

## EXECUTIVE MEMBERS FOR CITY STRATEGY AND ADVISORY PANEL

MONDAY, 29 OCTOBER 2007

### DECISIONS

Set out below is a summary of the decisions taken at the meeting of the Executive Member for City Strategy and Advisory Panel held on Monday, 29 October 2007. 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 key decision, notice must be given to Democracy Support Group no later than 4pm on the second working day after this meeting.

If you have any queries about any matters referred to in this decision sheet please contact Sarah Kingston.

#### 4. **FULFORD ROAD CORRIDOR**

##### Advice of the Advisory Panel

That the Executive Member for City Strategy be advised :

- a) To note the contents of the report and outcome of the study;
- b) Approve that the proposals in paragraphs 57, 59, 60, 61 and 62 of this report, together with improvements linked to the Germany Beck development, should form the basis of the improvement strategy for the corridor;
- c) To agree that cyclists should be encouraged to use Cemetery Road, Kent Street and alongside the Barbican site rather than the section of the corridor north of the Cemetery Road junction;
- d) To agree that the proposed improvement measures are further developed, public consultation carried out, and the findings reported back to this panel.
- e) To approve that Officers review at the earliest opportunity the Fishergate gyratory.

##### Decision of the Executive Member for City Strategy

Resolved : That the advice of the Advisory Panel be accepted and endorsed.

Reasons :

- a) For background information and for assisting in the decision making process.
- b) To improve transport conditions along the corridor for high

priority user groups and to minimise environmental impact on the corridor.

- c) To indicate the cycling strategy for the northern end of the corridor.
- d) To seek the public views on the proposed improvement measures and to help to develop those measures.
- e) To progress the scheme.

**5. PETITIONS CONCERNING THE JUNCTION OF MAIN STREET, KNAPTON WITH THE A1237**

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to note the content of the two petitions and the further consultation feedback reported at the meeting, and approve Option 2  
(To ask Officers to carry out a feasibility study on either closing the road or prohibiting the right turns in and out of the junction. This study would involve gathering traffic survey information to help assess the likely impact on the local road network of altering the way this junction currently operates. The outcome of such a study would then be reported back to enable Members to decide if a scheme should be put forward for possible inclusion in the Transport Capital Programme for 08/09).

Decision of the Executive Member for City Strategy

Resolved : That the advice of the Advisory Panel be accepted and endorsed.

Reason : To respond to local residents concerns.

**6. RUFFORTH SCHOOL SAFETY ZONE AND ASSOCIATED SPEED MANAGEMENT MEASURES**

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to :

- a) Approve the revised proposals as shown in Annex F (in accordance with Option Two above) for implementation in the 2007/08 capital programme;
- b) Request that Officers report back to an Officer In Consultation (OIC) meeting to authorise the installation of a Vehicle Activated Sign at the north-western entry point to the village (on the Wetherby side), should the monitoring of

traffic speeds determine this to be necessary, following the introduction of measures in accordance with Recommendation a) above.

- c) Request that Officers report back to an OIC meeting to authorise the installation of 'five-bar' gate arrangements at the two other entry points to the village (on the York and Askham Richard sides), should this be considered appropriate after assessing the success of this measure on the Wetherby Road approach.

#### Decision of the Executive Member for City Strategy

Resolved : That the advice of the Advisory Panel be accepted and endorsed.

Reasons :

- (a) To retain a form of effective traffic calming outside the primary school in order to maintain low vehicle speeds, thereby creating a safer environment for school children and village residents.
- (b) To enable further steps to be taken to reduce traffic speeds on the approach to the village from the Wetherby direction, should the speed monitoring exercise indicate that average approach speeds are excessive.
- (c) To enable further steps to be taken to reduce traffic speeds on the approaches to the village from the York and Askham Richard directions, should Officers consider that the 'five-bar' gate arrangement has had a positive effect at the Wetherby approach to the village.

## **7. YORK CITY FOOTBALL CLUB TRAFFIC MANAGEMENT PLAN**

### Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to approve further investigations into this issue with the Police, Safety Advisory Group and Football Club and report the findings/recommendations back to an Officer in Consultation meeting.

### Decision of the Executive Member for City Strategy

Resolved : That the advice of the Advisory Panel be accepted and endorsed.

Reason : To enable a better informed decision on this matter to be made at a later date.

**8. MILLFIELD LANE/LOW POPPLETON LANE  
TRAFFIC REGULATION ORDER OBJECTIONS**

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised :

- (i) To implement the proposals as advertised and inform the objectors of this decision;
- (ii) To look at the turning circle on Low Poppleton Lane;
- (iii) To contact the relevant bus companies regarding the proposals.

Decision of the Executive Member for City Strategy

Resolved : That the advice of the Advisory Panel be accepted and endorsed.

Reason : Local Plan Policy (T7c) adopted by the City of York Council requires development sites of this scale and nature be served by a regular bus service within 400m offering a daytime frequency of 20 minutes. In this case the number of additional vehicles per hour would rise by just 6 unless the bus company increase their service to every 15 minutes in which case the number of additional vehicles per hour will be 8.

The use of a controlled access point that allows only buses through is the only practical way of achieving this outcome without opening up the route to all classes of vehicle.

**9. PUBLIC RIGHTS OF WAY - PROPOSAL TO  
RESTRICT PUBLIC PEDESTRIAN PUBLIC  
RIGHTS OVER TWO SNICKETS LEADING  
FROM CARRFIELD INTO CHANTRY CLOSE  
AND CARRFIELD INTO FOXTON,  
WOODTHORPE**

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to :

- (i) Note any outstanding objections;
- (ii) Approve that it be delegated to Ward Members and the Director of City Strategy to make robust arrangements for the locking and unlocking of gates for night time closure, with the exact hours to be decided following consultation with residents and Ward Committee, and that the situation be

- reviewed after a period of 12 months;
- (iii) Authorise the Director of City Strategy to instruct the Head of Civic, Democratic and Legal Services to make a Gating Order for each snicket in accordance with S129A of the Highways Act 1980, as amended.

Decision of the Executive Member for City Strategy

Resolved : That the advice of the Advisory Panel be accepted and endorsed.

Reason : The reason for making this decision is that it meets the criteria of the legislation, as set out in paragraphs 3, 4 and 5 where restriction of public rights over these two routes would be to the benefit of the local community and that there are reasonably convenient alternative routes available.

**10. PUBLIC RIGHTS OF WAY - PROPOSAL TO RESTRICT PUBLIC PEDESTRIAN RIGHTS OVER THE SNICKET AT THE SIDE OF NO. 14 BELLHOUSE WAY, FOXWOOD**

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to recommend Option B, and resolve to:

- (i) Note any outstanding objections; and
- (ii) Authorise the Director of City Strategy to instruct the Head of Civic, Democratic and Legal Services to make a Gating Order for the snicket in accordance with S129A of the Highways Act 1980, as amended.

Decision of the Executive Member for City Strategy

Resolved : That the advice of the Advisory Panel be accepted and endorsed.

Reason : The reason for making this decision is that it meets the criteria of the legislation, as set out in paragraphs 3, 4 and 5 where restriction of public rights over this route would be to the benefit of the local community and that there are reasonably convenient alternative routes available.

**11. PUBLIC RIGHTS OF WAY - PROPOSAL TO RESTRICT PUBLIC RIGHTS OVER ALLEYWAYS IN THE CLIFTON, GUILDHALL AND MICKLEGATE WARDS, YORK**

### Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to accept Option C, and resolve to:

1. Note any outstanding objections and decide whether or not it would be in the best interests of the local community to make the Orders recommended in 2. below and :
2. Authorise the Director of City Strategy to instruct the Head of Civic, Democratic and Legal Services to make Gating Orders for each of the 24 above mentioned alleys (excluding Finsbury Street), in accordance with S129A of the Highways Act 1980, as amended.

### Decision of the Executive Member for City Strategy

Resolved : That the advice of the Advisory Panel be accepted and endorsed.

Reason : The reason for making this decision is that it meets the criteria of the legislation, as set out in paragraphs 3, 4 and 5 of this report, which allows the closure of alleys found to be facilitating the commission of criminal and/or anti-social behaviour.

