
MEETING	DECISION SESSION - EXECUTIVE MEMBER FOR CITY STRATEGY
DATE	2 JUNE 2009
PRESENT	COUNCILLOR STEVE GALLOWAY (EXECUTIVE MEMBER)
IN ATTENDANCE	COUNCILLORS GILLIES, HEALEY AND POTTER

1. DECLARATIONS OF INTEREST

Members were asked to declare at this point in the meeting any personal or prejudicial interests they might have in the business on the agenda.

Councillor Potter declared a personal non-prejudicial interest in agenda item 5 (Petition for Bus Service along Temple Lane, Copmanthorpe) as a member of the Management Board of York Wheels.

2. MINUTES

RESOLVED: That the minutes of the last meeting of the Executive Members for City Strategy and Advisory Panel held on 16 March 2009 be approved and signed by the Executive Member for City Strategy as a correct record.

3. PUBLIC PARTICIPATION

It was reported that there had been 4 registrations to speak at the meeting under the Council's Public Participation Scheme. Details of these speakers are set out under the individual agenda items.

4. PETITIONS FOR 20MPH SPEED LIMITS ON RESIDENTIAL ROAD

The Executive Member considered a report, which advised him of the receipt of two petitions for 20mph speed limits on residential roads, one on a city wide basis and the second in the South Bank area of the City.

Officers confirmed that no significant alterations to policy had occurred to implement a city wide 20mph speed limit on residential roads since Members had considered the issue on 14 July 2008. It was reported that the current speed management policy concentrated resources on roads that had a proven accident record in place, in order to focus on casualty reduction. In addition the Council was working with the 95 Alive partnership and the North Yorkshire Police to compile a list of suitable sites where 20mph speed limits could be introduced.

Officers reported that the Police had pointed out that they would expect all sites chosen to comply with DfT guidelines and that Police would be unable to enforce any restrictions.

Anna Semelyn, a Fishergate resident, spoke in support of a 20mph city wide speed limit. She stated that 80% of residents nationally supported such limits. She also made reference to the Officer report, which she felt, was flawed in particular in relation to the references to Portsmouth in paragraph 5 and that the reference to roads with proven accident records, in paragraph 11 discriminated against those roads where individual accidents took place. She pointed out that every 1 mile per hour reduction in speed gave a 3 to 6% reduction in injuries. She requested the Executive Member to support the implementation of a 20mph speed limit on all residential streets in the City.

Sonja Perry, also a Fishergate resident, referred to parking along terraced streets and to visibility problems for motorists when children crossed these roads. She referred to an accident her son had been involved in which she felt the introduction of 20mph speed limits on residential streets would help alleviate.

Andy Chase, a South Bank resident, also spoke in support of the petition from South Bank residents requesting a 20mph speed limit in their area. He stated that the petition now had a further 108 signatories and that he supported both traffic calming measures generally and a city wide scheme.

Councillor Potter, confirmed her disappointment at the Officers recommendations as she felt that neither option went far enough. Following receipt of a number of petitions from residents requesting the implementation of 20mph speed limits on residential roads she felt that city wide implementation would be a better way forward.

Councillor Gillies, confirmed that he supported the principle of such a limit but only in clearly defined neighbourhoods. He stated that he was not convinced by some of the claims made in support of a city wide scheme, particularly as such a scheme would be unenforceable by the Police. He expressed support for working with the Police in this matter.

Officers stated that they wished to see the results of the Fishergate trial before proceeding further. They confirmed that there were added benefits with a 20mph scheme as confirmed by the DfT and that the Department were consulting and recommending Authorities to look at implementing such speed limits on all roads. She also confirmed that there was incorrect information in Paragraph 5 of the report. It was reported that no comments had been received from Ward Members.

The Executive Member confirmed that this issue needed to be considered as part of a strategy to promote safe walkable neighbourhoods and a culture change regarding residential streets, rather than as part of a response to isolated speeding incidents.

Following consideration of all comments received the Executive Member then considered the following options:

Option 1 – Complete a list of potential future 20mph sites and the criteria against which they will be determined and assessed.

Option 2 – Do not compile a list of potential future sites and allocate the funding available on the basis of petition requests.

RESOLVED: That the Executive Member agrees to:

- i) Request officers to progress a list of potential sites, including any in the South Bank area, for additional 20mph limit schemes and bring a subsequent report to Members setting out the process for allocating funding to requests for 20mph speed limits on residential roads.¹.
- ii) Continue to address speed management issues under the current policy rather than introduce a city-wide 20mph scheme.
- iii) Inform the lead petitioners of the outcome of the report.².

REASON: To ensure that speed issues are addressed through a data led process that targets resources at casualty reduction but enables officers and Members the opportunity to gather data on the effect of 20mph speed limits and whether it would be appropriate to promote a city-wide scheme in the future.

Action Required

1. Officers report back on potential sites for additional 20mph limit schemes. SS
2. Inform lead petitioner of decision. SS

5. PETITION FOR BUS SERVICE ALONG TEMPLE LANE, COPMANTHORPE

Consideration was given to a report, which outlined details of a petition presented to Council earlier in the year, which sought retention of a bus service along Temple Lane, Copmanthorpe. An additional Annex had been published with the agenda, which gave an analysis of passenger journeys on this route over a period of time.

It was confirmed that Officers were also carrying out preliminary investigations into the use of a shared private hire vehicle on up to three days per week from Temple Lane, Copmanthorpe to the city centre. Initial investigation of the legal aspects suggested that a vehicle would currently require pre-booking and that it could only be publicised to a residents club, which would need to be formed for the purpose. This was expected to be relaxed when revised Regulations, awaited under the Local Transport Act 2008 were implemented.

The Executive Member referred to further written representations he had received from:

- Local Members for Rural West York, who suggested investigation of modification of the Dial and Ride service or shared car hire or taxibus options;
- Councillor Healey, who requested that consideration be given to returning a scheduled bus service by the diversion of the No 21 service;
- Councillor Hudson, who supported examination of the shared taxi option;
- John Grogan, MP, concerning the large number of representations he had received from residents of Temple Lane, regarding the loss of the bus service. He asked for consideration to be given to the diversion of one C1 (now 21) bus a day in each direction;
- Comments submitted by Mr Nigel Brown, local resident, from bus users living around the Temple Lane area suggesting a number of alternative solutions and to the problems for elderly residents if no further action was taken;
- Response from First York in which they stated that if a number of problems could not be overcome that they were unwilling to undertake any changes to their services.

Nigel Brown, a local resident, made representations in support of the retention of a bus service which ran along Temple Lane. He referred to the additional information provided on passenger numbers and pointed out that this usage was a compelling reason for rerouting the bus, which would only involve a 6 minute detour. He stated that residents felt that the withdrawal of the No 21 bus service to Temple Lane discriminated unfairly against them.

Councillor Potter referred to the numerous emails the local MP had received from elderly resident in relation to the loss of this bus service. She requested the Executive Member to request Officers to further investigate the use of Dial a Ride and York Wheels in a proactive way.

Councillor Gillies expressed his support for the previous speakers. He stated that he supported the re-routing of the service along Temple Lane.

Councillor Healey confirmed that residents were in favour of re-routing the service to enable them to regain their independence. He questioned what options were available with the available resources.

Officers confirmed that a bus service could possibly be provided along Temple Lane, Copmanthorpe in one of the following ways, with each option having a cost, in many cases substantial, attached:

- Provide a self contained 2 or 3 day a week link from Acaster Malbis to either Askham Bar or York City Centre
- Extend First York Service 13, either in whole or part, to a new terminus in Temple Lane

- Join First York Service 13 (Monks Cross – Copmanthorpe) to Service 11 (Ashley Park – Bishopthorpe) via Temple Lane and Appleton Road
- Revise the new Service 21 to run via Bishopthorpe on some days and Copmanthorpe on others
- Alternatively, the Council could decide to take no action to reinstate bus service provision along Temple Lane.

Officers confirmed that they were only able to negotiate with bus companies regarding changes to services and that they could not enforce a change.

Other suggested solutions put forward, which officers had already established, or considered, not to be feasible were:

- Divert some or all Yorkshire Coastliner services from Hallcroft Lane/Top Lane via Copmanthorpe and Bishopthorpe to & from Tadcaster Road
- Revise the new Service 21 to run along Temple Lane and return between Acaster Malbis and Bishopthorpe
- Revise the new Service 21 to run some journeys each day via Bishopthorpe and some journeys via Copmanthorpe

The Executive Member confirmed that this was a difficult problem and that he wished to keep all available options open and to consider the matter in following receipt of further details.

- RESOLVED:
- i) That the Executive Member requests Officers to give further consideration to ways in which the demand for public transport from Temple Lane, Copmanthorpe to York City Centre can be satisfied.
 - ii) Officers to prepare a report in relation to the above for consideration at a future Executive Member decision session, to include analysis of the advantages and disadvantages of the following options:
 - a) Requesting First York Ltd. to extend their commercial Bus Service 13 beyond its current terminus into Temple Lane, Copmanthorpe or
 - b) Diverting the number 21 service through the Temple Lane area either on a permanent or part time basis or
 - c) Rerouting the number 21 permanently via Copmanthorpe.
 - iii) That should all these options prove to be impractical or beyond available resources then Officers should recommend to a future meeting how a shared taxi or York Wheels service from Temple Lane to the City Centre, and return, on a limited number of days per week could be established.

- iv) That Officers, when considering how the best use of the additional Dial and Ride vehicle can be achieved, take into account the comments made by residents about the current service when consulted about this agenda item. ¹.

REASON: That this potentially offers the most cost effective means of providing a more convenient bus service for the residents of the Temple Lane area of Copmanthorpe than currently exists, as it is unlikely to involve the Council in additional expenditure disproportionate to the scale of the problem.

Action Required

1. Officers further investigate public transport options/shared SS taxi service/Dial and Ride and report back.

6. PETITION TO FIRST YORK BUS COMPANY CONCERNING THE CHANGES MADE TO THE NO 13 SERVICE FROM HEWORTH TO MONKS CROSS AND YORK COLLEGE

The Executive Member considered a report, which related to a petition, presented to Council earlier in the year, which sought retention of the No 13 bus service linking Heworth to Monks Cross and York College.

Officers confirmed that since the petition had been submitted a number of changes had been made to the bus network in Heworth.

Councillor Potter who, spoke on behalf of the Ward Members, confirmed that they were pleased that service changes had been made but that these were unfortunately not joined up, as different bus companies required different tickets.

Officers confirmed that cross Bus Company ticketing had been discussed with all operators but that the Council were unable to impose this on them.

The Executive Member stated that unfortunately the introduction of a system that would allow for a single fare to be paid for split journeys would cost over a third of a million pounds to introduce plus an ongoing commitment from taxpayers.

The following option was presented for the Executive Member's consideration: To allow the route and service changes of Autumn 2008 and Spring 2009 to become established and revisit the issue if the services do not adequately connect Heworth to Monks Cross or York College.

Following further discussion it was

- RESOLVED:
- i) That the Executive Member agrees to:
 - i) Note the content of the petition and inform the lead petitioner of the outcome of the report. ¹.
 - ii) Allow the route and service changes of Autumn 2008 and Spring 2009 to become established and revisit the

issue if the services do not adequately connect Heworth to Monks Cross or York College. ².

REASON: Council officers are working to further promote, sustain and develop the local bus network in Heworth and continue to monitor the development of 'Yorcard' in the interests of introducing a cross-operator ticket at the earliest opportunity.

Action Required

- | | |
|---|----|
| 1. Inform the lead petitioner of the decision made. | SS |
| 2. Report back on this service if required. | SS |

7. PETITION REQUESTING THAT THE COUNCIL MAKE REPRESENTATIONS TO BUS COMPANIES TO IMPROVE BUS SERVICE PROVISION IN SOUTH BANK / BISHOPTHORPE ROAD AREA

Consideration was given to a report, which referred to a petition presented to Council making representations to improve the bus service between the South Bank/Bishopthorpe Road areas and the City Centre.

Officers confirmed that currently two public bus services operated in the area;

- Route 11 (Bishopthorpe – South Bank – City – Heworth)
- Route 21 (Colton – Acaster Malbis – Askham Bar – South Bank – City)

Ward Members pointed out that these routes served a significant number of elderly people and they questioned the possible re-routing of the Nos.11 service along Nunnery Lane. They had also raised concerns regarding the reliability of this route, which First Group had put down to highway obstructions. It was confirmed that Ward Members had subsequently not suggested any changes to the Officer recommendations.

The Executive Member confirmed that he was happy to support Ward Members views at this stage although he felt that there may be some resident resistance to any proposals to reduce car parking space availability.

The following options were presented for the Executive Member's consideration to improve the reliability of the service:

- a. Consult on making changes to the operation of Queen Victoria Street and Balmoral Terrace through traffic management measures to assist the progress of buses through the street (for example by installing formal passing places or by converting the road into a one way street from Bishopthorpe Road towards the Knavesmire).
- b. Examine the potential for more effective enforcement measures to improve bus priority in the City Centre.
- c. Discuss redistribution of the route 11 timetable with First Group, giving particular consideration to delays in the City Centre and at the Heworth end of the route.

The following options were presented for the Executive Member's consideration for the enhancement of the services:

- d. Give consideration to enhancing the frequency of either service 11 or service 21 through an open tendering process.
- e. Continue to proactively seek possible frequency improvements in conjunction with the developers of the former Terry's factory site.

RESOLVED: That the Executive Member agrees to:

- i) Note the content of the petition and inform the lead petitioner of the outcome of the report. ¹.
- ii) Support the following options:
 - a. Consult on making changes to the operation of Queen Victoria Street and Balmoral Terrace through traffic management measures to assist the progress of buses through the street (for example by installing formal passing places or by converting the road into a one way street from Bishopthorpe Road towards the Knavesmire).
 - b. Examine the potential for more effective enforcement measures to improve bus priority in the City Centre.
 - c. Discuss redistribution of the route 11 timetable with First Group, giving particular consideration to delays in the City Centre and at the Heworth end of the route.
 - d. Continue to proactively seek possible frequency improvements in conjunction with the developers of the former Terry's factory site. ².

REASON: Council officers are working to further promote, sustain and develop the local bus network in South Bank and along Bishopthorpe Road. These measures would all, potentially; improve the quality of service offered to residents in the area.

Action Required

- 1. Inform the lead petitioner of decision. SS
- 2. Officers to undertake options a to d. SS

8. PETITION FROM LOCAL RESIDENTS REQUESTING THE COUNCIL TO ENSURE COMPLETION OF THE JAMES STREET LINK ROAD

The Executive Member considered a petition received from residents in the Heworth area of the city, requesting the City Council to ensure that the link road between James Street and Heworth Green was completed.

Officers reported that the final section of Phase 2 of the link road was effectively provided by the access road currently being constructed by Persimmon Homes to its 'The Forum' residential development off Heworth Green, which was nearing completion. The remaining southern section passed through land, which had outline planning permission for residential development and was currently owned by a private developer. The construction of this section of the link road was one of the conditions

attached to any permission and it was reported that negotiations were still ongoing as to how the site was to be developed.

In view of this the following options were suggested:

Option 1 - Pursue the developer's signing of the Agreement requiring him to construct the remaining southern section of Phase 2 (P2S). Under this option, the Council is expected to make a contribution from the Local Transport Plan allocation for enhancing the minor access road that would have otherwise been constructed, to the desired standard for the link road. If the developer decides not to proceed with the development (and the Council revokes the Planning Permission) then proceed with Option 2.

Option 2 - When the outcome of negotiations with the developer is known a further report on the financial implications is submitted to EMAP for a decision to progress the commissioning of the remaining stages of the design programme so that P2S can be considered for inclusion in the 2009/10 capital programme.

Councillor Potter questioned whether compulsory purchase of the land required for the line of the road would be an option if negotiations were not successful. Officers confirmed that negotiations were still ongoing and this option could, if necessary, be considered at a later stage.

It was reported that Councillor D'Agorne supported the recommendations on the basis that the design of cycle facilities on Phase 2 was an improvement on those provided on Phase 1.

The Executive Member referred to the present economic situation and confirmed that it had always been the Council's intention to ensure completion of the link road, at the expense of the developer, at the earliest possible date. He also confirmed that he would not be in favour of completing this work at Council taxpayers expense.

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

- i) Note the content of the petition, and ask officers to pursue negotiations with the developer. ¹.
- ii) When the outcomes of the negotiations are known, a further report on the financial and legal implications is submitted to a future meeting with the Executive Member for a decision to be considered on:
 - Pursuing the developer's signing of the Agreement requiring him to construct the remaining southern section of Phase 2 (P2S).
 - Authorising the commissioning of the remaining stages of the design programme to enable P2S to be considered for inclusion in the 2009/10 capital programme. ²
- iii) Reply to the lead petitioner. ³.

REASON: To enable Officers to complete negotiations with the developer with a view to obtaining completion of the Link Road.

Action Required

- | | |
|---|----|
| 1. Officers to pursue negotiations. | SS |
| 2. Officers report back on financial and legal implications when outcome of negotiations are known. | SS |
| 3. Inform lead petitioner of decision. | SS |

9. CITY STRATEGY CAPITAL PROGRAMME - OUTTURN REPORT

Consideration was given to the City Strategy Capital Programme Outturn Report, which set out:

- The outturn position for schemes in the 2008/09 capital programme, including budget spend to 31 March 2009, and the progress of schemes in the year;
- Any variations between the outturn and budget, and seek approval for funding to be carried forward to 2009/10 subject to the approval of the Executive.

Officers reported that a substantial amount of work had been delivered during the year which had been carried out within acceptable limits, the larger schemes included:

- New traffic signals, off road cycle route and improved safety measures for access to the new Manor School;
- Traffic management on Fulford Road which would continue into 2010;
- Pedestrian/cycling improvements at Walmgate Bar;
- New office at Designer Outlet Park and Ride;
- Improvements to cycle lanes on Moor Lane bridge to allow safer access to York College;
- Parapet works on Clifton Bridge and provision of improved cycling facilities in connection with the Cycling City Project;
- Widening of the footway between the City Centre and Station;
- Preparatory works for the Access York Phase 1 to deliver three new Park and Ride sites.

It was reported that no representations had been received from Group spokespeople on this item.

The Executive Member congratulated Officers on a successful year following the largest Capital Structural Maintenance programme for several years.

RESOLVED: That the Executive Member agrees to:

- i) Note the progress achieved delivering schemes in the Capital Programme as indicated in the Annexes.
- ii) Approve the proposed carryovers in the sum of £204k, as outlined in paragraph 20, subject to the approval of the Executive.^{1.}
- iii) Approve the proposed funding of the virement to Neighbourhood Services in the sum of £661k, as outlined in paragraph 21, subject to approval by the Executive.^{2.}

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

Action Required

- | | |
|---------------------------------------|----|
| 1. Refer carryovers to the Executive. | SS |
| 2. Refer virement to the Executive. | SS |

Cllr Steve Galloway, Executive Member for City Strategy
[The meeting started at 4.00 pm and finished at 5.15 pm].

This page is intentionally left blank