

Meeting	Decision Session - Cabinet Member for Transport, Planning and Sustainability
Date	10 April 2014
Present	Councillor Merrett (Cabinet Member)
In Attendance	Councillors Jeffries, Richardson and Runciman

44. Declarations of Interest

At this point in the meeting the Cabinet Member was asked to declare any personal interests not included on the Register of Interests, any prejudicial interests or any disclosable pecuniary interests which he may have in respect of the business on the agenda. None were declared.

45. Minutes

Resolved: That the minutes of the last Decision Session held on 13 March 2014 be approved and signed by the Cabinet Member as a correct record.

46. Public Participation

It was reported that there had been three registrations to speak under the Council's Public Participation Scheme and that three Members had also registered to speak.

Dorothy Best, representing Easingwold Country Market, spoke in respect of agenda item 4 – Footstreets Report. She stated that she had a stall on the Parliament Street Farmers' Market. She queried whether the changes to footstreet hours had resulted in an increase in footfall. Ms Best drew the Cabinet Member's attention to the particular problems facing market traders because their customers tended to shop early in the day to purchase fresh products and hence trade at the end of the day was very limited. She requested that arrangements be put in place to enable the market traders to pack up and leave earlier.

Mr Mannion spoke in respect of agenda item 4 – Footstreets Report. He stated that he was representing market traders but that he also had a cafe on Blake Street. He expressed concern that traffic regulations were not being properly enforced in the city centre. He reiterated the comments made by the previous speaker in respect of the lack of business for market traders at the end of the day. He also pointed out that market traders had very early starts to the day, as they had to visit wholesalers. This meant that they were having to work very long hours. Mr Mannion suggested that consideration be given to the strategies that Swindon had carried out to encourage greater footfall and asked that consideration be given to changing car parking charges at certain times of the day.

Councillor Jeffries spoke in respect of agenda item 4 – Footstreets Report, and in particular the implications for blue badge and green permit holders. She stated that there appeared to have been a lack of consultation with those affected. Referring to suggestions that there may have been some abuse of the scheme, Councillor Jeffries stated that this may have been as a result of confusion arising from poor signage. She commented that there was confusion regarding the two categories and that the criterion for the green permits was not readily available. Councillor Jeffries stated that she had spoken to Health Watch who had commented that issues in respect of car parking and transport in York were regularly brought up at their meetings.

Councillor Richardson spoke in respect of agenda item 4 – Footstreets Report, he queried how the regulations were being enforced and how many fines had been issued. He stated that the signage in respect of Blake Street and regarding green permits and blue badges was not clear. Councillor Richardson also spoke in respect of agenda item 5 – Capital Programme. He expressed concern that the cycling scheme/road layout in Haxby Road would cost significantly more than had originally been anticipated. Councillor Richardson also commented on other issues within his ward which he stated required attention.

Councillor Runciman spoke in respect of agenda item 5 – Capital Programme. She stated that she opposed the proposed expenditure of £235k on the implementation of a blanket roll out of the 20mph scheme in North York and East York. Councillor Runciman stated that the funding would be better spent on targeted road safety improvements in high risk areas. There

were also areas within the proposed scheme where drivers would be hard pressed to travel at 20mph. Councillor Runciman stated that it was important that the results of earlier schemes were properly analysed to ascertain if they had made a difference. She suggested that the schemes did not have wide public support and stated that consultation should take place with residents. In Huntington and New Earswick the parish councils would consider the maps in detail. Councillor Runciman stated that she supported the proposed expenditure on the school safety schemes.

Greg Flockton, Transport Manager Northern Bulk Transport Limited, spoke in respect of agenda item 4 – Footstreets Report. He expressed concerns regarding delivery vehicle access to the York precinct. He stated that, as well as the problems caused by the footstreets hours, there were insufficient loading bays in the periphery. He gave details as to how the changes in footstreet hours had impacted on his business, including the fact that it was now necessary to use three vehicles rather than two in order to deliver to market traders and shops.

47. Objections to the Experimental Traffic Regulation Order for the Increased Hours of Operation of the Footstreets Area

The Cabinet Member considered a report which detailed the objections made during the first 12 months of the experimental Traffic Regulation Order governing the operating hours of the footstreets in the city centre and which asked him to determine whether it was appropriate to make the experimental Traffic Regulation Order permanent.

The Cabinet Member responded to issues that had been raised under the Public Participation item and stated that, where appropriate, he would forward the concerns that had been raised to the relevant Cabinet Member or officer.

Consideration was given to the following options:

Option 1 – confirm the making of the experimental Traffic Regulation Order permanent

Option 2 – continue the experimental Traffic Regulation Order for up to the remainder of the 18 month period and decide at a later date whether to confirm or drop the experiment

Option 3 – end the experimental Traffic Regulation Order and revert to the previous restrictions

Option 4 – commit to consulting city centre retailers and businesses on the following and bring a report to a subsequent Decision Session meeting to consider the outcome:

- Extending the loading only option for motor vehicles in the footstreets 7 to 10:30am and 5 to 7pm
- Standardising the motor vehicles access only restriction overnight (7pm to 7am) across the whole of the footstreets area

Option 5 – delegate authority to redefine the exemption for market traders' early finish in line with the Authority's longer term aims for the market operation.

Option 6 – approve the installation of a pair of bollards at the end of Stonegate to enforce the existing Traffic Regulation Order.

The Cabinet Member stated that it was necessary to make compromises when considering issues in respect of the city centre. He acknowledged the concerns that had been raised by traders and service delivery businesses but stated that the widening of the footstreets hours would have benefits, including contributing to the strengthening of the evening economy. The Cabinet Member stated that the recommendations struck the right balance.

- Resolved:
- (i) That the experimental Traffic Regulation Order be made permanent.
 - (ii) That officers be delegated authority to redefine the exemption for market traders' early finish in line with the Authority's longer term aims for the market operation and its aims for the footstreets area.
 - (iii) That a further report be prepared considering the extension of the loading only period to 7 to 10.30am and 5 to 7pm and creating a standardised access only restriction overnight of 7pm to 7am.

(iv) That the installation of removable bollards at the St Helen's Square end of Stonegate to physically enforce the loading only period be approved.

- Reasons:
- (i) Because the changes introduced during the experiment have achieved the desired affect with minimal reported problems.
 - (ii) To recognise the very different trading environment in the market compared with the more usual business activities that take place in buildings.
 - (iii) To further reduce general traffic in the central area and extend the loading only period, given the reduction caused by the extended footstreet hours; reduce confusion over varying hours and restrictions; acknowledge the spread of peak hour traffic and encourage the early evening city centre economy.
 - (iv) To achieve greater compliance with the Traffic Regulation Order.

48. City and Environmental Services Capital Programme - 2014/15 Budget Report

The Cabinet Member considered a report that set out the funding sources for the City and Environmental Services Transport Capital Programme, and the proposed schemes to be delivered in 2014/15. The report covered the Integrated Transport and City and Environmental Services maintenance allocations.

The proposed programme of schemes had been developed to implement the priorities of the Local Transport Plan and the Council Plan.

The Cabinet Member stated that the roll out of the 20mph programme would improve the quality of life for residents as well as improving safety. The programme was being carried out within national guidance and statutory consultation was involved in the process.

The Cabinet Member agreed that if additional external funding became available for the Rufforth-Knapton cycle route the “future scheme development” allocation would be increased accordingly.

Resolved: That the proposed 2014/15 City and Environmental Services Capital Programme, as set out in the report and at Annex 1, be approved.

Reason: To implement the Council’s transport strategy identified in York’s third Local Transport Plan and the Council Priorities, and deliver schemes identified in the Council’s Transport Programme.

Councillor Merrett, Cabinet Member

[The meeting started at 5.00 pm and finished at 6.00 pm].