
MEETING	DECISION SESSION - EXECUTIVE MEMBER FOR CITY STRATEGY
DATE	7 SEPTEMBER 2010
PRESENT	COUNCILLOR STEVE GALLOWAY (EXECUTIVE MEMBER)
IN ATTENDANCE	COUNCILLORS ALEXANDER, HORTON, POTTER AND SIMPSON-LAING

21. DECLARATIONS OF INTEREST

At this point in the meeting Members present were invited to declare any personal or prejudicial interests they might have in the business on the agenda. None were declared.

22. MINUTES

RESOLVED: That the minutes of the last Decision Session – Executive Member for City Strategy, held on 6 July 2010 be approved and signed by the Executive Member as a correct record.

23. PUBLIC PARTICIPATION/OTHER SPEAKERS

It was reported that there had been one registration to speak at the meeting under the Council's Public Participation Scheme. The Executive Member had also granted three requests to speak received from Council Members details of which were set out under the individual agenda items.

He also approved a request received from Cllr Potter to raise issues in relation to the No 13 bus service. Cllr Potter presented additional sheets to a petition handed in at the July Council meeting by Cllr Funnell. These contained a further 57 signatories objecting to the cutting of the No 13 bus service to Heworth and calling on First York to continue the service. She referred to the strength of residents concern at the loss of the service particularly the cuts to the evening service after 7.30pm.

24. HIGHWAYS MAINTENANCE SERVICES - PETITION SEEKING THE ADDITION OF BRACKENHILLS SNICKET, POPPLETON TO THE LIST OF STREETS MAINTAINABLE AT PUBLIC EXPENSE

The Executive Member considered a report, which had been prepared in response to the receipt of a petition. The petition had been signed by 448 residents of Upper and Nether Poppleton, requesting that the path linking Bracken Hills to The Green, Upper Poppleton be added to the List of Streets Maintainable at Public Expense (LoS) by the Council.

The Executive Member confirmed the Local Members support for the addition of this path to the list and following consideration of the following options:

Option A – authorise the addition of the snicket to the LoS

Option B – Do not authorise the addition of the snicket to the LoS it was

RESOLVED: That the Executive Member approves Option A and authorises the addition of the snicket to the List of Streets Maintainable at Public Expense (LoS).¹

REASON: So that the alleyway can be added to the LoS with immediate effect and the surface of the path be maintained to a standard commensurate with its location, use and also to public expectation.

Action Required

1. Add snicket to the LoS.

RB

25. PUBLIC RIGHTS OF WAY - PROPOSAL TO RESTRICT PUBLIC RIGHTS OVER ONE PART OF THE SNICKET BETWEEN JUTE ROAD AND BECKFIELD LANE, ACOMB WARD, YORK

Consideration was give to a report which considered a proposal to gate one section of a snicket between Jute Road and Beckfield Lane in Acomb Ward in order to help prevent crime and anti-social behaviour associated with the route.

Cllr Horton expressed his support for the making of the gating order in line with Option 3 of the report. He confirmed the issues raised by local residents of anti social behaviour and criminal damage in the vicinity. Support had also been received from the Police Architectural Liaison Officer and he pointed out that closure of this section would still allow residents access to Beckfield Lane and the bus stop. Requests were made for improvements to visibility splays to further limit anti social behaviour in the area.

Cllr Simpson-Laing also confirmed her support for the earlier comments and gating. She went onto make reference to the cleanliness of the snicket and Officers confirmed that, once gated, cleaning would be carried out on a reactionary basis.

Representations were received from a resident of Jute Road in support of the gating. She also referred to local support for undertaking a 12 month review of the use of the remaining leg of the path. The Executive Member pointed out that a review could be initiated at any time and he confirmed that the use of the unclosed section of the snicket would be kept under review with details reported back, if necessary.¹

Consideration was then given to the following options:

Option A – Do not authorise the making of the Gating Order. This option is not recommended.

Option B – Authorise the making of a Gating Order to restrict public use of the snicket. This option is recommended.

RESOLVED: That the Executive Member approves Option B and authorises the Director of City Strategy to instruct the Head of Civic, Democratic and Legal Services to make a Gating Order over the route, in accordance with Section 129A of the Highways Act 1980 as amended.
2.

REASON: In order that public rights over the route can be restricted under S129A of the Highways Act 1980 so that crime and anti-social behaviour associated with the snicket can be reduced.

Action Required

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| 1. Keep unclosed section of snicket under review. | EM |
| 2. Instruct Head of Civic, Democratic and Legal Services to make gating order. | EM |

26. BUS FARES AND SERVICE LEVELS IN YORK

The Executive Member considered a report which had been prepared in response to a petition received from Cllr Alexander requesting a freeze in First York bus fares, an end to First York bus service cuts and a review of outer York bus services to ensure that all villages have sufficient access to bus routes.

The Officers report had concluded that whilst effort had been made by the Council to influence the first two areas, that it was only the third point over which the Council currently had any level of control. It was reported that the Council reviewed its level of socially necessary bus provision on a regular basis and that it planned to carry out a further review prior to the forthcoming tender round that would take place in 2011.

Cllr Alexander made representations as lead petitioner and pointed out that the Council only had powers to review bus services in the area. He referred to no agreement having been reached in relation to the introduction of a Quality Contract Scheme and to delay in the trial statutory Quality Partnership on the A59 corridor and surrounds as part of the new park and ride service. Price increases, reductions in paying passengers together with increased profits for First York were all concerns and he therefore requested the Executive Member to approve Option A and undertake an immediate review of the bus network.

Officers confirmed that the North Yorkshire cuts in service were still subject to public consultation on which the Executive would take a decision in November.

The Executive Member pointed out that earlier in the day the Executive had been informed that bus usage in York was increasing and that customer satisfaction with services had risen substantially over the last

decade. He went onto confirm that he would also be recommending that a future ResOp survey should request residents views on bus services. With regard to the trial on the A59 corridor he pointed out that a decision on this could not be made until next year when the cost implications were known but that they were still committed to undertaking the trial.

The Executive Member then considered the following options:

Option A – Undertake an immediate review of the bus network in York Outer to establish areas with unsatisfactory access to bus services and ensure that all villages within the constituency receive a minimum level of service.

Option B – Take no action, accepting that the existing situation is as good a level of service as can be provided within the existing budgetary restrictions.

Option C – Approve a review of the subsidised network of bus services prior to the expiry of contracts for a majority of these services and the concurrent tendering process in 2011.

RESOLVED: That the Executive Member notes the contents of the report and agrees to:

- i) Support the work currently being undertaken to encourage and sustain commercial bus services with realistic fares on York's bus network.
- ii) Request a review of the network of subsidised bus services provided across York prior to the re-tendering of services in Autumn 2011. ¹
- iii) Request officers to include on a future ResOp survey questions (backed up by an "on line" Council web site poll) aimed at discovering residents views on acceptable bus service standards taking into account subsidy levels, comfort, speed, reliability, accessibility and fare cost issues. ²

REASON: That the vast majority of contracts for York's tendered bus network expire at the end of August 2011. It is within the context of this tendering round that any changes to the existing bus network would best be considered for the delivery of a sustainable, attractive bus network to be achieved.

Action Required

1. Undertake review of subsidised bus services prior to re-tendering. AB
2. Include questions on bus services in future ResOp survey. AB

27. CITY STRATEGY CAPITAL PROGRAMME - 2010/11 MONITOR 1 REPORT

Consideration was given to a report which set out progress to date on schemes within the 2010/11 City Strategy Capital Programme, including budget spend to the end of July 2010. The report also proposed adjustments to scheme allocations to align with the latest cost estimates and delivery projections, the main adjustments being to accommodate the reductions in Government funding.

Officers updated that there had been a slight change to the report and annexes with the addition of a separate Water End Junction Review item, but that this did not affect the proposed budget. It was also reported that if the proposed changes were accepted that the total value of the City Strategy Planning and Transport Capital Programme for 2010/11 would be £6,562k including overprogramming. Officers reported that overprogramming would increase from £605k to £686k with the budget increasing to £5,876k.

The Executive Member confirmed that there were no major changes to the proposed programme.

RESOLVED: That the Executive Member agrees to:

- i) Approve the adjustments to the programme set out in Annexes 1 to 4 of the report; ¹.
- ii) Approve the variations to the 2010/11 City Strategy capital budget, subject to the approval of the Executive. ².

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

Action Required

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| 1. Adjust capital programme. | TC |
| 2. Refer to Executive for approval. | TC |

Cllr Steve Galloway, Executive Member for City Strategy
[The meeting started at 4.00 pm and finished at 4.25 pm].