
MEETING	EXECUTIVE MEMBERS FOR CITY STRATEGY AND ADVISORY PANEL
DATE	17 JULY 2006
PRESENT	COUNCILLORS STEVE GALLOWAY (EXECUTIVE MEMBER), REID (EXECUTIVE MEMBER), VASSIE (CHAIR), SIMPSON-LAING (VICE-CHAIR), D'AGORNE, HOLVEY, HYMAN AND MERRETT

16. Declarations of Interest

At this point Members were asked to declare any personal or prejudicial interests they may have in the business on this agenda.

Councillor Merrett declared a personal non prejudicial interest in agenda item 6 'Proposed improvements to the Moor Lane, Askham Lane & Askham Bryan Lane Junctions on the A1237 York Outer Ring Road' as he was an honorary member of the Cycle Touring Club. He exercised his right to remain in the room and took part in the discussion.

Councillor D'Agorne declared a personal non prejudicial interest in agenda item 6 'Proposed improvements to the Moor Lane, Askham Lane & Askham Bryan Lane Junctions on the A1237 York Outer Ring Road' as he was a member of the Cycle Touring Club, York Cycle Campaign and York College Green Plan Travel Group. He exercised his right to remain in the room and took part in the discussion.

Councillor Hyman declared a personal non prejudicial interest in agenda item 5 'Science City York: Future Direction' as he was the Council's representative on Science City York. He exercised his right to remain in the room and took part in the discussion.

17. Minutes

RESOLVED: That the minutes of the meeting of the City Strategy EMAP on 7th June 2006 be agreed and signed as a correct record, with the following amendment:

- (i) That the third paragraph of minute 1 be amended to read:
'Councillors D'Agorne and Merrett declared a personal non-prejudicial interest in agenda item 11 (Public Rights of Way – Petition Seeking Closure of a Snicket Leading from Stratford Way, Huntington, onto New Lane) in so far as discussion related to cycling, as they were members of Cycling England. In addition, Councillor D'Agorne was a member of the Cyclist's Touring Club, and Councillor Merrett was an honorary member of the Cyclist's Touring Club.'

18. Public Participation

It was reported that there were no registrations to speak under the Council's Public Participation Scheme, on general issues within the remit of the Committee.

19. Exclusion of Press and Public

RESOLVED: That the press and public be excluded from the meeting during consideration of Annex B to agenda item 14 - 'Tenders for Provision of Subsidised Bus Services' on the grounds that it contained information relating to 'the financial or business affairs of any particular person (including the authority holding that information)'. This information was classed as exempt under Paragraph 3 of Schedule 12A to Section 100A of the Local Government Act 1972, as amended by the Local Government (Access to information) (Variation) Order 2006.

20. Science City York: Future Direction

The attached report (Annex A) was considered by the Economic Development Partnership Board on 20 June 2006 and was brought to the Advisory Panel, together with additional information relating to the use of £2.63m Northern Way funds, to obtain endorsement for the Science City York action plan and to authorise the submission of proposals for the Northern Way funds on behalf of the Science City York partners.

Officers updated that progress was being made on the Northern Way Funding. Discussions were being held with the University about their involvement in Science City York, and Officers were liaising with Yorkshire Forward and Northern Way on this.

The following was discussed:

- Members were supportive of the initiative and the economic benefits and employment opportunities it would bring to the city.
- Jobs created by Science City would provide opportunities to workers from declining industries. It should be ensured that new jobs were aimed at a similar skills level as those who were losing jobs through declining industry.
- It was important to support new business to provide sustainable long term employment prospects.
- The Science City initiative was to expand into North Yorkshire and Leeds.

Members noted that this was Tony Bennett's (Assistant Director, Economic Development Unit, City Strategy) last meeting. Peter Johnson would take over as Acting Assistant Director until the position was filled permanently. Members thanked Tony Bennett for his hard work over his 31 years at the Council.

Advice of the Advisory Panel

That the Executive Leader be advised to;

- i) Welcome the major commitment to expanding the York Science City concepts contained in the report and ask officers to consider further whether, in the light of possible reductions in job opportunities in some other employment sectors in the City, the alignment of reskilling programmes for the indigenous workforce continues to reflect the process for modernising York's economy.
- ii) Support and endorse the actions being taken.
- iii) Give authorisation for the submission of the Northern Way proposals on behalf of the Science City York partnership.
- iv) Await a further report on the stakeholder discussions.

Decision of the Executive Member

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: To ensure that SCY delivers and addresses both Council and Local Strategic partnership objectives.

21. Proposed improvements to the Moor Lane, Askham Lane & Askham Bryan Lane Junctions on the A1237 York Outer Ring Road

The purpose of this report was to advise Members on the results of the recent public consultation on the proposals to replace the Moor Lane, Askham Lane and Askham Bryan Lane junctions on the A1237 York outer ring road with a roundabout. Members were presented with four **Options** (Option A, Amended Option A, Option C and Option D) which were listed in full in the report with plans at Annexes C-F. Additional letters of objection were circulated at the meeting.

Mr Geoff North spoke at the meeting as an objector at Askham Lane Nurseries. He objected to Option A, although he acknowledged that the Amended Option A had taken account of his initial concerns and Option D addressed concerns of Askham Bryan residents. He wanted there to be high quality landscaping, and road bunding to protect nearby residents from noise and pollution. There should be use of low level lighting, to reduce light pollution. He offered his extensive experience in landscaping, to aid with the scheme. He circulated his written comments to members of the committee.

Mr Kenneth Dixon spoke in objection and raised concerns about the Askham Bryan link to the roundabout. He said village residents he had spoken to did not have problems accessing the A1237 in a north or south direction. If linked there was a risk that traffic in the village would increase and create a 'rat-run'. The best solution was to leave the Askham Bryan Lane junction as it was.

Ward Councillor Glen Bradley spoke on behalf of Askham Bryan residents. He recognised the issues surrounding volume of traffic and speed. He noted that Askham Bryan residents initially preferred Option C as Option A would be impact on nearby residences and businesses. Amended Option A was more acceptable, except for the issue of traffic through the village. He suggested access only and weight restriction signs, to discourage traffic. Traffic noise, headlights and light pollution from street lights would disturb residents. Landscaping and planting should be carried out to reduce the visual impact on residents. He broadly supported the Amended Option A to improve safety with minimal impact.

Ward Councillor Janet Hopton spoke on behalf of Askham Bryan residents. Amended Option A addressed the issues of location of the roundabout, but did not address concerns about increased traffic and creation of a 'rat-run'. The village was not suitable for any increase in traffic or heavy vehicles. The existing junction to the village should be retained, with a left turn only. If the roundabout was approved there should be access only and weight restriction signs on the village turn off. Costs for these should be included in the cost of the project.

The following was discussed:

- Some Members supported the introduction of signals at the junctions.
- Officers were not able to accurately predict traffic flows into Askham Bryan.
- There were concerns about crime associated with the introduction of a subway. However, there were also concerns about safety of cyclists crossing the ring road.
- Some Members supported the introduction of speed cameras at the junctions. However, the Police did not support this.
- It was not thought there would be a major effect on traffic at the York College roundabout.
- Safety concerns at all three junctions should be dealt with in a single project.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised;

- (i) To note the contents of the report and the results of the consultation processes.
- (ii) That amended Option A (a five-arm roundabout located at or very close to the existing summit between Askham Lane and Moor Lane) should be adopted as the preferred scheme to form the basis of a planning application;
- (iii) That a subway should not be provided under the A1237 as part of the project;
- (iv) That a planning application be submitted for the preferred scheme;
- (v) That detailed design of the preferred scheme commence in advance of receiving planning approval;

- (vi) That negotiations with any affected land owner(s) commence in advance of receiving planning approval;
- (vii) That, subject to the scheme receiving planning approval, to successful negotiations with the affected land owner(s), and the scheme being within the approved budget, authorisation be given to acquire the additional land;
- (viii) That any Road Traffic Regulation Orders associated with the scheme be advertised and, subject to no objections being received, the Order(s) be made. Any unresolved objections to be referred back to Members for consideration;
- (ix) That, subject to the scheme receiving planning approval, the land being acquired through negotiation, and the scheme being within the approved budget, authorisation be given to proceed with construction of the scheme.
- (x) That the Executive Member be kept fully apprised of the progress of the scheme and that a further report be submitted to Members should issues arise which significantly affect the scheme.

Decision of the Executive Member

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON:

- (i) For background information and for assisting in the decision making progress.
- (ii) To improve the Moor Lane, Askham Lane, & Askham Bryan Lane junctions on the A1237 York outer ring road.
- (iii) The small numbers who would be likely to make use of this facility in an isolated location would not justify the additional costs.
- (iv) To obtain planning approval for those parts of the scheme not within the existing highway boundary.
- (v) To minimise delays to the scheme.
- (vi) To minimise delays to the scheme.
- (vii) To enable the scheme to proceed.
- (viii) To enable any restrictions on access, turning movements, parking, loading, and stopping, and any changes to speed limits to be implemented.
- (ix) To enable the scheme to proceed.
- (x) For monitoring and decision making purposes.

Councillor D'Agorne requested that his objection be noted.

22. Public Rights Of Way – Proposed Diversion of Part of Public Footpath, York (Dunnington) No9

This report sought authority to make the required order to divert part of Public Footpath York (Dunnington) No9 from a cross-garden section, to the driveway of the same property, using S119 of the Highways Act 1980. Members were presented with the following Options:

Option A: Divert the public right of way, from its present alignment across a private garden, to the driveway of the same property.

Option B: Do nothing and leave the footpath open to the public along its present alignment.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to approve **Option A** so that;

- (i) The Director of City Strategy be authorised to instruct the Head of Legal Services to make a Public Path Diversion Order, York Footpath (Dunnington) No9.
- (ii) If no objections are received to the making of the order, or that if any objections that are received are subsequently withdrawn, the Head of Legal Services be authorised to confirm the Order recommended in 1. above.
- (iii) If objections are received and not subsequently withdrawn, a further report be placed before the Committee, to enable Members to consider whether or not to pass the Order to the Secretary of State for determination.

Decision of the Executive Member

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: To meet the legislative requirements set out in paragraph 4, where allowing the diversion will be to the benefit of the landowner and also the public.

23. Public Rights Of Way – Proposed Diversion of Public Footpath, York (Murton) No4

This report sought authority to make the required order to divert Public Footpath York (Murton) No4 from a cross field section, to the headland of the same field, using S119 of the Highways Act 1980. Members were presented with the following Options:

Option A: Divert the public right of way, from its present alignment across a ploughed field, to the headland of the same field.

Option B: Do nothing and leave the footpath open to the public along its present alignment.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to approve **Option A** so that;

- (i) The Director of City Strategy be authorised to instruct the Head of Legal Services to make a Public Path Diversion Order, York Footpath (Murton) No4.
- (ii) If no objections are received to the making of the order, or that if any objections that are received are subsequently withdrawn, the Head of Legal Services be authorised to confirm the Order recommended in 1. above.
- (iii) If objections are received and not subsequently withdrawn, a further report be placed before the Committee, to enable Members to consider whether or not to pass the Order to the Secretary of State for determination.

Decision of the Executive Member

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: To meet the criteria of the legislation, as set out in paragraph 5, where allowing the diversion will be to the benefit of the landowner and also the public.

24. City Strategy Capital Programme 2006/07 - Consolidated to include Carry-Overs from 2005/06

This report consolidated the 2006/07 programme to include the carry-over schemes that were not completed in 2005/06, and made adjustments to schemes and blocks to reflect individual underspends and overspends within the programme. The report asked the Executive Member to approve the amendments to the 2006/07 budget as set out in the report.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to agree to the adjustments set out in Annex 1 and 2 subject to the approval of the Executive to the proposed funding changes.

Decision of the Executive Member

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: To manage the Capital Programme effectively.

25. Annual Review of Traffic Regulation Orders

This report brought to Members attention requests for Traffic Regulation Orders, the results of investigations and sought authority to advertise proposals where appropriate. Members were presented with the following Options:

Option A: Approve the formal advertising of the Traffic Regulation Orders as proposed for some or all of the sites in Annexes B, C and D.

Option B: Defer individual items for consideration at a later date if additional information is required.

Officers reported that under new Officer delegations, the list of orders next due to committee would be considerably shorter.

Members discussed and amended the Traffic Regulation Orders to be advertised, as listed below. Members queried if the number of enforcement staff would increase in line with the increase in no waiting restrictions. Officers reported that this was unlikely.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to;

- (i) Approve the advertising of the Traffic Regulation Orders in line with **Option A** in paragraph 6 of the report and Annexes B, C and D, with the following amendments:
1. That item 43 in Annex B, be advertised to extend the double yellow lines by 14m in a southerly direction.
 2. That item 48 in Annex B, be amended so that the yellow lines be extended to the gateway, as illustrated on the plan circulated at the meeting. This was further amended at the meeting to extend the restrictions to the western boundary of No.1A Royal Chase.
 3. That an item be added to Annex B '50 St James Mount' involving:
The creation of 4 identified parking bays restricting parking to 2 hours between 9am and 5pm Monday to Friday, and the placing of double yellow lines 'No waiting at any time' on both sides of the remaining areas of the road, apart from the eastern section of the turning head, as that area provides direct garage access to properties 13-17.
Details of this and a plan were circulated at the meeting.
 4. That an item be added to Annex B '51 St. Benedict Road' involving:
Introduction of 4m of double yellow lines as shown on the attached plan.
 5. That an item be added to Annex B '52 Old Moor Lane' involving:
Extending the restrictions as shown on the plan.
Details of this and a plan were circulated at the meeting.
 6. That item 35 in Annex B be approved, but Officers to investigate if any additional residents parking bays can be provided at the bottom end of the street and be given delegated authority to advertise the proposals.
 7. That Item E at Annex C be abandoned.
 8. That residents be consulted in due course on their views for a one way traffic system scheme involving Milner Street, Gladstone Street, Beaconsfield Street and School Street.

- (ii) Approve the implementation of any proposals where no objections are received. Items where an objection is made will be reported back to a subsequent meeting of this Panel for a decision on how to proceed.

Decision of the Executive Member

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

- REASON:
- (i) To minimise the Traffic Regulation Order advertising costs.
 - (ii) To minimise the time taken to implement the proposals.

26. Automatic Teller Machine (ATM) Defensible Space

This report outlined a request for markings on the public highway at the Royal Bank of Scotland ATM in Nessgate to improve security, and sought approval to develop a policy for when and where such markings were appropriate. Members were presented with the following options:

Option A: Turn down this and any subsequent request for defensible space markings on the public highway.

Option B: Approve the use of defensible space markings at ATM's that front on to the public highway.

Option C: Defer a decision until officers develop a policy for presenting to a subsequent meeting of the Executive Members for Strategy and Advisory Panel for consideration.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to approve **Option C** so that a decision on this request is deferred until officers have had the opportunity to develop a policy for presenting to the December meeting of the Executive Members for City Strategy and Advisory Panel for consideration. Officers to advise the Royal Bank of Scotland of the above.

Decision of the Executive Member

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

- REASON:
- To ensure a consistent approach to using the markings, taking into account various factors such as existing crime, site conditions, visual impact, materials, colour, funding.

27. Code of Practice for Highway Maintenance

This report provided a brief overview of the code of practice, 'Well Maintained Highways 2005' and asked Members to approve the policies determining standards of highway maintenance within this authority,

particularly where they vary from the recommendations of the Code of Practice. Members were presented with the following Options:

Option 1: Members note and approve this report, particularly the adoption of the highway survey, inspection and repair manual as Council policy.

Option 2: Members note the report and suggest any changes they would like to see be included within the manual before it is adopted as Council policy

Option 3: Members note the report and reject the manual as Council policy.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised;

- (i) To note that highway maintenance procedures within the City of York have been developed in accordance with the Code of Practice 'Well Maintained Highways' 2005.
- (ii) That **Option 1**, with the variations from the recommendations of the Code, as set out in Annex 1, be approved.

Decision of the Executive Member

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: The Council, as Highway Authority, has a legal duty to maintain the highway. The Code of Practice may be considered to be a relevant consideration when the authority is the subject of claims or legal action by those seeking to establish non-compliance with these legal duties.

28. Code of Practice for Highway Lighting Management

This report provided a brief overview of the code of practice 'Well Lit Highways November 2004' and asked Members to note and approve the recommended standards of highway lighting management. Members were presented with the following Options:

Option 1: Members note the report and approve the measures being taken to comply with the recommendations as set out in Annex 1.

Option 2: Members note the report and suggest any changes they would like to see be included in relation to the recommendations.

Option 3: Members note the report and reject compliance with the Code and its recommendations.

The following was discussed:

- On page 212, point 7, the cyclical maintenance had been temporarily been put on hold, due to budget cuts and resources being diverted to vandalised lighting installations.
- The progress towards meeting the recommendations in the code of practice 'Well Lit Highway' 2005 was in line with the scrutiny topic on street lighting.
- Routine inspections were recommended but were not a legal requirement. However equipment was checked when it was visited.
- Lamp posts were no longer normally repainted as this was a non-essential cosmetic effect only.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to;

- (i) Note the report.
- (ii) Note the main recommendations in the Code of Practice 'Well Lit Highway' 2005, and note and approve the current progress towards meeting these recommendations, as set out in Annex 1, and in line with above **Option 1**.

Decision of the Executive Member

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: The Council, as Highway Authority, has a legal duty to maintain the highway. The Code of Practice may be considered to be a relevant consideration when the authority is the subject of claims or legal action by those seeking to establish non-compliance with these legal duties.

29. Tenders for Provision of Subsidised Bus Services

This report asked the Executive Member to consider tenders received for continuation of most bus services subsidised by the Council, in either their existing or modified form, and to decide on appropriate action in respect of the bus services involved.

Officers updated that there had been an error in the report. The date in recommendation (i) should have been 18 February 2007. Members discussed the following:

- An extra fee maybe payable if a return half of ticket was used with a different bus company.
- The only major changes to bus routes involved route numbers 22 and 23.
- Members thanked Officers for their hard work in ensuring there were *minimum* cuts in bus services, whilst still remaining within budget.
[Amended on 11/9/06]

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to;

- (i) Approve an extension of existing contracts, or temporary contracts awarded, for continuation of the following bus services in broadly their current form until 18 February 2007:
 - 10 (York – Poppletons; weekday evenings)
 - 11 (York – Bishopthorpe; weekday evenings)
 - 11 (York – Bishopthorpe; Sundays & Public Holidays)
 - 12 (York – Acomb Park; weekday evenings)
 - 12 (Haxby – York – Acomb Park; Sundays and Public Holidays)
 - 13 (Monks Cross – York – Copmanthorpe; Sundays and Public Holidays)
 - 14 (York – Clifton, Green Lane; weekdays)
 - 16, 17, 17A (Clifton Moor – Acomb – Askham Bar/York & Monks Cross; every day)
 - 20 (Clifton Moor – Haxby – Monks Cross; daily)
 - 21 (Acaster Malbis – Middlethorpe Estate – York; Tuesdays, Thursdays, and Fridays)
 - 26 (York – Acomb – Askham Bar; weekdays)
 - 128, 129 (Monks Cross – Heworth/Haxby Road & York – University; Mondays to Fridays)
 - 746 (York – Pocklington; early Monday to Friday morning journey)
 - C3 (Askham Bryan/Richard – Askham Bar; weekdays)
- (ii) Approve the awarding of a contract for continuation of bus services 22, 23, 27 in the modified form as proposed in Annex C to this report (reduced weekday frequency between York & Fulford).
- (iii) Approve the empowerment of the Director of City Strategy, in consultation with the Executive Member, to take appropriate action, guided by the aims embodied in this report, to respond to any changes in the situation brought about by commercial bus service registrations, with any such action reported to a subsequent meeting of this Panel.
- (iv) Delegate Authority to the Director of City Strategy to negotiate with the existing tenderers to explore opportunities for savings which would bring the cost of the service within existing budgets whilst minimising any adverse effect of the bus services affected.
- (v) Delegate Authority to the Director of City Strategy to re-tender all or any of the services where these cannot be delivered within existing budgets.

Decision of the Executive Member

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON:

- (i) To ensure, as far as possible, continuity, in the short term, of established subsidised bus services, which supplement and complement the existing network of bus services provided commercially within the City, to form a comprehensive and convenient overall network of services designed to achieve the LTP and Corporate goals. To enable more detailed consideration to be given to the issues raised by this report, with the aim of seeking to minimise any possible adverse longer term outcomes.
- (ii) To reflect recent increases in commercial bus service provision between York & Fulford and to contribute towards containment of expenditure within allocated budgets.
- (iii) To facilitate a timely response to any unforeseen changes, which may be made with a minimum of eight week's notice, to the network of bus services provided commercially by the private sector.
- (iv) To reduce the financial implications and bring the costs within budget.
- (v) To encourage bidders to become more competitive and ensure that the best services are provided for future bus services.

S F GALLOWAY
Executive Leader

A REID
Executive Member

C VASSIE
Chair of Advisory Panel

The meeting started at 5.00 pm and finished at 7.20 pm.