
MEETING	DECISION SESSION - CABINET MEMBER FOR CITY STRATEGY
DATE	1 DECEMBER 2011
PRESENT	COUNCILLOR MERRETT (CABINET MEMBER)
IN ATTENDANCE	COUNCILLORS ASPDEN, HODGSON, WARTERS AND WILLIAMS

23. DECLARATIONS OF INTEREST

At this point in the meeting, Members 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 the agenda items in so far as they referred to cycling issues, as a member of the York Cycle Campaign and as an Honorary Member of the Cycling Touring Club.

24. MINUTES

RESOLVED: That the minutes of the last Decision Session – Cabinet Member for City Strategy, held on 3 November 2011 be approved and signed by the Cabinet Member as a correct record.

25. PUBLIC PARTICIPATION/OTHER SPEAKERS

It was reported that there had been two registrations to speak at the meeting under the Council's Public Participation Scheme. The Cabinet Member also granted three requests to speak from Council Members. Details of the speakers are set out under the individual agenda items.

26. SELBY ROAD DOUBLE WHITE LINE PETITION

Consideration was given to a report which brought to the attention of the Cabinet Member a petition from residents of Selby Road supporting Councillor Aspden's request for a double white line system adjacent to the bus lane between the A64 and Naburn Lane.

A Selby Road resident and signatory of the petition expressed concerns at the officer's report as safety did not appear to be the primary concern only funding and budgets. He requested details of the safety audit undertaken and referred to inaccuracies in the report relating to the use of double white lines. Additional concerns were raised in respect of the use of the Fulford Road bus lane by motor cycles and to the accident risk this posed.

Councillor Aspden spoke as local member for Fulford and confirmed that whilst the report acknowledged residents concerns it did not attempt to address them. Reference was again made to the inconsistent use of white lines across the city and he requested the Cabinet Member to take account of these concerns and request officers to re examine the use of road markings on Selby Road.

Officers confirmed that they would consult colleagues and re examine their interpretation of the regulations in relation to this issue. Their findings would be reported back to the Cabinet Member and Cllr Aspden.¹

Consideration was then given to the following options:

- A. To note the petition and take no further action at this time other than to suggest the issue be taken to the Ward Committee for consideration to fund an island. This is the recommended option.
- B. To seek funding from the capital projects budget. This is not the recommended option because there are already more schemes than the budget can progress.

The Cabinet Member referred to the reduced funding level for schemes with safety being an important issue however priorities had to be set.

RESOLVED: That the Cabinet Member for City Strategy:

- i) Notes the concern raised in the petition and agrees to take no further action regarding the installation of a double white line scheme subject to officers re examining current regulations governing the use of lines in such locations;²

- ii) Recommend the issue be taken to the Ward Committee for consideration to fund an island if feasible.³

REASON: Because the location does not meet the very strict visibility criteria set out in the regulations governing the use of signs and lines and there is no budget set aside for any physical highway works in this location.

Action Required

1/2. Re examine regulations governing white lines and report back to Cabinet Member and Cllr Aspden.

AB

3. If white lines are not found to be feasible suggest issue is brought to the attention of the Ward Committee.

AB

27. PETITION REGARDING THE TURF TAVERN

The Cabinet Member considered a report which provided background information on the Turf Tavern, following the submission of a petition to Council on 6 October 2011 to keep the public house open. An e-petition on the same subject had also been received and rejected as they both related to the authorities planning functions.

Officers confirmed that when the property had been sold in 1954 a restrictive covenant had specified that the site could only be used for use as a public house. However the current owner had since approached the Council to have the covenant lifted as they wished to develop the site for residential purposes. As affordable housing was required in the area officers had worked with the owner to provide 2 affordable houses for rent which was dependent on the granting of planning permission.

Councillor Hodgson, spoke as one of the ward members, of the loss of this vital community resource. Reference was made to the important part it had played in the community over a number of years. He also pointed out that it was essential that consultation was undertaken with the local member in respect of any future similar situations.

Councillor Warters expressed concerns at the lack of consultation undertaken and transparency in respect of this housing site and other sites in the city. He also raised objections to the loss of this community asset and reiterated the need to seek ward member's views on contentious issues.

The Cabinet Member referred to the conflicting issues of obtaining affordable housing whilst also protecting community assets.

The Cabinet Member confirmed his understanding of the concerns raised and

RESOLVED: That the Cabinet Member for City Strategy agrees:

- i) To note the land and planning issues on the Turf Tavern site and the actions taken by officers regarding the restrictive covenant.
- ii) To request officers respond to the petitioners accordingly. ^{1.}
- iii) That in similar situations in the future, officers seek the views of local ward members. ^{2.}

REASON: In order to respond to the petition presented to Council.

Action Required

- 1. Inform petitioners of decision. RR
- 2. Ensure ward members views sought in similar situations. RR

28. REINVIGORATE YORK

The Cabinet Members for City Strategy and Neighbourhoods and Communities considered current proposals to create a clear way forward for reinvigorating the city centre. The present status of the current action plans, reviews, strategies and appraisals for the city were detailed in the report together with recent and imminent Reinvigorate York projects at Annex 1.

Further information in respect of the following proposals were also set out in the report:

- City Centre Design Manual
- City Centre Design Group
- Working across Directorates

Sir Ron Cooke, chair of York Civic Trust confirmed his involvement as an advisor on this project. He referred to the ongoing collaboration with the local business community and heritage groups and to their willingness to contribute to the reinvigoration of the city centre.

Consideration was given to the following options:

Option 1 - It is recommended that all three proposals above be approved for future working. Other options based around current working practices would continue to deliver projects on the ground but, it is considered, would not provide the coordination and detail required to deliver consistently.

Option 2 – Members reject the above proposals;

Option 3 – Members agree an amended set of proposals.

RESOLVED: That the Cabinet Members agree to note the progress on the Reinvigorate York Initiative and approve the setting up of a City Centre Design Group in order to produce a protocol for new design in the city centre. With reference to the design protocol, the Group will oversee all new design and maintenance decisions in the city centre in terms of strategy, specific detail, and coordination.

REASON: In order to produce a protocol for new design to reinvigorate the city centre.

29. CITY CENTRE FOOTSTREETS REVIEW

The Cabinet Member considered a report which set out details of the operation of the foot streets and put forward proposals to improve and update the ongoing management of traffic in the central shopping area, highlighting possible future alterations.

With regard to the options available and details of how these would link up in practice these were summarised on pages 43 to 61 of the report.

Representations were made on behalf of the national cycling organisation, the CTC, who welcomed much of the report. Their representative explained that the reference 'foot streets' was in DfT guidance termed as a vehicle restricted area where cycling could legally be permitted if considered appropriate.

The Cabinet Member expressed his support for the report which he saw as a significant step forward to address shortcomings in the city centre. He suggested that discussions with city centre retail, business, church groups etc should, in the first instance, propose the extension of foot street hours to 6pm Monday to Friday, in an effort to support the evening economy. He confirmed that a further report on cycling issues in the city would shortly be coming forward.

Officers confirmed that they were proposing additional minor changes to the Traffic Regulation Order subject to detailed discussions with interested parties and examining a possible increase in disabled parking spaces in the authority's car parks.

The Cabinet Member confirmed that he was aware of the issue raised by Cllr Hyman relating to evening parking in the Newgate Market area and that he would ask officers to seek to address these.

RESOLVED: That the Cabinet Member for City Strategy approves the following recommendations, as detailed in paragraph 68 of the report:

- i) Consult on the introduction of experimental Traffic Regulation Orders to rationalise the hours of operation of the foot streets and extend the regulations to include Fossgate subject to consultation on the hours of operation being extended to 6pm Monday to Friday.¹
- ii) Investigate the issues surrounding use of the foot streets by blue badge and green permit holders.²

- iii) Note the investigation into the scope for future civil enforcement of moving traffic regulation orders for potential expansion into the foot streets.^{3.}
- iv) Consult further on, as part of the potential experimental TRO period above, the options for permitting cycling in parts of the pedestrian zone if / when / where drivers with mobility difficulties are allowed.^{4.}
- v) Note the ongoing implementation of additional cycle parking.
- vi) Introduce permanent Traffic Regulation Orders to close a route into Blake Street from Duncombe Place.^{5.}
- vii) Install advisory 10mph signs at key entry points to the pedestrian zone.^{6.}
- viii) Revoke the existing Traffic Regulation Orders relating to the one way system and pay and display parking on an evening.^{7.}
- ix) Note the initiation of a Freight Transshipment scheme business case.
- x) Approve further investigations into expanding the pedestrian zone further towards Monk Bar and amending the traffic management arrangements in Micklegate to enhance pedestrian facilities.^{8.}
- xi) Approve the implementation of an “A” boards zero tolerance zone.^{9.}
- xii) That the Assistant Director City Strategy be delegated authority to increase the number of dedicated disabled parking spaces in council car parks and take forward a scheme, including advertisement, to

address evening parking issues in the Newgate market area.^{10.}

REASON: In order to reassert the general principles of the pedestrian zone, give a good foundation for future changes / additions to be build on, provide an improved level of self enforcement and to enable a more straight forward enforcement regime of the regulations where and when necessary.

Action Required

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| 1&4. Consult on experimental TRO, including options for cycling etc. | AB |
| 2. Investigate use of foot streets by badge, permit holders and future civil enforcement for moving TRO's. | AB |
| 3. Investigate civil enforcement | AB |
| 5/6. Introduce permanent TRO's and arrange for installation of signs. | AB |
| 7. Revoke the TRO relating to the one way system and evening pay and display parking. | AB |
| 8. Undertake further investigation into expanding the pedestrian zone and traffic management arrangements. | AB |
| 9. Implement zero tolerance zone. | AB |
| 10. Authority delegated to increase disabled parking spaces and address evening parking in the Newgate market area. | AB |

30. SPEED REVIEW PROCESS UPDATE REPORT

Consideration was given to a report which updated the Cabinet Member on the collaborative Speed Review Process, set up in York, in conjunction with the Police and Fire Service.

The report also advised of further locations where concerns about traffic speeds had been raised, and provided an update on progress towards assessing these against the agreed prioritisation framework.

Consideration was given to the following options:

Option 1 - To continue with the Speed Review Process, in Partnership with the Police and Fire Service. This gives a pool of resources and expertise that ensures speed concerns are managed and prioritised using a data led method.

Option 2 - To revert back to our own, independent, but smaller process, this would exclude the help from Partners with speed surveys, and analysis of data and targeted enforcement. This would leave agencies and systems running concurrently. It would also mean that the Police would no longer support our complaints procedure with the Mobile Safety Camera Van.

RESOLVED: i) That the Cabinet Member for City Strategy agrees Option 1 to support the continuation of a partnership approach to dealing with speed complaints.

ii) That the Cabinet Members thanks be conveyed to both North Yorkshire Police and the North Yorkshire Fire and Rescue Authority for their partnership working in relation to these issues.¹

REASON: This would result in, a wider, more in depth process to tackle speed issues in York.

Action Required

1. Continue the partnership working and convey the Cabinet Member's appreciation for the work undertaken.

TH

CLLR D MERRETT, Cabinet Member
[The meeting started at 4.30 pm and finished at 5.25 pm].