City of York Council	Committee Minutes
MEETING	DECISION SESSION - CABINET MEMBER FOR CITY STRATEGY
DATE	26 JULY 2011
PRESENT	COUNCILLOR MERRETT (CABINET MEMBER)
IN ATTENDANCE	COUNCILLORS BARNES, CUNNINGHAM-CROSS, D'AGORNE, LEVENE, WARTERS AND WATT

6. 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.

Councillor Merrett declared a personal non prejudicial interest in relation to Agenda item 5 (City Strategy Capital Programme – 2011/12 Consolidated Report) in so far as it referred to cycling issues as a member of the York Cycle Campaign and Honorary Member of the CTC.

7. MINUTES

RESOLVED: That the minutes of the last Decision Session – Cabinet Member for City Strategy, held on 28 June 2011 be approved and signed by the Cabinet Member as a correct record.

8. PUBLIC PARTICIPATION/OTHER SPEAKERS

It was reported that there had been 5 registrations to speak at the meeting under the Council's Public Participation Scheme. The Cabinet Member also granted 6 requests to speak from Council members.

i) Evening and Sunday Bus Services to Rawcliffe and Skelton- Matter within the remit of the Cabinet Member

A Rawcliffe resident made representations in respect of the public transport situation in the Skelton, Rawcliffe and Clifton

Without Ward. She expressed concerns regarding the lack of consultation in respect of the contract for bus services and to the reduction in services particularly on Sundays which was impacting on local resident's ability to participate in the life of the city.

Representations were also received on behalf of local residents from Councillor Cunningham-Cross in relation to the changes to bus routes in the Skelton, Rawcliffe and Clifton Without Ward. She pointed out that this had resulted in reductions in service and a 2 hourly service at weekends which was affecting residents attending doctor's surgeries etc. The alternative routes were causing confusion and she requested the Cabinet Member to undertake negotiations with the operators to find a solution.

Cllr Watt also spoke on behalf of residents of the Skelton, Rawcliffe and Clifton Without Ward to draw attention to the significant concerns of local residents at the changes to their bus services. He referred to a petition signed by 140 local residents objecting to the reduced services. Concerns had been raised at the revised routes and with the reliability of the new service and he requested a meeting to consider revisions to the route and frequency of the evening and Sunday services.

In reply to the speakers comments, the Cabinet Member pointed out that the decision to tender bus services had been taken prior to the election. He confirmed that the tenders had now been returned making it more difficult to undertake any major revisions at this stage. However he had asked Officers to examine possible enhancements to the services and confirmed that it may be possible to improve the Friday and Saturday evening services and Sunday service in response to residents concerns. He had also requested Officers to ensure that they worked with the bus operators to maximise publicity of the service. He confirmed that resident's comments in relation to the new service would be collated and bus usage monitored.

ii) University Related Parking in Nearby Residential Areas

A representative of the Badger Hill Resident's Community Group, referred to the lack of consultation and to the need to take this opportunity to assist residents with the parking problems being encountered, at no cost to the Council. He referred to the flawed measurement of parking levels and to the

invalid and unreliable results. He pointed out that the only feasible strategy was for the restrictions to cover the whole of Zone 9 to prevent the problem moving further into Badger Hill and to provide full consultation on any scheme.

A local resident confirmed that he had lived in the area for a number of years and if sufficient parking had been provided on campus this problem would not exist. He felt that the main issue related to the charges levied for onsite parking. He further stated that the 'no waiting at any time' proposed adjacent to his property would have a detrimental affect on his household and he requested the Cabinet Member to consider the needs of local residents.

Representations were also received from a resident of Field Lane who confirmed support for the recommendations insofar as they related to Field Lane. However she expressed concern at the short hours of operation which would not prove effective as vehicles often arrived prior to 8.00am. She stated that to be effective the restrictions should apply from 8.00am to 6.00pm. She went onto question the practicality of the road closure at the Badger Wood Walk end of the Field Lane service road and its affects on the manoeuvring of large vehicles.

Councillor Warter expressed concerns at the proposal which he felt could move the parking problem from Badger Hill to the adjacent Ward. He referred to the majority of responses to residents comments set out at Annex E3 of the report which he felt were unhelpful. The parking levels at the University were he considered inadequate and he requested the Cabinet Member to request Officers to review the level of parking within the campus. Request the University to provide staff and student parking at a cost based on usage and to continue consultation with the University, resident groups, and Ward Members. Any parking zone should use as little signage as possible to avoid street clutter.

Councillor Levene, as Ward Member for one of the affected streets, welcomed the recommendation but he also confirmed his concerns regarding the hours of operation. He felt that it was important to liaise with the Parish Council and community groups to find a solution and to discourage car use with the improvement of transport links and satellite parking.

iii) City Strategy Capital Programme – 2011/12 Consolidated Report

A local resident spoke in a personal capacity on issues within the remit of the Cabinet Member and relating to the Local Sustainable Transport Fund (LSTF). He welcomed the acceptance of the LSTF bid for bus measures however he felt that it was also essential to use the funding to gain uniform quality provision in provision of bus information at stops, shops, Post Office's and community venues and to provide route promotion. He stated that action was required to raise the levels of bus use to nearer the regional average, and allow users to influence the services that operators provided.

Councillor D'Agorne spoke in relation to the Fishergate Gyratory Multi-Modal Scheme. He expressed concerns at any delay which would affect the final phase of the improvements particularly at the blind corner at the junction of Fawcett Street/Paragon Street. With the reopening of the Barbican increased pedestrian numbers were using this junction making it essential to improve vehicle priority and pedestrian safety.

iv) 20mph Speed Limit Pilot Areas

Councillor Warters also spoke on behalf of Murton Parish Council in support of the proposal to use Murton as a 20mph speed limit pilot for villages. He requested that consideration should be given to additional traffic reduction to prevent the village being used as a shortcut. He therefore requested further investigation of measures to address additional traffic passing through the village, the inclusion of a reasonable sum of money for engineering works for road narrowing and a build out adjacent to the church. He also asked Officers to have regard to the rural nature of the village in relation to signage.

9. UNIVERSITY RELATED PARKING IN NEARBY RESIDENTIAL AREAS

Consideration was given to a report which asked the Cabinet Member to agree a strategy for dealing with the increased parking issues that were arising in the residential areas in the vicinity of the University of York as its planned programme of expansion was developed.

The report confirmed that parking issues had been raised at the public enquiry into the Heslington East Campus. At that time the Planning Inspector had referred to the possible implementation of a residents parking scheme and 'that the costs of that scheme would be met by the University and that local residents would not be charged for permits'.

Officers reported receipt of 31 late representations generally not favouring any of the suggested options together with a letter in support of the recommendation from a resident of Low Mill Close. He went onto refer to the following amendments to the report:

- Paragraph 38 B should refer to Options 2B and F and to the restricted parking zone being experimental for a period of up to 18 months.

The following options were put forward for consideration:

A. Delegate authority to officers to formally propose restrictions in line with those used elsewhere in the estate (Option 1 B)

B. Approve a Restricted Parking Zone using daytime parking restrictions between 10am and 2pm, Monday to Friday, all year round (Options 2 B and F).

C. Take no action at present in the vicinity of the shops (Option 3B), but review if long term University related parking becomes a problem.

D. Approve a "new style" residents parking scheme for Cul-de-sacs with the option of implementing road closures where desirable. Conditions to be: one permit per property, no visitor permits, restrictions in force 10am to 2pm Monday to Friday all year round and that the zone be expanded to include other streets in the badger Hill area if necessary (Option 4 C and C1, 2 3 & 4).

E. Approve the use of a rural clearway on Field Lane (Option 5 B).

The Cabinet Member confirmed that, on the basis of the resident's poll, the majority were broadly supportive of the recommendation. However he accepted their comments and confirmed he would support an increase in the restricted hours to cover the working day. It was pointed out that this was not the

final decision and that monitoring would be undertaken and that he was willing to respond to any change in circumstances that subsequently arose in the area.

Following further discussion it was

RESOLVED: That in order to develop a robust parking strategy aimed at alleviating the growing parking issues affecting those living in the residential areas close to the University the Cabinet Member agrees to:

i) The adoption of the following strategy when reviewing or considering new emerging parking issues:

- Delegate authority to officers to formally propose restrictions in line with those used elsewhere in the estate.
- Approve a Restricted Parking Zone for an experimental period of up to 18 months, using daytime parking restrictions between 8am and 6pm, Monday to Friday, all year round.
- Take no action at present in the vicinity of the shops, but review if long term University related parking becomes a problem.
- Approve a “new style” residents parking scheme for Cul-de-sacs, for an experimental period of up to 18 months, with the option of implementing road closures where desirable. Conditions to be: one permit per property, no visitor permits, restrictions in force 8am to 6pm Monday to Friday all year round and that the zone be expanded to include other streets in the Badger Hill area if necessary.

- Approve the use of a rural clearway on Field Lane.

ii) The introduction of an experimental Traffic Regulation Order as detailed in paragraph 39 of the report.

iii) Continue close liaison with the University representatives. [1.]

REASON: To reduce non-residential parking in the area, to ensure parking doesn't transfer to the main road network and to provide a more rapid response to issues that escalate quickly due to the University development.

Action Required
1. Undertake the introduction of the experimental TRO and continue liaison with University. AB

10. CITY STRATEGY CAPITAL PROGRAMME - 2011/12 CONSOLIDATED REPORT

The Cabinet Member considered a report which identified the proposed changes to the 2011/12 City Strategy Capital Programme to take account of carryover funding from 2010/11, and to include additional funding from the Local Sustainable Transport Fund and other sources.

Details of the current and proposed budgets together with proposed changes and scheme progress reports were detailed in Annexes 1 and 2 of the report. It was reported that the total value of the City Strategy Planning and Transport Capital Programme for 2011/12 would be £3,611k including overprogramming, with the budget increasing to £3,210k with the funding as set out in the table at page 51 of the report.

Officers confirmed that the Fishergate scheme continued to be part of the programme and that they would take note of the speakers comments.

The Cabinet Member confirmed his willingness to discuss short term measures to move the Fishergate Scheme forward. He

also referred to changes in priorities which would be brought to future meetings.

RESOLVED: That the Cabinet Member agrees to:

i) Approve the carryover schemes and adjustments set out in Annexes 1 and 2 of the report. [1.]

ii) Approve the increase to the 2011/12 City Strategy capital budget, subject to the approval of the Cabinet. [2.]

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

Action Required
1. Approve the variations and refer to Cabinet. TC

11. 20MPH SPEED LIMIT PILOT AREA

Consideration was given to a report which identified a proposal to progress the creation of an extended area of 20mph speed limits in the South Bank area to the south west of the city centre as part of the development of a citywide 20mph speed limit policy.

The report also considered the possibility of using Murton as a 20mph speed limit pilot for villages, following receipt of a well supported petition calling for a 20mph speed limit in the village.

Officers confirmed that they were working on proposals for a city wide 20mph speed limit for development with key stakeholders. It was also confirmed that they would work with Murton Parish Council to balance the needs of the rural area with the introduction of the speed limit.

The Cabinet Member thanked Officers for their work on progressing these schemes. He confirmed that further work was required on the method of dealing with distributor roads whilst progressing a 20mph city wide scheme and the need for a campaign to gain the hearts and minds of residents.

RESOLVED: That the Cabinet Member approves the progression of the South Bank and Murton areas as pilots to assist in the development of the new 20mph speed limit policy. [1.]

REASON: To ensure that 20mph speed limits are implemented in the city in the most inclusive, coordinated and appropriate way.

Action Required

1. Proceed with the implementation of the South Bank and Murton schemes. TH

CLLR D MERRETT, Chair

[The meeting started at 4.30 pm and finished at 5.40 pm].

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