bus service into town? It is far too expensive and sporadic to be of any use.
- A - The Local Transport Plan is to provide real alternatives to cars, fares of bus services are to be detailed later. They are currently dictated by bus companies.
- Q - Can something be done about private cars accessing town via Coppergate?
- A - The enforcement of the access for buses and cars route is only enforceable by the police.
- Q - Access to the city centre using the pedestrian areas is allowed after 4.30pm, but it isn't clear, which often leads to altercations between pedestrians and vehicles.
- A - The council policy is to reduce street clutter, although if the present signage isn't doing what it should then it should be looked at.
- Q - If people are encouraged to walk in to the city centre then more places are required for seating and childrens play areas.
- A - These are all considerations under the City Centre Access Plan. The next step is a consultation in February/March 2012.

## **5. PLANNING PANEL ELECTIONS**

5. The Clerk of the Micklegate Planning Panel, Andy Chase, gave an update on the groups activity for the past year.
- 5.1 The planning panel is a voluntary group of people who oversee planning application for the ward and give their local knowledge and views.
- 5.2 Matthew Ward, Neighbourhood Management Officer, thanked the group on behalf of the ward committee for their work over the past years.
- 5.3 A list of current members was read out as follows.
- Andy Chase
  - Keith Chapman
  - Monica Nelson
  - Rick Troughear
  - Shelagh Edmond
  - Margaret Bunce
  - Bob Fletcher
  - Stephen Young

Steve Woods  
Ernie Dickinson  
Marc Allison  
Iris Wells  
Tania Weston  
Lyndon Smith

New volunteers were proposed.

Alasdair Cooper  
Douglas Charmers  
Jim Hill

All the above were agreed and will serve as the Micklegate Planning Panel.

## **6. WARD SCHEME SUGGESTIONS FOR 2012-13**

6. Residents and Groups applying for funding from the 2012-13 ward committee budget were given the opportunity to give further information about their proposed schemes.

6.1 The following points were raised.

Scheme 4 A contribution towards treatment for diseased horse chestnut trees in Rowntree Park.

This was highlighted as being a city wide problem, but the funding would be used to try and save healthy trees from the current outbreak of disease.

Scheme 5 Seating on Queen Street looking at the city walls.

It was explained that this would be on the hard standing near the taxi rank on Queen Street, looking at the city walls, subject to feasibility.

Scheme 7 Install seating on terry Avenue overlooking the river.

It was explained that due to the land not being council owned that this would be subject to the landowners agreement. Contact had been made by the owners, Bishops Wharf Management Company, to say that they had experienced anti social behaviour in the past and that they do not wish to install a bench.

Scheme 11 A grant to Hamilton Panthers FC to fund the new community club house.

Simon Lansley from the club explained the plans for the clubhouse and that local community input is needed to make the project a success.

Scheme 17 A grant to York Young People's Trust to refurbish a city centre space for young people.  
The location was clarified as 3 Little Stonegate, which is the back portion of the old Boarders book shop.

Scheme 26 A grant to Family Matters York to run 'Drug proof your kids' courses for parents at Millthorpe School.  
Trevor Burton, Head of Millthorpe school, explained that the school had been approached and supported the initiative. The course is open to parents from other schools.

Scheme 27 A grant to North Yorkshire Fire and Rescue to provide specialist community fire safety solutions for vulnerable members of the community.  
Although a scheme already runs, this would be to continue a valuable service in times of budget cuts

Scheme 29 A fund for further alleygating in the ward  
The basis of gating is subject to gating orders, evidence of a need based on police data and at the agreement of local residents.

## 7. HAVE YOUR SAY

7. Residents were offered the opportunity to raise issues or concerns regarding their local neighbourhood.

Q - It is a shame to see shops such as Poppy and Rose on Bishopthorpe Road shutting, can anything be done to allow residents have a say in what shops are wanted in their local area?

A - Currently there isn't such a group formed, but the ward committee can be contacted over these issues, as can the planning panel, who can make representation at planning committees. It was acknowledge that the loss of local amenities is worrying although Bishopthorpe Road is one of the thriving areas.

Q - There seems to be a lack of signage when coming of the city walls at Skeldergate, many tourists seem lost at the point when touring the walls.

A - It was agreed to investigate what signage was at the location, as increasing signage may not be the answer.

- Q - When a lamp post was replaced on Bishopthorpe Road, it was on the grounds that it was unfit for purpose and condemned. Why is it still in situ three and a half years later?
- A - This will be followed up with the street lighting department.
- Q - What if anything, is happening with the air quality monitoring on Nunnery Lane?
- A - The data is being collated to help form a case to reduce car use in the city. Proposals are currently being considered for the councils low emissions strategy.
- Evidence from the monitoring shows that buses are the biggest contributing factor to the poor air quality in the city, for example in Fulford buses account for 56% Nitrogen Dioxide emissions in the area. Adjustments and modifications are to be looked at with bus companies but will be costly.
- HGV's are the next highest contributor. A shipment study is currently exploring the feasibility of a delivery depot outside the city, serviced by less polluting electric delivery vehicles.
- Taxis are also to be looked at and then modern diesel cars as they are more polluting than modern petrol vehicles.
- 2015 is the EU deadline to improve air quality.
- Q - Buses around South Bank are often hindered by the parking on narrow streets and meeting traffic travelling in the opposite direction.
- A - The process for getting one way systems in place, which could help alleviate the issues, relies on community proposal and support for changes.
- Q - Why have the markings for cycles and pedestrians not clear on Millennium Bridge?
- A - In the initial plans for the bridge it was never a defined cycle lane, as it was intended that the dual use of the bridge would be at users discretion.
- Q - The road surface on Bishopthorpe Road, between Butcher Terrace and Beresford Terrace is terrible and unsafe for cyclists can it be looked at?
- A - Highways will be contacted to see if anything is scheduled and where it ranks in the requirements for resurfacing.
- Q - There is a lot of talk about expansion of the city, but is growth really what we want, will the feel of York be changed?
- A - Studies, such as the recent Local Development Framework, show that most resident are happy to see support of local business and small



expansion of the city. This leads to the creation of jobs. The rate for house building proposed in the Local Development Strategy has been increased but only to half of the government estimation. The cost of renting is ranked one of the highest in the country and this is due to demand for living in York. The increase in house prices is also forcing many families to move out of York, so there is the need to expand and provide affordable housing.

Q - Southlands Road is regularly used as a cut through, to avoid waiting at the Bishopthorpe Road traffic lights. Vehicles often speed down the narrow streets. Is it possible to make streets one way to improve safety?

A - Proposals need to be put forward by residents, to show that there is support for the street being made one way. The success of road changes such as the blockage of Nunthorpe Grove are due to the persistence and support of residents and evidence supporting a problem.

The ongoing 20mph proposal for the area is also looking at the possibility of implementing a one way system.

Cllr Dave Merrett, Chair

[The meeting started at 6.30 pm and finished at 8.40 pm].