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MEETING	DECISION SESSION - EXECUTIVE MEMBER FOR CITY STRATEGY
DATE	1 FEBRUARY 2011
PRESENT	COUNCILLOR STEVE GALLOWAY (EXECUTIVE MEMBER)
IN ATTENDANCE	COUNCILLORS GILLIES AND MERRETT

#### **54. 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.

#### **55. MINUTES**

RESOLVED: That the minutes of the last Decision Session – Executive Member for City Strategy, held on 4 January 2011 be approved and signed by the Executive Member as a correct record.

#### **56. PUBLIC PARTICIPATION/OTHER SPEAKERS**

It was reported that there had been 4 registrations to speak at the meeting under the Council's Public Participation Scheme. The Executive Member had also granted two requests to speak from Council members details of which are set out under the individual agenda items.

#### **57. 20 MPH SPEED LIMITS: YOUR CITY RESULTS AND AN UPDATE ON POLICY DEVELOPMENT**

The Executive Member considered a report which presented residents opinions gathered through the recent consultation on citywide 20mph speed limits undertaken through Your City. Details of the initial impact of the 20mph trial in the Fishergate area were also reported. Consideration was given to the options available together with the impact of the introduction of 20mph limits in other cities.

Officers confirmed that, as a precautionary measure, the speed surveys had been retaken in the Fishergate area following a couple of issues with equipment and signage. It was confirmed that the speed data results had been very similar to those already published in the report.

Representations were made by the 20's Plenty for Us Group representative who detailed the benefits to be gained from lowering speed

limits to improve safety, cut pollution levels and encourage smarter travel choices. She referred to the success of the Grange Street trial and to the high level of respondents to the consultation in support of the introduction of 20mph limits on all roads within the outer ring road. She therefore supported a 2 year phased introduction of these limits without the need to install physical traffic calming measures together with its inclusion in the LTP3.

Representations were also received from a resident of her experiences as a road safety/school travel adviser over a 4/5 year period and work in Munster and the evidence that this provided. She confirmed that this had shown how widespread 20mph zones and low cost compliance could boost cycling and walking in vulnerable key age groups and support Council projects such as Cycling City. She therefore requested the Executive Member to reconsider the recommendations.

Representations were received from an organiser of a petition on behalf of residents seeking a 20mph speed limit on Bishopthorpe Road and surrounding streets. He referred to the speed of vehicles on this heavily residential road and to the absence of a pedestrian crossing. Also pointing out that a lowering of the speed limit would not increase journey times but would assist vulnerable residents.

Councillor Gillies referred to the inconclusive trials in Fishergate and to national guidance which provided little evidence that 20mph limits had a significant affect. He pointed out that the introduction of a blanket 20mph speed limit would require half the present transport budget, diverting funds from other important works. He confirmed that he had written to the DfT suggesting a potential way forward in line with the localism agenda. He proposed legislation which would allow local authorities to erect signs indicating that drivers should travel at 20mph under the existing speed signs in 30mph zones for implementation nationwide. This would meet the expectations of all groups, be compulsory, not advisory and have the same affect for less money.

Councillor Merrett confirmed that he echoed the comments of the earlier speakers. He stated that both the volume and speed of traffic was a major deterrent to cyclist's safety. He stated that a different approach was required which did not simply require signage but sought to engage the hearts and minds of the public. He therefore requested the Executive Member to reconsider his draft recommendation and support Option B with further exploration of the options for 20mph speed limits and reductions in signage costs.

Officers confirmed that they felt that, in view of the response received and as there had already been a 22% reduction in accidents in the York area that further investigation/options were required prior to any revision of the existing policy.

The Executive Member confirmed the Council's current policy of applying the most appropriate speed limit to a road or group of roads bearing in mind their characteristics. Any requests for changes were then considered at approximately 6 monthly intervals. He went on to refer to the

consultation undertaken on the provision of a citywide 20mph zone, to the low response rate and claims made regarding reductions in accident levels in residential streets. He confirmed that his conclusions were that there was some support in limited parts of the city however he was not convinced that the introduction of a city wide zone was either necessary or would have a favourable impact on overall accident levels.

The priority the Executive Member felt was to continue to educate drivers and focus on problem locations. He therefore wished to continue supporting the current approach and went on to consider the following options:

**Option A.** To continue with current policy and to proceed with the South Bank trial to enable officers to assess the benefits or otherwise of 20mph speed limits in York.

**Option B.** To undertake more detailed feasibility work for the two citywide 20mph speed limit options included in the consultation and present recommendations to a future decision session meeting.

**Option C.** To undertake more detailed feasibility work for the introduction of 20 mph limits on all roads and present recommendations to a future decision session meeting.

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

- i) Note the results of the 20mph speed limit consultation.
- ii) Confirm the Councils current policies on setting speed limits within the City of York Council area.
- iii) Requests officers to consider how greater influence could be given to local communities and neighbourhoods in determining the speed limits applied to residential streets in their areas.<sup>1</sup>

REASON: To enable a policy on 20mph speed limits to be developed in line with amended national guidance.

Action Required

1. Await results of SMC Calling In meeting on 28 February 2011.

TC

**58. CITY OF YORK LOCAL TRANSPORT PLAN 3 - 'SUMMARISED DRAFT' LTP3**

The Executive Member considered a report which presented a Summarised Draft Full 'City of York Local Transport Plan, 2011 Onwards' (LTP3), as part of the procedure leading up to the publication of the LTP3, by 31 March 2011.

Officers circulated amended copies of the draft LTP3 report which had been updated to incorporate changes as a result of written representations subsequently received.

Representations were received from a local resident and Friends of the Earth member who confirmed that the plan was generally good but there could be improvements. He referred to climate change, rising traffic levels and difficulties in reaching the emissions targets. He asked that the plan be strengthened in a number of areas including the setting of clear targets for cutting greenhouse gas emissions for transport, setting dates for bringing illegal levels of air pollution down below legal limits, the establishment of car free areas and the setting of more ambitious cycling targets.

Councillor Merrett thanked the Executive Member for the amendments made to the draft Local Transport Plan and confirmed that he welcomed the changes but felt that the ambitions were not ambitious enough. He went on to refer to the air quality theme and expressed the hope that there would be faster progress than the aim of meeting the EU legal requirement by 2021. He also made references to improvements required to the local bus and cycle networks.

The Executive Member referred to the considerable work that had gone into the preparation of the Transport Plan and he thanked officers for their efforts in trying to address the many issues that had been raised during the consultation process. He confirmed that it had not been possible to cover all viewpoints but that the plan did represent a package of changes that were deliverable.

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

- i) Note the contents of the report.
- ii) Agrees, in principle, the suggested amendments to the summarised Draft Full LTP3 document tabled at the meeting (copy annexed to these minutes).
- iii) Requests officers to include within the draft, when it is forwarded to the Executive, additional options which seek to address the comments contained in the written representations which have been received (i.e. sub urban parking issues, the acceleration of the introduction of low emission public transport, improved journey time information both at bus stops and 'on board' buses, the early phasing of improvements to the northern by pass, changes to the role of at least part of the inner ring road, the creation of additional city centre public transport only corridors and the possible review of parking policies, with complementary measures to encourage greater use of more sustainable forms of transport at out of city centre retail/leisure centres).<sup>1</sup>

REASON: To approve the required changes to the strategy and action plan to be incorporated within the full LTP3 for publication by the end of March 2011.

Action Required

1. Await results of SMC Calling In meeting on 28 February 2011.

IS

**59. ACCESS YORK PHASE 1 - UPDATE REPORT**

The Executive Member considered a report, which provided him with an update on the current situation regarding the Access York Phase 1 scheme.

It confirmed that the submission of the Expression of Interest to the Department of Transport (DfT) on 4 January 2011 and set out the ongoing issues associated with the preparation and submission of the Best and Final Funding Bid during the summer. Details of the costs of continuing with the bidding process during 2010/11 and 2011/12 were also provided.

As part of the bid it was confirmed that it would be important to demonstrate that a bus operator would be procured with the required fleet of buses for the new Park and Ride site.

Officers confirmed that DfT guidance and feedback on the Expression of Interest was still awaited.

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

- i) Approve the proposals for the preparation and submission of the Best and Final Funding Bid as set out in paragraphs 16 to 19 of the report.
- ii) Approve a revised budget for the Access York Phase 1 scheme in 2010/11 as proposed in paragraphs 22 to 24 of the report. <sup>1</sup>

REASON: To ensure that the Access York Phase 1 project continues to progress satisfactorily and to maximise the potential for DfT funding.

Action Required

1. Continue with preparation and submission of bid.

PT

## 60. REVENUE BUDGET ESTIMATES 2011/12 - CITY STRATEGY

The Executive Member considered the 2011/12 budget proposals for City Strategy. As part of the consultation process the Executive Member had been asked to provide comments or alternative suggestion on the proposals shown in Annexes 2 and 3 of the officers report.

Officers summarised details of the proposed budget proposals for 2011/12 made up of the following:

- |  |         |
|--|---------|
| • Base Budget 2010/11                  | £4,866k |
| • Adjustment for former service grants | £1,807k |
| • Allocation for increments            | £ 148k  |
| • Service pressure proposals           | £ 505k  |
| • Savings proposals                    | £1,349  |

The Executive Member confirmed that the budget proposals did represent a significant shift in the level of resources that would be available to the Directorate next year. He stated that whilst savings were being made the core functions would continue with the aim of minimising inconvenience to customers.

Councillor Merrett stated that he would reserve his position on this issue until the budget Council meeting.

RESOLVED: That the Executive Member for City Strategy notes the report and recommends it to the Executive for incorporation into the Councils budget for 2011/12. <sup>1</sup>

REASON: As part of the 2011/12 budget consultation.

### Action Required

1. Refer to Executive.

PL

## 61. REVENUE BUDGET 2011/12 - CITY STRATEGY FEES AND CHARGES

Consideration was given to a report which advised the Executive Member of the proposed fees and charges for the City Strategy portfolio for the 2011/12 financial year together with the anticipated increase in income which they would generate. It was confirmed that in most cases the increase would be at a minimum in line with inflation.

The Executive Member had been asked for comments or alternative suggestions on the fees and charges proposals as set out in the Annexes to the officers report.

Councillor Merrett stated that he would reserve his position on this issue until the budget Council meeting.

The Executive Member stated that he hoped that an increase in car parking charges could be avoided and that respark charges would be frozen for low emission and small vehicles.

RESOLVED: That the Executive Member for City Strategy notes the fees and charges proposals and recommends them to the Executive for incorporation into the Councils budget for 2011/12. <sup>1</sup>.

REASON: As part of the consultation for the 2011/12 budget setting process.

Action Required

1. Refer to the Executive.

PL

Cllr Steve Galloway, Executive Member for City Strategy  
[The meeting started at 4.00 pm and finished at 4.55 pm].

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