

DECISION SESSION - EXECUTIVE MEMBER FOR CITY STRATEGY

TUESDAY, 1 SEPTEMBER 2009

DECISIONS

Set out below is a summary of the decisions taken at the meeting of the Executive Member for City Strategy Decision Session held on Tuesday, 1 September 2009. The wording used does not necessarily reflect the actual wording that will appear in the minutes.

Members are reminded that, should they wish to call in a decision, notice must be given to Democracy Support Group no later than 4pm on the second working day after this meeting, that is 4pm on Thursday 3 September 2009.

If you have any queries about any matters referred to in this decision sheet please contact Jill Pickering on 01904 552061.

4. PUBLIC RIGHT OF WAY - AMENDMENT TO THE DECISION IN CONNECTION WITH THE SCARCROFT VIEW GATING ORDER, MICKLEGATE WARD

Appendix C

RESOLVED: That the Executive Member amends the original decision taken at the meeting on 7 July 2009 (minute 16) and resolves to:

- (i) Authorise the Director of City Strategy to instruct the Head of Civic, Democratic and Legal Services to make a Gating Order to close the access point/gap in the boundary, leading onto Scarcroft Green from Scarcroft Road back lane, Micklegate Ward, in accordance with s129A of the Highways Act 1980 and to provide a gate at that point.
- (ii) Request Officers to advise residents of Scarcroft View that the council may issue any person with a key to access the gate upon receipt of a reasonable deposit (amount to be determined by the Director of City Strategy). This deposit is refundable at any time on the safe return of the key. The number of keys made available to be restricted to one per household.

REASONS: (i) In order that the access point/gap in the railings, leading onto Scarcroft Green from Scarcroft Road back lane, Micklegate Ward, can be restricted to help prevent crime and anti-social behaviour currently associated with the back lane.

- (ii) To allow access to those members of the public who wish to use it whilst implementing a deterrent to those who are causing the issues associated with the back lane.

5. PUBLIC RIGHT OF WAY - FUTURE OF THE CURRENT GATING ORDER ON THE SNICKET BETWEEN CARRFIELD AND CHANTRY CLOSE, DRINGHOUSES AND WOODTHORPE WARD **Appendix D**

RESOLVED: That the Executive Member approves Option A contained in the officer report and that the Director of City Strategy be authorised to instruct the Head of Civic, Democratic and Legal Services to formally review the order with the purpose of revoking the gating order which exists on the snicket between Carrfield and Chantry Close, Dringhouses and Woodthorpe Ward, in accordance with s129F(3) of the Highways Act 1980.

REASON: The restriction imposed by the order is no longer expedient in all the circumstances for the purpose of reducing crime or anti social behaviour and because of residents' concerns, which are detailed in the report.

6. PUBLIC TRANSPORT PROVISION FOR TEMPLE LANE, COPMANTHORPE **Appendix E**

RESOLVED: That the Executive Member agrees to:

- i) For a trial period of 6 months, and subject to costs being retained within the existing budget limits, to vary the number 21 bus service in line with the timetable suggested in Annex C page 71 of the Officer report;
- ii) That consideration be given by Officers as to whether a clockwise or counter clockwise route would optimise usage of the service;
- iii) That the numbers using the service be carefully monitored and reported to an Executive Member meeting towards the end of the 6 month trial period;
- iv) In the event of this proposed revision to the 21 service proving to be unaffordable, then Officers be authorised to proceed to establish a

shared hire car service to serve the Temple Lane area without the need for a further reference to a Decision Session.

REASON: In light of representations received these proposals potentially offer the most cost effective achievable means of providing a public transport service to meet the unmet travel demands of the residents of the Temple Lane area of Copmanthorpe.

7. WESTMINSTER ROAD PETITIONS **Appendix F**

RESOLVED: That the Executive Member agrees to:

- i) Approve the course of action detailed in Options A and B of the report which will allow:
 - a. Further surveys to be undertaken now the road humps on Westminster Road have been replaced and the results reported to a future Decision Session meeting.
 - b. Progress the introduction of a 20 mph limit and undertake a review of the School Travel Plan.
- (ii) Options G and H in the report be given further consideration as part of the reporting on the above;
- (iii) That the option of introducing build outs or chicanes as a method of controlling both traffic speed and volumes also be evaluated;

REASON: These options to take forward for further works to alleviate traffic problems encountered by residents in the Westminster Road and The Avenue are considered to be the most appropriate options to progress at this time.

8. CITY STRATEGY CAPITAL PROGRAMME - 2009/10 MONITOR 1 REPORT **Appendix G**

RESOLVED: That the Executive Member:

- (i) Approves the adjustments set out in Annexes 1 and 2 of the report;
- (ii) Approves the changes to the allocation of the Cycling City funding, subject to the approval of the Executive.

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

9. ADOPTION OF HIGHWAYS ON NEW ESTATES **Appendix H**

RESOLVED: That the Executive Member:

- i) Approves Option A, as set out in paragraphs 34 to 36 of the Officer report;
- ii) Requests the Executive Member for Neighbourhoods to review the arrangements for, and costs of adopting, those streets in the City, which historically have not been maintained by the Council.

REASON: To allow officers to present details of the progress being made on outstanding developments and provide the basis for informed judgement. This option also proposes to establish a forum with developers in York, which it is hoped will help to promote highway adoptions more quickly.

10. BLOSSOM STREET MULTI MODAL STUDY - **Appendix I**
OPTIONS REPORT

RESOLVED: That the Executive Member for City Strategy authorises the further development of the following aspects of the Officer report:

- i) Options 1a and 1b;
- ii) Arrangement to give westbound cyclists priority access through Micklegate Bar (para. 43 of the Officers report);
- (iii) Provision of alternative quiet routes for cyclists to avoid the Blossom Street junction including access through the Station car park to Holgate Road (paras. 40, 41 and 42 of the Officer report);
- (iv) That representations be made to the Department of Transport that, recognising York's pioneering role as a Cycling City, they agree to the trial introduction of an advanced cycle green traffic light phase of 10-15 seconds at this junction (para. 46 of the Officer report);
- (v) That the option of banning daytime loading within 30 metres of the Blossom Street junction be further evaluated;

- (vi) That the other proposals included in Options 2 – 4 and which involve the reduction in the number of traffic lanes, together with the proposals included in paragraphs 38, 39 and 44, and including a “do nothing” option, be subject to public consultation through Your City and other channels. The consultation results to be reported to a future Executive Member Decision Session.

REASON: To enable officers to progress the scheme sufficiently to be able to present an option to be taken forward to detailed design for further consideration prior to construction.

11. CITY OF YORK LOCAL TRANSPORT PLAN 3 **Appendix J**

RESOLVED: That the Executive Member for City Strategy:

- (i) Notes the content of the report, particularly Table 1 which outlines the proposed activities and timescales for producing LTP3.
- (ii) Approves the process proposed in Table 1, subject to the presentation of the consultation strategy to the Executive Member for a decision at a future date, prior to the commencement of consultations.
- (iii) Approve the “LTP3 Draft Vision” as the initial founding principle for consultations on LTP3, which may be subsequently amended as a result of the consultations and
- (iv) Requests Officers to present the long-term transport strategy to the Executive Member for a decision at a future date, prior to the commencement of consultations.

REASONS: (i) To determine the process for producing LTP3 in compliance with Government guidance.

(ii) To enable the subsequent long-term transport vision and consultation strategies to be presented to the Executive Member for decision at a future date, prior to the commencement of the initial consultation.