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MEETING	DECISION SESSION - EXECUTIVE MEMBER FOR CITY STRATEGY
DATE	6 JULY 2010
PRESENT	COUNCILLOR STEVE GALLOWAY (EXECUTIVE MEMBER)
IN ATTENDANCE	COUNCILLORS D'AGORNE, HORTON AND R WATSON

## **8. 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.

## **9. MINUTES**

RESOLVED: That the minutes of the last Decision Session – Executive Member for City Strategy, held on 1 June 2010 be approved and signed by the Executive Member as a correct record.

## **10. PUBLIC PARTICIPATION - DECISION SESSION**

It was reported that there had been two registrations 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.

## **11. WESTMINSTER ROAD AREA PROPOSED 20MPH SPEED LIMIT OBJECTIONS**

The Executive Member considered a report, which brought to his attention the objections received during formal legal consultation on the 20mph Traffic Regulation Order proposal.

Representations were received from a resident of Ousecliffe Gardens. He raised concerns at the unnecessary expense of providing 20mph speed restrictions in the area when the existing speed humps already prevented speeds above this level. He referred to a residents meeting in January 2010 when the majority had supported point closure with no support being received for a speed limit. He reiterated residents concerns at the use of Westminster Road/The Avenue as a rat run and that the money should be used on works at the Water End junction to improve traffic flows.

Officers confirmed that these proposals were connected with the initial investigations on the Water End cycle scheme and that proposed signage would provide a cost saving.

The Executive Member pointed out that he was generally not in favour of incurring additional costs in introducing a speed limit where vehicle speeds were already below that level. However he felt that the location of a school on The Avenue constituted special circumstances in this particular case.

He then gave consideration to the following options:

- A. To implement the proposed 20mph speed limit as advertised.
- B. To implement a lesser restriction (in this case that would be over a reduced area).
- C. Take no further action with regards to implementing the 20mph zone.

RESOLVED: That the Executive Member agrees to implement the 20mph limit as advertised. <sup>1</sup>.

REASON: As the number of objections received to this proposal and the wider issues have been subject to reports previously.

Action Required

1. Implement 20mph scheme.

AB

## 12. SIX MONTHLY REVIEW OF SPEEDING ISSUES

Consideration was given to an update report on the collaborative Speed Review Process, set up in conjunction with the Police and Fire Service. The report also advised the Executive Member of the locations where concerns about traffic speeds had been raised and provided an update on progress towards assessing these against the agreed prioritisation framework.

The Executive Member reported receipt of late representations from Cllr Merrett, as Cycling Champion, which he confirmed had been passed to Officers for consideration. He recommended discussions with Officers in the first instance about a way forward regarding the issues raised on Bishopthorpe Road.

Officers updated that additional comments had also been received from the Dodsworth Avenue Residents Association supporting signage and/or traffic calming on Dodsworth Avenue.

The Executive Member confirmed that he welcomed the 36% reduction in Killed and Seriously Injured (KSI) figures which he felt reflected the efforts put into improving safety by both the Council and its partner organisations. He went on to point out that the lack of progress in introducing mobile safety cameras held up by North Yorkshire may now have been overcome.

He also confirmed that it was important that in any prioritisation process to recognise and take action to address the legitimate concerns of residents.

He then gave consideration to the following options:

1. To continue with the Speed Review Process, in Partnership with the Police and Fire Service. It was noted that in the last 12 months over the last two reports, all complaints have scored criteria as three, (low accidents, high speeds) or four, (low accidents, low speed).
2. To revert back to our own, independent, but smaller process, which would exclude the help from Partners with speed surveys, correspondence and analysis of data and targeted enforcement. This would leave agencies and systems running concurrently. It would also mean that the 118 sites looked at over the last year, which scored three and four on the criteria would not have been investigated.

RESOLVED:

That the Executive Member agrees to:

- i) Give support to a partnership approach to dealing with speed complaints, with the aim of providing a wider, more in depth process to tackle speeding issues in York (Speed Review Process, Option 1), but expresses concern that progress on some initiatives (e.g. electronic reporting, mobile safety cameras) appears to have stalled and requests officers to arrange for a senior level meeting with partner organisations to address these issues;<sup>1</sup>
- ii) To recognise that greater evaluation may be required at locations, where action has been taken to reduce speeds (either engineering or enforcement), and requests the Director of City Strategy to give a high priority to work of this sort when determining the day to day distribution of resources within the Department;<sup>2</sup>
- iii) To note the Road Safety Engineering reports at Annex E including the updates on feasibility work carried out, at sites forwarded to the Engineering Consultants, as a result of the December 2009 Decision Session;
- iv) To note that new capital works are subject to confirmation of final budgets following Central Government reduction announcements;
- v) That if there are insufficient funds for Engineering work at all the locations that they be prioritised (in a similar way to the matrix

agreed by the Decision Session at its last meeting) by one or all of the following criteria:-

1. Accident data
2. Mean and 85<sup>th</sup> percentile speeds
3. Proximity to schools and shops. <sup>3</sup>

REASON: To ensure that speed issues are considered with partnership collaboration to give a stronger and more robust response to issues raised.

Action Required

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| 1. Arrange meeting with partner organisations.  | TH |
| 2. Give greater evaluation to locations where action has been taken to reduce speeds. | TH |
| 3. Prioritise by listed criteria if insufficient funds for all locations.             | TH |

**13. BECKFIELD LANE - ALTERNATIVE CYCLING IMPROVEMENTS**

The Executive Member considered a report, which detailed alternative proposals to provide a comprehensive cycle route along the whole length of Beckfield Lane.

Previous consultation had highlighted strong opposition to the original off-road cycle scheme on the grounds that there would be no physical separation between cyclists and pedestrians, potential conflict with vehicles and cost. Officers had therefore examined a number of alternative proposals including:

- A toucan crossing and a 50m section of off-road track to link with the existing facilities north of Ostman Road.
- An off-road cycle track on the east footway between Ostman Road and Beckfield Place.
- 20mph speed limit (signs only).
- 20mph speed limit zone (with traffic calming).
- Advisory cycle lanes with no carriageway widening.
- Advisory or mandatory cycle lanes with carriageway widening.

The advantages and disadvantages of each of these proposals compared to the original proposal were also detailed in the report.

The Executive Member confirmed receipt of late representations from Councillor Simpson-Laing, which he had read.

Councillor Horton, one of the Local Members, detailed his opposition to all off- road cycle options but appreciated the potential benefits of a toucan crossing outlined in Annex B. He referred to the possible use of narrower width on-road cycle lanes, which appeared to work well elsewhere. He also went onto refer to concerns in relation to possible conflict between cyclists and pedestrians in the vicinity of the shops and to vehicle parking at the Ostman Road junction.

Representations were also received from a resident of Beckfield Lane who referred to the pedestrian/cyclist conflict with off road cycle tracks as raised by the Older People's Assembly. She stated that elderly and vulnerable residents were intimidated by joint use paths. She indicated that Beckfield Lane should be made safer with a reduction in the speed limit, which would benefit all users.

Officers confirmed that they would examine the concerns raised by the Local Members.

The Executive Member referred to the accident problem on this section of Beckfield Lane and to the need to take some action to address this problem area. He confirmed that the Officer recommendation had the advantage of providing a safer end to the off road cycle path that currently existed. He went on to point out that if the current problems with cycling on the footpaths and high accident levels continued that further action may be required.

The Executive Member then considered the following options:

Option One – authorise construction on the original proposal shown in Annex A;

Option Two – approve an alternative scheme to proceed to detailed design and consultation (Annexes B to F), plus any other changes to the proposal that the Executive Member considers necessary before progressing;

Option Three – abandon the idea of developing further cycle facilities along Beckfield Lane.

RESOLVED: That the Executive Member gives approval to proceed with detailed design and consultation on the toucan crossing and short link to the existing cycle track as shown in Annex B of the officer report.<sup>1</sup>

REASON: To provide measures, which would improve pedestrian, and cycle crossing provision and complement the existing cycle facilities on Beckfield Lane.

#### Action Required

1. Undertake detailed design and consultation as detailed. LR

## **14. WIGGINTON ROAD : PROPOSED IMPROVEMENTS FOR CYCLISTS**

Consideration was given to a report, which detailed the outcome of further design work and public consultation regarding proposed improvements for cyclists on Wigginton Road.

The proposals were intended to provide cycling facilities on this section of Wigginton Road, which was currently a missing link in the Haxby to Station cycle route between the Foss Islands cycle route to the north and Bridge Lane to the south.

The Executive Member reported receipt of late comments on these proposals from Councillor Merrett. It was confirmed that these comments would be passed to Officers for their consideration.

The Executive Member went onto to confirm that changes had been made to this scheme in order to retain a threatened bus stop and to address car parking concerns.

He then considered the following options:

Option 1 – Support the scheme proposals shown in Annex B for implementation;

Option 2 – Support the scheme proposals shown in Annex B, with some changes as shown in Annexes C, E and F for implementation;

Option 3 – Reject the scheme proposals.

RESOLVED: That the Executive Member agrees to:

- i) Approve the scheme proposals shown in Annex B, but revised to include the details shown in Annexes C, E and F for implementation, subject to Officers gaining the necessary planning consent and Traffic Regulation Order approvals for certain elements of the scheme;
- ii) Authorise Officers to submit a planning application to change the status of Stray land into adopted highway to facilitate the creation of a residents only parking bay;
- iii) Authorise Officers to advertise the necessary Traffic Regulation Orders relating to the proposed residents only parking amendments within the scheme, with feedback reported to a future Officer In Consultation meeting. <sup>1</sup>

REASON: It is considered that this scheme will support the Council's aspiration of providing an uninterrupted cycling route between Haxby and the city's railway station, provide better cycling access to the hospital buildings, provide significant improvements for cyclists on Wigginton Road, and generally contribute to the aims of the Council as a Cycling City.

Action Required

1. Proceed with the scheme including the submission of a planning application and advertisement of the TRO.

JP

## 15. **ORBITAL CYCLE ROUTE SCHEME : PROPOSALS FOR THE REMAINING THREE SECTIONS**

Consideration was given to a report, which detailed progress on, and alternative route proposals for the key sections of the orbital cycle route (OCR) in the following areas:

- Clifton Green to Crichton Avenue
- James Street to Heslington Road
- Hob Moor to Water End

The Executive Member reported receipt of late comments from Councillor Merrett, which he confirmed, would be considered by Officers when they carried out detailed design work on the scheme.

The Executive Member reported the results of a survey of public opinion, which supported the introduction of a one way system on Gladstone/Milner Street, the introduction of a 20mph zone in the same area and the provision of a vehicle activated sign on Green Lane.

Councillor D'Agorne confirmed his broad support for the James Street to Millennium Bridge section of the route. He explained that his main concern related to the route alignment from Blue Bridge Lane and to his comments, which had been included in the annex of comments in the republished agenda.

The Executive Member confirmed that any additional comments would be taken into account during the public consultation phase of the scheme. He went onto refer to the lack of any comments from Ward Members in relation to some sections of the route and pointed out that he hoped that the community would recognise that reducing the number of vehicles on the roads was worthy of significant investment.

Consideration was given to the following options primarily aimed at reaching defined and achievable route choices for two sections of the Orbital Cycle Route:

### James Street to Millennium Bridge

Option One – Provide in-principle approval for the James Street to Millennium Bridge section of the OCR, as consulted upon internally and as shown in Annex D. Also authorise Officers to undertake further detailed design and public consultation (including the advertisement of necessary Traffic Regulation Orders), with feedback to be reported to an Officer in Consultation meeting.

Option Two – Provide in-principle approval for an amended James Street to Millennium Bridge proposal (i.e. with a short section of Heslington Road designated as the OCR but with a local, alternative quiet road route signed through Wellington Street and Wolsley Street) as a response to consultation and as shown in Annex E. Also authorise Officers to undertake further detailed design and public consultation (including the advertisement of necessary Traffic Regulation Orders), with feedback to be reported to an Officer in Consultation meeting.

### Hob Moor to Water End

Option One – Provide in-principle approval for the current Hob Moor to Water End section of the OCR, as consulted upon internally and as shown in Annex G. Also authorise Officers to undertake further detailed design and public consultation (including the advertisement of necessary Traffic Regulation Orders), with feedback to be reported to an Officer in Consultation meeting.

Option Two – Provide in-principle approval for an amended Hob Moor to Water End proposal (i.e. utilising the quiet roads of Hobgate for the designated OCR with a local, alternative route for confident riders signed along Green Lane and through the Milner Street Area) as a response to consultation and as shown in Annex H. Also authorise Officers to undertake further detailed design and public consultation (including the advertisement of necessary Traffic Regulation Orders), with feedback to be reported to an Officer in Consultation meeting.

- RESOLVED:
- That the Executive Member agrees to:
    - i) Note that public consultation is currently taking place on detailed proposals for the Clifton Green to Crichton Avenue section as shown in Annex B and that feedback will be reported to an Officer in Consultation meeting.
    - ii) Provide in-principle approval for the proposed James Street to Millennium Bridge section of the Orbital Cycle Route (OCR), as shown in Annex E, and authorise Officers to undertake further detailed design and public consultation (including the advertisement of necessary Traffic Regulation Orders), with feedback to be reported to an Officer in Consultation meeting. <sup>1</sup>
    - iii) Provide in-principle approval for the proposed Hob Moor to Water End section of the OCR, as shown in Annex H, and authorises Officers to undertake further detailed design and public consultation (including the advertisement of necessary Traffic Regulation Orders), with feedback to be reported to an Officer in Consultation meeting. <sup>2</sup>

REASON: The proposals will provide improved facilities for cyclists, completing an orbital route that cyclists will be able to use in accessing a variety of destinations. The proposed measures would also make a significant contribution towards the aims of the Council as a Cycling City.

### Action Required

1/2. Undertake further detailed design and public consultation on the schemes.

MM



## 16. FUTURE OPERATION OF BUS ROUTE 21

The Executive Member considered a report, which informed him of the results of the trial re-routing of bus service nos. 21 to serve Temple Lane in Copmanthorpe. Following an ongoing and thorough review of passenger use the results had shown that predicted loadings to and from the Temple Lane area had failed to materialise and the extended journey times, which resulted, acted as a deterrent to passengers from other areas.

The Executive Member confirmed that it was disappointing that the promised usage levels for the Temple Lane diversion had not materialised but that he would ask Officers to arrange for a leaflet to be distributed to affected households reminding them of the 'dial and ride' alternative.

Consideration was then given to the following options:

1. Restore route 21 to its former routing and timetable, as shown in Annex B, saving the Council £6000 per annum over current cost.
2. Restore route 21 to its former routing but with a timetable revised to reflect demand indicated by recent surveys conducted to demonstrate usage and travel patterns, as shown in Annex C and likely to save the Council approximately £9000 per annum over current cost.
3. Retain the experimental routing and timetable at current cost.

RESOLVED:

- That the Executive Member agrees to:
- i) Route 21 being restored to its former routing but operating to the revised timetable shown in Annex C, of the report, with effect from 31 August 2010.<sup>1</sup>
  - ii) Affected residents being advised of the decision and the alternative transport options that are available to them.<sup>2</sup>

REASON:

The diversion to serve Temple Lane is unpopular with the majority of passengers and is of little benefit as usage from this area has been and continues to be far below that necessary to justify the additional costs borne by the Council. Adoption of the recommendation will meet the demands and requirements of the majority of users whilst providing a substantial saving in Council funding.

### Action Required

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| 1. Restore to former route to the revised timetable.                    | AB |
| 2. Inform affected residents of decision and their alternative options. | AB |

## 17. FUTURE OPERATION OF BUS ROUTE 55

The Executive Member considered a report which drew his attention to the unsatisfactory financial performance and poor patronage of bus route 55, which operated between the city centre, Huntington Road, Monks Cross Shopping Centre, York University and Fulford and which was procured by the Council under competitive tender.

Officers had identified that for much of its length the route mirrored other, more frequent commercial services on which popular day tickets could be used. It was suggested that a thorough review was undertaken of the effects of recent changes to the commercial bus network.

The Executive Member reported receipt of late representations from Councillor Ayre in which he raised strong objections, on behalf of Heworth Without residents, to proposed changes to the No. 13 bus route. He asked First to reconsider their decision or to work with the authority towards finding an alternative solution.

The Executive Member explained that this was a report, which had been overtaken by events, as First had now deregistered sections of the No 13 commercial bus route. He stated that it was therefore only right that the No 55 service should be retained at least till the impact of First's decision had been evaluated.

The following nil cost options had been presented for consideration by the Executive Member:

- To continue with the current route unchanged until the contract expires, despite this operation failing to meet the Council's own criteria.
- Withdraw the route completely without replacement.
- Replace route 55 with a new, more frequent, end to end route (provisionally numbered 15) operating solely between Monks Cross Shopping centre and the Designer Outlet, St. Nicholas Avenue via Heworth, University of York, Fulford Broadway and the A19.

**RESOLVED:** That the Executive Member agrees the proposal to maintain the present operation of route 55 until the expiry of the existing contract in 2011.<sup>1</sup>

**REASON:** This will provide sufficient time for officers to assess the effects on the bus network in York resulting from the changes to the commercially operated routes and investigate and propose alternatives that best meet the requirements of the local transport plan and the residents of York.

### Action Required

1. Maintain present operation of route until expiry of existing contract.

NP

## 18. HAXBY STATION UPDATE

The Executive Member considered a report, which updated him on the progress of the Haxby Station project and the need for a further Line Speed Improvement Study prior to Network Rail providing the necessary support for the scheme. The report also recommended that the delivery of the project should be suspended until the availability of funding was clarified.

Councillor R Watson, as Local Member, expressed his strong support for improved public transport in the country and in particular for Haxby Station. He reaffirmed the support of the local community for the station however he acknowledged that during the current economic climate it was important that further work was not undertaken without the necessary funding.

The Executive Member confirmed that this was an important public transport initiative and one that he hoped would proceed when central government funding allocations were known in the autumn.

He then gave consideration to the following four options:

Option 1 (Recommended Option): Progress in accordance with standard procedures with commencement deferred until future funding allocations are clarified.

Option 2: Progress in accordance with standard procedures immediately.

Option 3: Progress more rapidly prior to obtaining approvals.

Option 4: Defer scheme.

RESOLVED: That the Executive Member agrees to:

- i) Note the progress made on the delivery of the Haxby Station scheme.
- ii) Progress Option 1 to deliver the station in accordance with standard procedures but defer commencement of further work, until the availability of funding for the delivery of the scheme is clarified.<sup>1</sup>

REASON: To enable a high value for money scheme to be progressed whilst minimising the risk of abortive expenditure.

### Action Required

1. Defer progress of scheme pending availability of funding. TC

## 19. YORK TRANSPORT MODEL UPGRADE

Consideration was given to a report, which considered options for the updating and upgrading of York's transport model. It was confirmed that the York transport model was currently maintained by Halcrow under the

consultancy framework contract and managed by the transport planning modelling team.

The Executive Member was informed that it was likely that recent budget cuts would be replicated in future years which would enable fewer capital schemes to be delivered. Officers therefore considered that it was even more essential that robust justification for schemes using transport modelling would become even more important.

The Executive Member stated that it was clearly important that investment decisions were based on the most up to date information that could be provided. Although there was some concern at the timing of the upgrade he pointed out that the model would also be used to test the potential impacts of both public and private sector developments in the city.

He gave consideration to the weaknesses of the existing model and the costs of the following options:

- Doing nothing
- Doing the minimum
- Improvement option with migration to a single integrated package
- Enhanced improvement

RESOLVED: That the Executive Member notes the report and:

- i) Agrees to the commissioning of transport surveys to take place in autumn 2010 and spring 2011 and the refresh and update of the model.<sup>1</sup>
- ii) Authorise the proposed upgrade to the software platform with model validation and calibration late in 2010 and delivery of the new model in spring 2011.<sup>2</sup>

REASON: To ensure that the model remains 'fit for purpose' and can be brought back 'in-house' to provide improved outputs.

Action Required

1. Commission transport surveys during 2010/11. SP
2. Upgrade software platform with delivery in spring 2011. SP

**20. CITY STRATEGY CAPITAL PROGRAMME - 2010/11 CONSOLIDATED BUDGET REPORT**

The Executive Member considered a report which identified proposed changes to the 2010/11 City Strategy Capital Programme. The changes took account of the budget cuts identified by the government, carryover of funds from 2009/10, additional funds received since the budget report, and variations to developer contribution budgets. The report also proposed adjustments to scheme allocations to align with latest cost estimates and delivery projections.

It was reported that the 2010/11 Integrated Transport Budget had been reduced from £6,910k to £5,674k to accommodate the funding variations. This had resulted in all projects being critically reviewed against the LTP priorities and assessed for value for money.

The Executive Member reported receipt of late comments from Councillors D'Agorne and Merrett.

Councillor D'Agorne, who was in attendance at the meeting, confirmed that he welcomed the scheme at the Fishergate Gyrotory but expressed concerns at the possible suspension of these works. He referred to his support for these improvements to be carried out in the current years programme to provide additional safety for pedestrians and alleviate air quality issues. Officers confirmed that this was a complicated scheme but that they were actively progressing the proposals with the possible implementation of a trial layout.

The Executive Member pointed out that it was unfortunate that some of the proposed cuts would result in delays in the introduction of improved transport arrangement in the city.

RESOLVED: That the Executive Member agrees to:

- i) Approve the variations to the programme to accommodate the reduction in funding and addition of carryover schemes in 2010/11, as identified in Annexes 1 and 2 subject, if practical, to officers bringing forward into 2010/11 implementation work on high priority pedestrian and cycle safety initiatives associated with the Fishergate Gyrotory project.
- ii) Approve the variations to the 2010/11 City Strategy capital budget, subject to the approval of the Executive.<sup>1</sup>

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

Action Required

1. Approve the variations and refer to the Executive.

TC

Cllr Steve Galloway, Executive Member for City Strategy  
[The meeting started at 4.00 pm and finished at 5.00 pm].