
MEETING	DECISION SESSION - EXECUTIVE MEMBER FOR CITY STRATEGY
DATE	7 DECEMBER 2010
PRESENT	COUNCILLOR STEVE GALLOWAY (EXECUTIVE MEMBER)
IN ATTENDANCE	COUNCILLOR KING

41. 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.

42. MINUTES

RESOLVED: That the minutes of the last Decision Session – Executive Member for City Strategy, held on 2 November 2010 be approved and signed by the Executive Member as a correct record.

43. PUBLIC PARTICIPATION/OTHER SPEAKERS

It was reported that there had been three registrations to speak at the meeting under the Council's Public Participation Scheme, one of which had since withdrawn. The Executive Member had also granted one request to speak received from a Council Member details of which are set out under the individual agenda item.

44. WATER END/CLIFTON GREEN REVIEW : REINSTATEMENT OF LEFT-TURN TRAFFIC LANE AND CHICANE TRIAL

The Executive Member considered a report which discussed the possible reinstatement of a left-turn lane on the Water End approach to the Clifton Green signals, whilst retaining a dedicated cycle lane. He also gave consideration to responses received in respect of proposals to take forward a chicane trial along Westminster Road and The Avenue.

The Executive Member confirmed receipt of late representations, one from a local resident who stated that he had used all modes of transport in this area and supported of the retention of the present scheme. The second from the Labour Group Spokesperson who supported the cycling groups concerns regarding possible conflicts and blocking of the suggested central cycle lane if the left-turn was reinstated. It was confirmed that he

also supported a rising bollard type solution on Westminster Road/The Avenue.

Representations also in support of the retention of the existing scheme were received from a resident of Poppleton who regularly cycled along this route. He stated that he would not be in favour of the reinstatement of the left-turn lane as this would result in vehicles encroaching into the central cycle lane.

Representations were also received from a resident of Westminster Road who reiterated residents continuing concerns at the high volume of through traffic on Westminster Road/The Avenue to avoid the lengthy queues at Water End. He referred to the vehicle speeds and requested the Executive Member to support reconsultation on an alternative chicane trial using planters.

Cllr King referred to the poor response rate to the consultation undertaken by officers and to subsequent consultation undertaken by Ward members. He reported that this consultation had resulted in a clear majority of local residents in favour of the reinstatement of the left-hand lane which was consistent with the earlier petition.

Officers confirmed that it was difficult to comment on the consultation undertaken by the Local Members without viewing details of the survey.

In relation to the reinstatement of the left-turn traffic lane the Executive Member considered the following options:

- Option 1 – Support the scheme proposals shown in Annex C for implementation;
- Option 2 – Amend the scheme proposals Shown in Annex C for implementation;
- Option 3 – Reject the scheme proposals shown in Annex C, and retain the current layout (i.e. Annex B).

In relation to the chicane trial the Executive Member considered the following options:

- A. To proceed with the chicane trial as proposed. This is not the recommended option because there is little support from local residents for such measures.
- B. To re-consult on an alternative chicane trial. This is not the recommended option because there is little support from local residents for such measures and some of the concerns due to the likely inconvenience expressed in the recent consultation will be relocated to the revised chicane points.
- C. To not implement the trial. This is the preferred option.

RESOLVED: That the Executive Member for City Strategy agrees:

- i) Option 3 to reject on safety and environmental grounds the left-turn traffic lane scheme proposals shown in Annex C and retain the current layout (i.e. as set out at Annex B of the officer report).
- ii) That the chicane trial on Westminster Road should not be implemented.¹

REASON:

- i) To balance the various advantages and disadvantages linked to the proposal, and achieve the best overall layout for this arm of the junction.
- ii) As there is little support for the trial.

Action Required

1. Await decision of SMC (Calling In) 20 December 2010. JP

45. OPTIONS TO IMPROVE THE COMMON ROAD JUNCTION WITH THE A1079 HULL ROAD AT DUNNINGTON

Consideration was given to a report, which summarised the outcome of a feasibility study which evaluated options to make it safer and easier to access the Common Road junction with the A1079, Hull Road at Dunnington by installing traffic signals.

The Executive Member reported receipt of one late representation from Cllr Merrett. It was reported that he shared the concerns of the Cyclists Touring Club representative that consideration should be given to amending the scheme to make a more positive provision for cyclists at and through the junction.

The Executive Member confirmed that it was his view that it would be possible to significantly improve safety and reduce journey times at this junction by the introduction of traffic signals. He then gave consideration to the following options:

Option 1 – Approve in principle a road widening and traffic signal scheme for the A1079 Common Road junction at Dunnington, to be put forward for possible inclusion in the Transport Capital programme for funding in future years.

Option 2 – Abandon the current A1079 Common Road junction improvement proposals.

RESOLVED: The Executive Member for City Strategy agrees to:

- i) Note the contents of the report, which outlines the key issues, reviews potential solutions,

estimates implementation costs, and evaluates a possible option.

- ii) Put forward a traffic signal, with road widening, scheme at the A1079 Common Road junction at Dunnington for possible inclusion in the Transport Capital programme for funding in future years. ¹.

REASON: To make it safer and easier to access the Common Road junction with the A1079 at Dunnington.

Action Required

1. Include scheme in the Transport Capital programme for future years.

GK

46. CRICHTON AVENUE CYCLE SCHEME - COMPLETION

The Executive Member considered a report which set out details of the work undertaken to complete the Crichton Avenue cycle improvement scheme and of concerns raised by some local residents that the shared use areas across the railway bridge should be delineated.

Officers reported back on the road safety audit and on discussions undertaken with the Transport Planning Unit and the Department for Transport (DfT) regarding the segregation of shared use paths in York. It was confirmed that to address the road safety concerns it was proposed to undertake a 6 month trial of a new line type to enable the results to be fully assessed.

Cllr King confirmed his support for the segregation of the shared use paths in Crichton Avenue as requested in the petition raised by Cllr Douglas and residents.

The Executive Member stated that whilst the Crichton Avenue cycle lanes and paths had been successful in promoting additional cycle journeys it had soon become clear that the unsegregated section of the route could create conflict between pedestrians and cyclists. With this in mind he confirmed his support for the proposed trial scheme but with an early assessment for safety reasons.

RESOLVED: That the Executive Member for City Strategy agrees to:

- i) Note the contents of the report and road safety audit comments.
- ii) Note that this trial is a new, largely unproven approach that should be considered experimental until the trial is concluded.

- iii) Instruct Officers to action and monitor the trial for a 6 month period. ¹.

REASON: To complete the Crichton Avenue Cycle Scheme by informally delineating, as a trial, the use of space for walking and cycling over the railway bridge and respond to concerns raised by residents and the Ward Councillor for Clifton through their petition.

Action Required

1. Proceed with segregation trial and monitoring.

GT

47. REVIEW OF COUNCIL SUBSIDISED LOCAL BUS SERVICE PROVISION

The Executive Member was presented with a report, which set out details of the current subsidised bus network in York and the draft, revised, network of routes for his consideration. The decision would inform the contents of an open tendering exercise to be undertaken early in the new year prior to the expiry of existing service contracts in September 2011.

Officers reported that North Yorkshire County Council had now made public their proposals for service changes. These mainly affected Sunday and evening services which would have had some implications for the York area.

The Executive Member reported receipt of a late representation from Cllr Merrett who had raised a number of issues regarding services. He confirmed that he would ask Officers to examine these issues outside the meeting.

The Executive Member confirmed that there was a need for effective and efficient bus services whilst maximising customer accessibility and gaining the best value for money.

He then gave consideration to the following options:

- a. Tender the existing bus network, retaining all current bus routes
- b. Tender the existing bus network, discontinuing those routes which do not meet Council criteria for subsidy (in bold at Table A)
- c. Withdraw Council subsidy for all evening bus services
- d. Withdraw Council subsidy for all Sunday bus services
- e. Tender the network of services outlined at Table B, withdrawing the worst performing elements of the bus network.

RESOLVED: That the Executive Member for City Strategy agrees:

- i) That the proposed network of bus routes, as detailed in Option E of the officer report, be tendered in December 2010 for introduction from September 2011.
- ii) To the withdrawal of services as indicated in the officer report. ^{1.}
- iii) To request officers to report back if there are significant implications for the City caused by any reductions in subsidised bus services which may be agreed by neighbouring authorities. ^{2.}

REASON: This course of action will meet with the current efficiency agenda of the Council whilst providing the most comprehensive and attractive network of bus routes, which will retain an acceptable level of bus provision across the City.

Action Required

- 1. Go out to tender on routes detailed in Option E. AB
- 2. Report back if significant implications become apparent in relation to services agreed by neighbouring authorities. AB

48. 2010/11 CITY STRATEGY CAPITAL PROGRAMME MONITOR 2 REPORT

Consideration was given to a report which set out progress to date on schemes in the 2010/11 City Strategy Capital Programme, including budget spend to the end of October 2010 and informed the Executive Member of the likely outturn position for the programme.

It was reported that it was proposed to reduce the level of overprogramming to approximately £200k to ensure that the programme was kept within the budget outturn. Additional funding of £110k from grants and virements had also been introduced into the programme and details of the principal changes including reduced allocations for certain schemes were outlined in the report.

Officers confirmed that if the proposed changes were accepted the total value of the City Strategy Capital Programme for 2010/11 would be £6,183k including overprogramming of £197k, increasing the budget to £5,986k.

The Executive Member confirmed that generally schemes were progressing according to plan although it had been necessary to defer some work into the next year to reduce overprogramming. He went onto refer to a number of recently completed schemes, which had been welcomed, by both members and residents.

RESOLVED: That the Executive Member for City Strategy approves the:

- i) Adjustments to the programme set out in Annexes 1 to 4 of the officer report.
- ii) Variations to the 2010/11 City Strategy capital budgets, subject to the approval of the Executive.¹

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

Action Required

1. Refer adjustments and variations to the Executive.

TC

Cllr Steve Galloway, Executive Member for City Strategy
[The meeting started at 4.00 pm and finished at 4.30 pm].

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