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| MEETING | EXECUTIVE MEMBERS FOR CITY STRATEGY AND ADVISORY PANEL |
| DATE | 29 OCTOBER 2007 |
| PRESENT | COUNCILLORS STEVE GALLOWAY (EXECUTIVE MEMBER), REID (EXECUTIVE MEMBER), GILLIES (CHAIR), D'AGORNE (VICE-CHAIR), CREGAN, SCOTT, SIMPSON-LAING AND MOORE (SUBSTITUTE) |
| APOLOGIES | COUNCILLOR HYMAN |

47. Declarations of Interest

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

Cllr Scott declared a personal interest in Agenda Item 4 Fulford Road Corridor (minute 50 refers) as a former member and Chair of Fulford Parish Council, and as a resident of Fishergate.

48. Minutes

RESOLVED: That the minutes of the last meeting held on 10 September 2007 be approved and signed as a correct record.

49. Public Participation

It was reported that there had been the following registrations to speak under the Council's Public Participation Scheme.

Representations were received from a resident regarding Agenda Item 8, Millfield Lane/Low Poppleton Lane Traffic Regulation Order Objections regarding the rising bollards on Low Poppleton Lane. She raised issues relating to parking, traffic flow, and the current bus service routes.

Representations were received from Cllr Aspden, Ward Councillor, on Agenda Item 4, Fulford Road Corridor. He raised issues regarding the widening of Naburn Lane and the A19, the loss of verges and trees on Heslington Lane, bus services, loss of on-street parking on Heslington Lane and near St Oswalds Church, and the pedestrian refuge at Elliot Court.

Representations were received from a representative of the Ramblers Association on Agenda Item 9, Public Rights of Way – proposal to restrict public pedestrian rights over two snickets leading from Carrfield into Chantry Close and Carrfield into Foxton, Woodthorpe. He stated that the snicket is used and provides a safe route and a short cut, and that the closure should be dusk to dawn.

He also made representations regarding Agenda Item 10, Public Rights of Way – Proposal to restrict public pedestrian rights over the snicket at the side of 14 Bellhouse Way Foxwood. He stated that the path is well used and that closure of this snicket could have an effect on the local area.

He also made representations regarding Agenda Item 11, Public Rights of Way – Proposal to restrict Public Rights over Alleyways in Clifton, Guildhall and Micklegate Wards York, stating that he supported the recommendations of the report.

50. Fulford Road Corridor

Members received a report which outlined the results of a multi-modal transport feasibility study of the A19 Fulford Road corridor, covering the length from Skeldergate Bridge and Tower Street in the north to the Designer Outlet (just south of the A19 / A64 interchange) in the south together with the associated feeder roads.

The report presented the following options for consideration:

- To do nothing;
- To introduce corridor wide bus priority measures;
- To increase junction capacity by widening to provide extra road space;
- To introduce bus priority with queue relocation and gating of traffic;
- To provide additional facilities for pedestrians and cyclists.

The specific improvement measures that were proposed were set out in paragraphs 57-62 of the report.

A representative from Halcrow made a presentation to Members covering background, issues, what is wanted to be achieved, options available, possible improvements and phasing, scheme impacts, and next steps.

Members discussed bus priority measures, cycle lanes, effect on car journey times, the Fishergate gyratory, and the importance of involving Ward Councillors in the consultation process.

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.

51. Petitions concerning the junction of Main Street, Knapton with the A1237

Members received a report which advised them of the receipt of two petitions, one which requested the closure of Main Street, Knapton at its junction with the A1237, and one which opposed this idea. The report also referred to additional consultation on this issue carried out by the Parish Council.

The report presented the following options for consideration:

- Option One - To leave the junction as it is;
- Option Two - 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.

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.

52. **Rufforth School safety zone and associated speed management measures**

Members received a report which sought approval to make permanent the two temporary chicanes on the B1224 Wetherby Road, to extend the existing 30mph speed limit on Wetherby Road, and to implement a number of other minor signing improvements in the vicinity of the School Safety Zone.

The report presented the following options for consideration:

- Option One - To implement the original proposals, as identified in the consultation leaflet (Annex C);
- Option Two – To implement the revised proposals as shown on the drawing in Annex F, plus any other amendments that were considered necessary;
- Option Three – Not to implement the proposals and remove the temporary chicanes, together with the associated signing and road markings.

Members noted that the opinion of residents was divided on this issue.

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.

53. York City Football Club Traffic Management Plan

Members received a report which brought to the attention of the Advisory Panel concerns regarding safety and traffic management outside the York City Football Club stadium on Grosvenor Road and sought approval on how this matter should be taken forward.

The report presented the following options for consideration:

- To take no more action on this matter;
- To approve the continued investigation and further consultation and for the results to be reported to a subsequent Executive Member & Advisory Panel meeting;
- To approve the continued investigation and further consultation and for the results to be reported to a full Officer in Consultation meeting along with the comments of the Ward members and Transport representatives from each political group.

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.

54. Millfield Lane/Low Poppleton Lane Traffic Regulation Order Objections

Members received a report which brought to their attention the receipt of objections to a proposed change to the existing road closure at the above junction and sought approval to overturn the objections and implement the Traffic Regulation Order in due course.

The report presented the following options for consideration:

- Option A – To uphold the objections and refer back to the Planning Committee;
- Option B – To advertise a revised set of restrictions that either relaxes the control to allow additional vehicles through the control point or further restricts the class of vehicle permitted through the closure point;
- Option C – To implement the restrictions as advertised.

Members discussed the bus routes in the area and the use of the bus service, and the need for consultation with the Parish Council.

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.

55. 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

Members received a report which presented a proposal to restrict public pedestrian rights along the two snickets leading from Carrfield into Chantry Close and Carrfield into Foxton, using new legislation under Section 129A of the Highways Act 1980, as amended by the Clean Neighbourhoods and Environment Act 2005.

The report presented the following options for consideration:

- Option A – To do nothing and leave both snickets open to public use;

- Option B – To restrict public pedestrian rights over both snickets by means of Gating Orders under S129A of the Highways Act 1980.

Members discussed issues surrounding night time closures and the costs involved, anti-social behaviour and crime issues, and the safer route to school issue.

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.

56. Public Rights of Way - Proposal to restrict public pedestrian rights over the snicket at the side of no. 14 Bellhouse Way, Foxwood

Members received a report which presented a proposal to restrict public pedestrian rights along the snicket leading from Bellhouse Way into Houndsway, Foxwood, using new legislation under Section 129A of the Highways Act 1980, as amended by the Clean Neighbourhoods and Environment Act 2005.

The report presented the following options for consideration:

- Option A – To do nothing and leave both snickets open to public use;
- Option B – To restrict public pedestrian rights over both snickets by means of Gating Orders under S129A of the Highways Act 1980.

Members discussed the usage of the snicket.

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.

57. Public Rights of Way - Proposal To Restrict Public Rights Over Alleyways In The Clifton, Guildhall And Micklegate Wards, York

Members received a report which considered the restriction of public rights over 25 alleyways in the Clifton, Guildhall and Micklegate Ward areas, using crime prevention legislation under Section 129A of the Highways Act 1980, as amended by the Clean Neighbourhoods and Environment Act 2005.

The report presented the following options for consideration:

- Option A – To restrict public rights over all the alleys;
- Option B – To do nothing and let public rights remain over all the alleys;
- Option C – To restrict public rights over all the alleys, excluding the Finsbury Street alleyway for which there had been 3 objections from residents.

Officers updated that there had been an objection from a resident of Millfield Road regarding Millfield Road/Nunthorpe Avenue, stating that the level of crime was not sufficient to warrant closure, and that an increase in police patrols would be a better option than closure.

Members discussed the proposals in the report and highlighted the importance of Ward Councillor involvement in these issues.

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.

Cllr SF Galloway
Executive Leader

Cllr Reid
Executive Member for City Strategy

Cllr Gillies
Chair of Advisory Panel
The meeting started at 5.40 pm and finished at 8.10 pm.