
MEETING	DECISION SESSION - EXECUTIVE MEMBER FOR CITY STRATEGY
DATE	1 MARCH 2011
PRESENT	COUNCILLOR STEVE GALLOWAY (EXECUTIVE MEMBER)
IN ATTENDANCE	COUNCILLORS AYRE, D'AGORNE AND HORTON

62. DECLARATIONS OF INTEREST

At this point in the meeting Members present were invited to declare any personal or prejudicial interests they might have in the business on the agenda. None were declared.

63. MINUTES

RESOLVED: That the minutes of the last Decision Session – Executive Member for City Strategy, held on 1 February 2011 be approved and signed by the Executive Member as a correct record subject to the amendment of Minute 58 – City of York Local Transport Plan 3 – ‘Summarised Draft’ LTP3, in the fourth paragraph amendment of the second sentence to read ‘He went on to refer to the air quality theme and expressed the hope that there would be faster progress than the aim of *implementing measures to meet* the EU legal requirement *from* 2021’.

64. PUBLIC PARTICIPATION/OTHER SPEAKERS

It was reported that there had been 2 registrations to speak at the meeting under the Council’s Public Participation Scheme. The Executive Member had also granted 2 requests to speak from Council members details of which were set out under the individual agenda items.

65. LOW POPPLETON LANE ROAD CLOSURE PETITION

The Executive Member considered a report, which brought to his attention receipt of a petition from residents of Low Poppleton Lane in which they requested the reinstallation of a static bollard to replace the existing rising bollard.

Councillor Horton, as one of the Ward Members, read a letter from Councillor Simpson-Laing. She referred to a number of inaccuracies in the report, as well as maintenance and fault issues in respect of the existing bollard which had an effect on the quality of life of local residents.

Councillor Horton confirmed that the petition had arisen from the sheer frustrations of local residents in relation to the malfunctioning of the bollard. He therefore requested the Executive Member to support Option A to replace the existing bollard with a fixed bollard or defer further consideration to allow Officers to prepare a more comprehensive report detailing the issues and providing a full cost analysis.

Officers confirmed that the bollards performance had not been ideal however the problem had now been identified and further monitoring would take place to ensure future reliability.

The Executive Member pointed out that the bollards installation had been a requirement of the planning permission for the new Manor School. He also confirmed that the Parish Council were in favour of retaining the rising bollard but stated that if there should be any further problems these should be reported back.

Consideration was then given to the following options:

- A. To comply with the wishes expressed by some local residents and replace the automatic bollard with a fixed bollard. This is not the recommended option.
- B. To reconfirm the current public transport access arrangements and keep the automatic bollard. This is the recommended option for the reasons given during the planning process *“in the interests of the safe and free passage of highway users and in the interests of providing sustainable transport option to the school site in accordance with policy T7c of the Development Control Local Plan”*.

RESOLVED: That the Executive Member for City Strategy confirms the current provision for the No. 10 bus service on Low Poppleton Lane should remain in place.

REASON: As an automatic bollard improves the public transport provision in the area

66. EVENING AND SUNDAY BUS SERVICES TO RAWCLIFFE AND SKELTON

The Executive Member considered a report provided in response to a petition received concerning planned reductions to evening and Sunday bus services in the Clifton, Rawcliffe and Skelton ward. The petition had also objected to the maintenance of frequent park and ride services specifically provided for residents.

The organiser of the petition, a resident of Howard Link, made representations in support of the retention of evening and Sunday services to cover this area. She referred to the lack of publicity of the proposed cuts and to the effect on the quality of life these would have on residents, hotels etc on this route. She requested the retention of regular hourly services

and the resumption of a Monday to Saturday evening service at around 10.15pm.

Officers referred to the withdrawal of the No 22 service some years ago following poor usage. It was also confirmed that the Friday/Saturday evening journeys were in keeping with those provided to other areas. The new Sunday route 112 would, with commercial route 30, provide an hourly daytime service on Sundays.

The Executive Member referred to additional representations he had received in support of the evening bus service. He confirmed that decisions on the profile of future subsidised bus service in York had been taken at the December meeting. Since then North Yorkshire County Council had decided to cut many of their services some of which started and finished within York's boundaries. He pointed out that the Council had agreed to sustain their budget to continue to subsidise off peak journeys within the area, in the main with the aim of continuing daytime services. With regard to the reference to the City's Park and Ride service being subsidised at the expense of social bus services he confirmed that the small surplus generated by the contract was put back into the social network. Reference was also made to last year's trial of a late evening service to Rawcliffe however usage had been low and therefore subsequently withdrawn.

Consideration was then given to the following options:

- a. Require the Council to increase the level of service to Clifton, Rawcliffe and Skelton to cover the bus services identified for withdrawal of North Yorkshire subsidy.
- b. Take no further action beyond the approval given in December 2010, accepting that the proposed network of subsidised services is the best that can be provided within the existing budgetary restrictions.
- c. Propose that the petitioners fund their own bus service outside of the procured network.

RESOLVED: That the Executive Member for City Strategy agrees:

- i) That the level of service proposed to the affected areas following the review of the York Tendered Bus Network best matches the potential demand, whilst remaining affordable.
- ii) To take no further action, beyond the approval given in December 2010, accepting that the proposed network of subsidised services is the best that can be provided within the existing budgetary restrictions.¹

REASON: The Council has undertaken a thorough review of frequencies, routeings and demand for the existing procured bus network in York prior to a re-tendering exercise currently taking place as a result of the expiry of the existing contracts. Whilst some routes will change and frequencies reduce slightly in the

evenings and on Sundays, we have managed to maintain a level of service to all areas currently served within the context of a greatly reduced ability to provide funding.

Action Required

1. Inform petitioner of decision.

AB

67. A19 FULFORD ROAD CORRIDOR IMPROVEMENTS - REQUEST FOR 20 MPH SPEED LIMIT FRONTING FISHERGATE AND ST GEORGE'S SCHOOLS

Consideration was given to requests received for a 20mph speed limit on the section of Fishergate fronting Fishergate and St George's Schools as part of the planned improvements to this section of the A19 Fulford Road Corridor.

Officers confirmed that no further objections had been received to these proposals. Further emails had however been received from local residents in support of the 20mph scheme with some residents requesting an extension of the scheme to Grange Street. In addition support had also been received from the Conservative Group Leader.

Representations were then received from a Fishergate School Governor who confirmed the Governors unanimous support for the implementation of the scheme. He pointed out that implementation of the 20mph limit would improve the quality of life of residents making it a quieter, safer and pleasanter place in which to walk, cycle and drive and encourage less confident cyclists.

Officers confirmed that they would closely monitor the effects of the scheme and report back any findings.

The Executive Member confirmed that the Council had always maintained that 20mph speed limits were appropriate where there were special circumstances. In view of the existence of 2 schools and a shopping area on this stretch of Fulford Road he considered this a special circumstance. He pointed out that there had been very little opposition to the proposals and that these works could be integrated with the highway works already taking place in the area.

The Executive Member went onto report receipt of a number of additional late representations in support of the 20mph speed limit. He then considered the following options:

Option 1 to implement the 20 mph speed limit scheme as proposed and shown at Annex C.

Option 2 to implement the 20mph speed limit scheme with amendments to suit any comments or objections.

Option 3 not to implement the scheme.

RESOLVED: That the Executive Member for City Strategy agrees to:

- i) Option 1 to implement the 20mph speed limit as proposed and as detailed in the Officer report; ^{1.}
- ii) Request that monitoring of the effects of the new speed limit take place with any issues being reported to a future Executive Member Decision Session. ^{2.}

REASON: To address safety issues and improve conditions on this part of the Fulford Road Corridor.

Action Required

- 1. Implement 20mph speed limit. DW
- 2. Arrange for monitoring to be undertaken and report back. DW

68. TRAFFIC ARRANGEMENTS AT YORK RAILWAY STATION

The Executive Member considered a report which provided him with information on progress made to date on the further investigations requested by the Executive at its meeting on 30 March 2010, in relation to reviewing the traffic arrangements at York Railway Station. Further details of discussions with East Coast and Network Rail in relation to possible traffic improvements that could be identified for the railway station frontage together with improved signage and rail replacement coaches were also considered.

Officers pointed out that following investigations there was only one option for the Executive Member to consider as set out below, but there were a number of actions detailed throughout the report which sought the Executive Members guidance and that these had been included in the report recommendations.

Option 1: In the present situation of funding not currently being available from the rail operators, consideration could be given to the Council funding the improvements at the Railway Station Frontage through the Local Transport Capital Programme.

The Executive Member referred to various representations he had received from taxi organisations and confirmed that it appeared little could be done in the short term to bring about a radical improvement in the competing priorities in respect of the road space around the station. He accepted that improvements should be sought as part of the renewal arrangements for the East Coast franchise. However in the meantime he suggested ongoing officer discussions with interested parties and pointed out that in the longer term there were opportunities through the Local Transport Plan.

RESOLVED: That the Executive Member for City Strategy agrees to:

- i) Note the outcome of the discussions with East Coast and Network Rail that there is currently no funding in place to allow any changes to the highway layout to improve the traffic situation in the area of the Railway Station Frontage.

REASON:

To note that there are no short term improvements which can be made to the situation.

- ii) Instruct officers to continue the discussions with East Coast and Network Rail in order to develop medium and long term aspirations for a revised highway layout in order to improve the traffic situation in the area of the Railway Station Frontage, such that these can be considered when the next rail franchise is developed and to enhance the route between the station and the Minster through the City Centre Area Action Plan.^{1.}

REASON:

To seek to progress over the medium and long term transport improvements in front of the Railway Station and improve pedestrian and public transport linkages and access within the city centre.

- iii) Note that, without significant changes to the layout of Tea Room Square, it would not be possible to improve the right turn out onto Station Road.

REASON:

In response to a request in the Motion to Full Council.

- iv) Instruct officers to carry out minor changes to the road markings, as shown in Annex C of the officer report, to improve the traffic flow around the Ftr stop.^{2.}

REASON:

To improve cycle facilities and traffic movement around the rear end of the Ftr.

- v) Instruct officers to advise the Lead Members of the Motion to Full Council and the representatives of the Taxi organisations of the outcome of these investigations.^{3.}

REASON:

To complete the feedback on consultation.

- vi) Instruct officers to continue discussions with East Coast to develop a signing regime to

advise bus passengers leaving the Railway Station as to the best route to their bus stop and to put forward for consideration for funding in the Capital Programme for 2011/12. ⁴.

REASON: To improve integrated travel arrangements at the Railway Station.

- vii) Instruct officers to consider ways in which those private vehicle drivers, dropping off and picking up passengers, do so from the station rear entrance. ⁵.

REASON: In an effort to improve travel arrangements at the Railway Station.

- viii) Note the outcome of the coach trials undertaken to deliver passengers directly to the railway platform and instruct officers to continue to work with the rail and transport operators to see if this could be implemented on a more permanent basis.

REASON: To improve integrated travel arrangements at the Railway Station.

Action Required

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| 1. Continue discussions to develop revised highway layout. | RC |
| 2. Undertake changes to road markings. | RC |
| 3. Advise lead members of motion and taxi organisation representatives of outcome. | RC |
| 4. Continue discussions with East Coast re signing regime. | RC |
| 5. Investigate private vehicle drivers pick up/drop off at station rear entrance. | RC |

69. LOCAL SUSTAINABLE TRANSPORT FUND

Consideration was given to a report which set out a proposed approach for the submission of an application for the Department for Transport's (DfT) Local Sustainable Transport Fund (LSTF). The Executive Member had been asked to approve the approach and to delegate authority to complete and submit the bid to the DfT.

The Executive Member reported receipt of late representations from Councillor Merrett which he confirmed would be passed to Officers for consideration.

The Executive Member then went on to confirm that he was keen to take this opportunity in an effort to obtain additional investment in sustainable forms of transport for the city. However he pointed out that this was dependant on a number of issues including:

- The ability to change the type of vehicle (buses) in common use in the city and for the building of a convincing case based on the recent trial introduction of low emission vehicles on the Fulford corridor.
- A 'flagship' element to the cycling programme as many residents still refused to use this form of transport.

RESOLVED: That the Executive Member for City Strategy agrees to:

- i) Request officers to pursue the tranche 1 bid option for up to £5m;
- ii) The integrated transport and area based approach as outlined in the officers report;
- iii) The investment themes as outlined in the report together with those discussed at the meeting;
- iv) *That consultation on the Local Sustainable Transport Fund (LSTF) bid take place with the transport spokespersons from all Groups prior to submission by the Director of City Strategy and that the Director be delegated authority to pursue any subsequent partnership bids.*¹

REASON: To enable an early bid to be made for Local Sustainable Transport Fund funding to take York further forward in developing a more sustainable city.

[As amended at the Executive (Calling In) meeting on 22 March 2011]

Action Required

1. Await outcome of SMC (Calling-in) meeting on 21 March 2011.

GT

70. CITY STRATEGY CAPITAL PROGRAMME - 2011/12 BUDGET REPORT

The Executive Member considered a report, which set out the funding sources for the City Strategy Capital Programme together with the proposed schemes to be delivered in 2011/12.

Councillor Ayre made representations, as the Ward member, in relation to a residents survey undertaken in the Stockton Lane area in relation to potholes and speed enforcement on this road. He understood that engineering works could not take place until capital funding was available however as work was already in progress on Stockton Lane he requested that these issues could be addressed at the same time.

Officers confirmed that speed management was a priority and that this issue would be examined.

The Executive Member reported receipt of late comments from Councillor Merrett which he confirmed would be passed to Officers for further consideration.

The Executive Member referred to the of priority order of schemes based on vehicle speeds and confirmed that it was even more important that the best possible use was made of the limited resources with works being undertaken where there was a proven accident record. Overall the programme was a more focused approach to transport investment, which continued to encourage alternatives to car use.

RESOLVED: That the Executive Member for City Strategy approves the scheme allocations detailed in Annex 1 to the officer report.¹

REASON: To implement the council's transport strategy identified in York's third Local Transport Plan (LTP) and deliver schemes identified in the council's Capital Programme.

Action Required

1. Await outcome of SMC (Calling-in) meeting on 21 March 2011.

TC

71. URGENT ITEM: SUNDAY BUS SERVICES TO FULFORD AND NABURN

The Executive Member confirmed that he had agreed to take this report as an urgent item as bus services to the Fulford Broadway and Naburn areas of York would otherwise have been without a Sunday daytime bus service following withdrawal of existing facilities.

Officers reported that confirmation had now been received that funding for the evening and Sunday journeys on route 42 would be withdrawn after operation on 10 April 2011. From the same date, Arriva had registered changes to commercial route 415, that would divert buses away from Fulford Broadway in the mid-evening and on Sundays.

The Executive Member had expressed concern at the withdrawal of services and had requested officers to examine ways of sustaining the public transport link. It was proposed initially to secure a subsidised link to Naburn via Broadway and Heslington Road providing 5 journeys each Sunday. It had been found possible in the longer term, to incorporate into the forthcoming tender round an extension of this route to provide limited Sunday service to the Westfield area, which would meet the Council's aim of providing a similar level of Sunday bus provision to all areas.

The Executive Member expressed concern at the proposal to discontinue providing financial support to run the Sunday evening No 10 service to Stamford Bridge and Poppleton unless every avenue had been explored to bring usage up to a level where it could continue without a Council subsidy.

Consideration was then given to the following options:

- A. Agree to the Council seeking an emergency tender for a short-term replacement service between York and Naburn whilst adding the proposed Westfield – Naburn route to the upcoming procurement process and withdrawing funding for the Sunday evening operation on route 10.
- B. Take no further action beyond the approval given in December 2010, accepting the withdrawal of evening and Sunday bus services to Fulford Broadway and Naburn.

RESOLVED: That the Executive Member for City Strategy agrees:

- i) To request Officers to seek an emergency short term tender to provide a replacement bus service to Fulford Broadway and Naburn. ^{1.}
- ii) That a new, Sundays only, bus route linking Naburn Village with York City Centre via Fulford Broadway being incorporated in the package of routes about to be offered for tender, for inception from 28 August 2011. ^{2.}
- iii) To a review of funding to support the Sunday evening service on route 10 to offset the additional costs to the Council in obtaining a replacement for routes 42 and 415, but requests officers to ensure that the service is sustained at least until the August tendering process has been completed. ^{3.}
- iv) To request officers, during the review period for the number 10 evening bus service, to work with the operators, Parish Councils and local Ward members to try and increase the use of the number 10 service with the aim of it being registered as a commercial service. ^{4.}
- v) Whilst the loss of the early morning and evening weekday journeys to Fulford Broadway and Naburn are regrettable, the low level of usage demonstrated makes it uneconomic for the Council to seek replacement facilities.

REASON: The Council has obtained from Arriva detailed loadings and revenue figures in respect of the affected journeys and undertaken its own surveys since being informed of the changes. The data suggests that whilst the usage does not justify the provision of individual bus services to each area, a single route serving both would meet the Council's criteria for revenue support.

Action Required

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| 1. Seek emergency short term tender. | NP |
| 2. Incorporate new route in the tender package. | NP |
| 2. Review funding to support service. | NP |
| 4. During review process endeavour to increase use of service. | NP |

Cllr Steve Galloway, Executive Member for City Strategy
[The meeting started at 4.00 pm and finished at 4.45 pm].

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