

Concerns raised at the 20th February 2013 meeting of the City Centre Ad Hoc Scrutiny Committee

1. The Ad Hoc Scrutiny Committee acknowledged that progress had been made with extended and standardised hours of Footstreet operation (10.30am to 5pm for 7 days a week), the forthcoming introduction of a temporary/experimental access scheme/bollard at Davygate due to start in March 2013 and run for 18 months and changes to traffic flow and access to St. Sampson's Square via Church Street.
2. Cycling in the pedestrianised zone – it was the view of this Committee that cycling should not be permitted in designated pedestrian areas.
3. Cycle Racks in the Footstreets area – the Ad Hoc Committee reiterated their concerns around cycle racks within the Footstreets area, particularly in Parliament Street. They felt that this sent out a mixed message that it was okay to cycle in the Footstreets area. They suggested these be removed and alternative cycle parking be provided outside of the pedestrianised area. There is a further reference to this at paragraph 9 (v) of **Appendix A**.
4. Enforcement in the city centre – the Ad Hoc Scrutiny Committee appreciated that the temporary/experimental measures being introduced (bollard at Davygate and change to traffic flow around St. Sampson's Square) would go some way to 'self-regulating' traffic flow within and access to the city centre. However there were still ongoing issues regarding enforcement of traffic regulations within the city centre.

Currently the rules do not allow for a council enforcement officer to stop a moving vehicle; this can only be done by a Police Officer. However there seemed to be some confusion as to what was and what wasn't civil enforcement, with some concern over whether this had an impact on the amount of enforcement undertaken.

The Ad Hoc Scrutiny Committee felt that the enforcement of traffic regulations within the city centre had been ignored for too long and there seemed to little point in having any regulations if these were not enforced more rigorously. There were currently a wide variety of regulations in the city centre and work was being undertaken to try to streamline these to make them easier and more manageable.

The Ad Hoc Committee also raised concerns about the proposed restructuring of the city centre enforcement team with the city wide enforcement teams (as set out in this year's budget papers). They sought assurance that there would be a dedicated enforcement officer for the city centre in order that traffic regulations could be enforced.

In addition to this, the Ad Hoc Scrutiny Committee reiterated that enforcement was for all vehicles found breaking the traffic regulations within the pedestrianised area, including bicycles.

Coppergate – Discussions were had with officers around some proposals to change traffic movement along Coppergate. Officers were working with North Yorkshire Police to look at different ways of managing traffic in Coppergate and to effectively make it into a 'bus lane' during peak hours by the introduction of an access only traffic measure. This idea had been modelled on one that had been put in place in Oxford and it was understood to be enforceable.

The Ad Hoc Committee were pleased to hear that there was ongoing work around this; however they hoped that any measures that were put in place were watertight and also fully enforced.

The Ad Hoc Committee also requested that they be copied into any consultation/review work regarding the above mentioned Coppergate proposals.