
MEETING	EXECUTIVE MEMBERS FOR CITY STRATEGY AND ADVISORY PANEL
DATE	16 MARCH 2009
PRESENT	COUNCILLORS GILLIES (CHAIR), CREGAN, D'AGORNE (VICE-CHAIR), STEVE GALLOWAY (EXECUTIVE MEMBER), POTTER, SCOTT, SUNDERLAND AND WALLER (EXECUTIVE MEMBER)

83. DECLARATIONS OF INTEREST

Members were invited to declare at this point in the meeting any personal or prejudicial interests they might have in the business on the agenda.

Cllr Sunderland declared a personal and prejudicial interest in agenda item 4 (Core Funding to Voluntary Organisations 2009/10) as an employee of the Citizen's Advice Bureau and left the room and took no part in the discussion or voting thereon.

Cllr D'Agorne declared a personal non-prejudicial interest in agenda items 9, 10 & 11 (A19 Fulford Road Corridor Update, Crichton Avenue – Proposed Improvements for Cyclists and Proposed Cycle Route – St Oswald's Road to Landing Lane) as a member of the Cycle Touring Club (CTC) and the York Cycle Campaign.

Cllr Scott declared a personal non-prejudicial interest in agenda item 9 (A19 Fulford Road Corridor Update) as a resident of Fishergate and as his employer's business premises were located in the vicinity.

Cllr Gillies declared a personal non-prejudicial interest in agenda item 8 (Review of Night Time Taxi Rank Provision) as he had previously owned a taxi firm.

Cllr Fraser declared a personal non-prejudicial interest in agenda item 15 (Micklegate "A" Boards Petition) as an occasional user of businesses in the area)

84. MINUTES

RESOLVED: That the minutes of the last meeting of the Panel held on 27 January 2009 be approved and signed by the Chair and Executive Members as a correct record.

85. PUBLIC PARTICIPATION

It was reported that there had been 7 registrations to speak at the meeting under the Council's Public Participation Scheme.

Bryn Bircher spoke as a resident of Fulford and as a cyclist in relation to Agenda item 9 (A19 Fulford Road Corridor Update) in respect of the proposals in Annex 4 between Heslington Lane and Broadway. He stated that his partner worked from home as an acupuncturist and the proposals for the road adjacent to their property meant that they would lose the parking adjacent to their property. He stated that this would have a huge impact upon her business and probably result in them having to move. He requested the Panel to support deferral of a decision in respect of Annex 4 to enable further consideration to be given to this matter.

Ian Moore spoke in relation to Agenda item 8 (Review of Night Time Rank Provision). He circulated a sheet detailing the reasons why he opposed the recommendation to keep the Duncombe Place taxi rank closed from 10pm to 7.30am. He stated that this rank was the best lit and safest with CCTV and requested that it be reopened to a 24 hr rank. He indicated that the suggested position of alternative ranks meant that journeys to Clifton, Huntington, Haxby and Strensall would be longer.

Graham Phillips spoke as the Secretary of York Taxi Association in relation to Agenda item 8 (Review of Night Time Rank Provision). He reminded Members that following complaints a number of years ago, of nuisance and anti social behaviour in the Duncombe Place area, a number of improvements had been made. He stated that he understood that there had been no corroborative evidence or Police complaints since 2007 in respect of this area. He therefore requested the Panel to restore the Duncombe Place rank back to 24 hr operation.

Susan Wade Weeks, the prospective Parliamentary Candidate for York Central, spoke on behalf of the Micklegate Traders in relation to Agenda item 15 (Micklegate Traders "A" Boards Petition). She stated that if the Panel approved a ban on "A" board display this could result in a 30 to 50% drop in profits for the Micklegate traders, which would make a big difference in the present economic climate. She pointed out that the trader's required flexible, practical help from the authority with clear guidelines on when and where "A" boards were acceptable.

Kevin Jones spoke in support of the petition, as a Micklegate Trader (Brigantes) in relation to Agenda item 15 (Micklegate Traders "A" Boards Petition). He pointed out that his business was run within a strict framework of standards and laws and that he only sought a common sense approach, on the use of "A" boards, with operational guidelines to dispel any uncertainty in the city.

Cllr Fraser, spoke as Local Member, in relation to Agenda item 15 (Micklegate Traders "A" Boards Petition). He spoke against the recommended option put forward in the report to confirm the existing practise of treating this signage as unauthorised obstructions continuing as he felt this soft approach left traders with uncertainty. He felt that the existing practise left Officers open to allegations of impartiality and favouritism and was often inconsistent in its operation. He asked Members to support the preparation of guidelines to ensure that the Council's policy was open, transparent and consistent and one, which gave greater certainty to traders.

Mr Healey spoke in relation to Agenda item 16 (Haxby Rail Station Update IV) he referred to the Campaign for Local Transport, which had been set up in 2003 and campaigned for the reopening of stations around York. He suggested that, to reduce costs, Haxby Station could be of prefabricated construction. He went on to question the details of Option 2. He referred to the TransPennine hourly service, which they felt, required improvement and he suggested holding discussions with Northern Rail regarding the extension of the Blackpool service as well as other extensions to the Harrogate/Selby services. He also referred to the need for discussions with partners in respect of a transport interchange to include First York, as it was essential to cut down car journeys and give community benefit.

86. CORE FUNDING TO VOLUNTARY ORGANISATIONS 2009/10

Consideration was given to a report, which advised Members of the applications received for financial assistance from City Strategy's voluntary sector funding for 2009/10.

Members were reminded that the Panel had previously agreed four three year funding agreements with York Citizen's Advice Bureau (CAB), York Council for Voluntary Service, York Racial Equality Network and the Welfare Benefits Unit which would all end in March 2010.

It was reported that nine one year applications had been received for 2009/10 of which 7 were renewal applications from existing grant holders. Ten applications had been received for Discretionary Rate Relief and all the applications had been assessed against the criteria and all met one or more of the City Strategy criteria for funding.

Officers referred to the difficulties that had been experienced by CAB during the course of 2008/09 culminating in the resignation of the Bureau Director and Board of Trustees.

Certain Members referred to Older Citizen's Advocacy York and York Older People's Assembly who both struggled to obtain funding. She questioned the rationale of why these organisations did not appear to be able to get on the list of successful applicants for assistance from this budget, particularly as the Council made use of these bodies during consultation on various polices. Officers referred to the limited funds available and the Leader confirmed that if these bodies wished to contact him he would be happy to discuss how they could take their applications for funding forward in the future.

Advice of the Advisory Panel

That the Executive Leader be advised to:

- (i) Maintain the existing grant funding agreements as set out in paragraph 11 and the 1 Year funding outlined in Table 2 of the report; ¹.
- (ii) Approve the approach to managing York Citizen's Advice Bureau as set out in paragraph 5 of the report. ².

Decision of the Executive Leader

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

REASON: (i) To provide continuity and eliminate the impact of any reductions in funding. These organisations have been identified as high priority as they meet some or all of the criteria for funding.

(ii) To allow CYC to monitor the recovery of CAB with close monitoring and regular funding payments.

Action Required

1. Maintain funding to 4 bodies, in accordance with the previously agreed funding agreements and 1 year funding as outline in Table 2. SS
2. Undertake monitoring of CAB as outlined. SS

87. CHIEF EXECUTIVE'S MONITOR 3 FINANCE & PERFORMANCE REPORT 2008/09

Members considered the third Monitoring report for 2008/09 which combined performance and financial information for the Chief Executives Directorate for the period April 2008 to January 2009.

The latest budget for the Directorate totalled £6,455k which included the transfer in of Property and Payroll Services and the transfer out of the Performance, Policy and Planning team to the Resources Directorate. It was reported that current projections showed that the directorate would overspend by £286k which equated to 1.4% of the gross budget expenditure. Of this overspend £347k was from the transferred in Property function with the remainder of the Directorate forecasting an underspend of £61k.

Advice of the Advisory Panel

The Advisory Panel advises the Executive Leader to note the financial and performance position of the portfolio.

Decision of the Executive Leader

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

REASON: In accordance with budgetary and performance monitoring procedures.

88. 2008/09 THIRD MONITORING REPORT ECONOMIC DEVELOPMENT AND PARTNERSHIPS - FINANCE & PERFORMANCE

Consideration was given to the latest projections for revenue and capital expenditure by Economic Development and Partnerships, as well as performance against target for:

- National Performance Indicators (NPIs)
- Local performance indicators
- Customer First targets (letter and telephone answering)
- Staff Management targets (sickness absence & appraisals completed)

The current approved budget was £2,580k, which included further adjustments for £115k directorate recharges, £93k for the Thriving City agenda and £11k for pay and electricity price increases. Current projections were that the Economic Development and Partnerships service would outturn on budget.

The following areas were those on which Members had requested regular updates:

	£'000	%
<i>£+58k shortfall on Newgate market tolls continuing the underlying downward trend in market income across the country. This is offset by £-4k additional income from the electricity substation in the compactor yard; £-8k saving through restructuring the markets cost base from October 2008; and £-8k from operational budgets.</i>	+38	+7
<i>£-21k savings in city centre from additional income from events and operational savings to offset the market income shortfall</i>	-21	-9
<i>£-12k saving in the Strategic Partnership team due to staff vacancies earlier in the year offset by £+5k additional costs</i>	-7	-1
<i>£10k Savings identified across the service area to offset overspends</i>	-10	-0.1
Total Economic Development	0	0

Advice of the Advisory Panel

The Advisory Panel advises the Executive Leader to note the financial and performance position of the portfolio.

Decision of the Executive Leader

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

REASON: In accordance with budgetary and performance monitoring procedures.

89. CITY STRATEGY CAPITAL PROGRAMME - MONITOR 3 REPORT

Members considered a report which

- Informed them of the likely outturn position of the 2008/09 Capital Programme, based on the spend profile and information to the end of January 2009;
- Sought approval for any resulting changes to the programme;
- Informed the Executive Member of any slippage, and sought approval for the associated funding to be slipped between the relevant financial years to reflect this.

The currently approved capital programme for 2008/09 amounted to £8.658m, financed by £6.903m of external funding, which left a cost to the Council of £1.775m.

Officers reported that a summary of the proposed main changes to the programme were included at Annex 2 to the report. If the proposed changes were accepted the total value of the City Strategy Capital Programme for 2008/09 would be £8,603k including overprogramming. The overprogramming would reduce from £762k to £124k and the budget would decrease to £8,479k.

Members questioned the following aspects of the report:

- Details of the additional costs for work undertaken on Clifton Bridge and its approaches and at what stage these costs were known;
- Underspend on the Lendal Sub-Station scheme and the use of Cycle City funding for schemes.

Officers confirmed that they would circulate, by email, a detailed breakdown of the additional costs for the work undertaken at Clifton Bridge, for member's information.

Following further discussion
Advice of the Advisory Panel

That the Advisory Panel advise the Executive Member for City Strategy to:

- (i) Approve the adjustments to the allocations to the LTP Programme identified in Annex 2; ¹.
- (ii) Approve the slippage of £149k of CYC funding to 2009/10; ².
- (iii) Approve the removal of £25k of CYC funding from the City Strategy Capital Programme; ³.
- (iv) Approve the decrease to the 2008/09 City Strategy capital budget, subject to the approval of the Executive. ⁴.

Decision of the Executive Member for City Strategy

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

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

Action Required

1-4. To update the programme spreadsheets and adjust the budget on the ledger.

SS

90. REVIEW OF NIGHT TIME TAXI RANK PROVISION

Members considered a report, which referred to a petition, received in relation to the hours of operation of the Duncombe Place taxi rank and sought direction as to any action required. The report requested approval to consult on the creation of additional night time ranking provision in the city. Consideration was given to copies of two emails received from York residents circulated at the meeting, in support of the Duncombe Place rank reverting to 24 hr operation.

The report detailed the siting of the 28 full time, 8 part time and 33 additional taxi ranking places in the city centre at Annex 1 of the report. Members were reminded that any creation, dissolution or alteration to taxi ranks was governed by legislation and would require statutory consultation to be undertaken.

Officers confirmed that the Police had been consulted, following receipt of the petition, seeking their views on the proposals made by the taxi trade, but to date no reply had been received.

Members questioned the reasons for the 10pm cut off time for the Duncombe Place rank, especially in view of the close proximity of the Theatre Royal whose patrons often left after that time. Officers confirmed that this had been agreed to prevent noise and disturbance for hotel guests and local residents in the vicinity.

Cllr Scott then moved Option 2 as the preferred option for the Duncombe Place rank, which was seconded by Cllr Potter. On being put to the vote this was lost.

Members then considered the following options proposed in the report and suggested a possible combination of the options.

Duncombe Place Rank

Option 1 Retain the existing operating hours i.e. 07.30 – 22 00hours

Option 2 Instigate the statutory procedure to cause this rank to revert to a 24 hour operation

Option 3 Instigate the statutory procedure to alter the hours of operation of the rank to some other time period.

Other night time ranks

Option 4 Take no further action

Option 5 Instruct officers to look at the feasibility of the proposals put forward by the York Taxi Association for the creation of, and alterations to other night time taxi ranks; and, where feasible, consult upon those proposals prior to implementation. Any objections to be reported back to the Executive members.

Option 6 Instruct officers to draw up proposals for, and consult upon, potential alternative late night rank locations.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to:

- (i) Approve Option 1, to take no action at the present time with respect to the Duncombe Place taxi rank operational hours;
- (ii) Approve Option 5 for Officers to investigate improvements to the late night taxi rank provision as suggested by the York Taxi Association;¹
- (iii) Approve Option 6 to instruct Officers to draw up proposals for, and consult upon, potential alternative late night rank locations.²

Decision of the Executive Member for City Strategy

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

REASON: (i) To protect the residents and guests of the Dean Court Hotel from late night disturbance.

(ii) (iii) To reduce the dependence on the Duncombe Place taxi rank and to reduce the dispersal of persons from the city centre during night time hours.

Action Required

- 1. Investigate suggestions made by York Taxi Association. SS
- 2. Draw up proposals and consult on alternative late night rank locations. SS

91. **A19 FULFORD ROAD CORRIDOR UPDATE**

Consideration was given to a report which advised Members of progress in developing proposals to improve the section of corridor between Hospital Fields Road and Heslington Lane and to provide a bus lane on part of Selby Road. The report summarised comments received following further consultation on these improvement schemes and the associated traffic orders being advertised.

Officers confirmed that this was a continuation of a report which had come before the Panel last year and that work had already commenced on part of this scheme. Large scale detailed plans of the proposals for each section of the corridor were displayed and Officers reported on the adverse comments and objections received in relation to certain sections, following advertisement of the Traffic Orders.

The Chair reported that Cllr Aspden had indicated that he would not be attending the meeting but that both Fulford Parish Council and himself were happier with the amendment that had been put forward and the officer recommendation.

Cllr D'Agorne confirmed that he had some concerns in relation to certain aspects of the scheme but he hoped further consultation would alleviate these.

The following options were then considered on how to progress the scheme and approval was sought for recommended options.

Hospital Fields Road to Heslington Lane

Option 1 is to implement the proposed improvements shown on the plans at Annexes A1 to A3. This would enable the scheme that has been developed taking account of previous comments to be implemented. This scheme would provide significant benefits to the various users of the corridor and is supported by most frontages and by key stakeholders and user groups. The resultant loss of parking in front of the properties on the western side between Broadway and St Oswald's Road is however a matter of concern to some resident of those properties, however parking is permitted in nearby side roads.

Option 2 is to amend the scheme to address the concerns raised by the above residents. To permit parking, even at off-peak times, would result in the loss of a continuous inbound on-road cycle facility and have an adverse impact on the proposed bus lane. As this option would have an adverse impact on the provision of suitable facilities for cyclists and, as members have previously agreed that all bus lanes should be 24 hour operation, this option is not recommended.

Option 3 is to do nothing. In view of the agreement at previous meetings that something needs to be done, and the general support from the public for the proposed scheme, this option is not recommended.

In view of adverse comments raised and objections received to the on road improvements between St Oswald's Road and Heslington Lane the following options were considered.

Option 1 is to implement the proposals shown on Annex A4. In view of the comments and objections and the need to consider if and how these could be addressed, this option is not recommended at the current time.

Option 2 is to implement the off-road shared use facility on the eastern side and to defer consideration on the on-road facilities. This would enable a continuous off-road facility to be provided between Broadway and Heslington Lane whilst giving time for the concerns regarding the on-road improvements to be considered.

Option 3 is to do nothing. Whilst this would overcome the concerns and objections, it would result in discontinuous facilities and is not recommended.

Selby Road Bus Lane

Option 1 is to implement the bus lane as shown on Annex B2.

Option 2 is to do nothing. In view of members previous in principle support for this scheme and as no objections were received, this option is not recommended.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to:

- (i) Note the contents of the report and its annexes;
- (ii) Agree the revised proposals for the section of corridor between Hospital Fields Road and the property boundary of 193 Fulford Road and 3 Main Street, as shown on Annexes A1 to A3; ¹.
- (iii) Agree the proposed off-road shared-use pedestrian and pedal cycle facility on the eastern side between Hospital Fields Road and Heslington Lane; ².
- (iv) Defer a decision on the on-road improvements shown on Annex A4; ³.
- (v) Note that no objections were received to the proposed bus lane on a section of Selby Road and agree to the scheme as shown on Annex B2. ⁴.

Decision of the Executive Member for City Strategy

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

- REASON:
- (i) For background information and for assisting in the decision making process;
 - (ii) To improve conditions along this section of the corridor;
 - (iii) To benefit less confident cyclists and to provide an alternative facility where an on-road cycle lane is not provided;
 - (iv) To enable further consideration to be given to the concerns and objections and to allow discussions to be held with concerned parties as to the way forward;
 - (v) To benefit existing bus services, including school services, using this section of Selby Road.

Action Required

- 1, 2 & 4. Undertake the works as proposed. SS
- 3. Undertake further consultation in an effort to address the concerns and report back. SS

92. CRICHTON AVENUE - PROPOSED IMPROVEMENTS FOR CYCLISTS

Members considered a report, which highlighted the strategic importance of Crichton Avenue as a cycle route and examined the options for making the route more cycle friendly. The report developed an outline scheme and detailed the problems involved and proposals were put forward which it was felt offered a positive response to the problems cyclists currently experienced in the area.

Detailed plans of the proposals were displayed at the meeting. Officers updated that there had been 7 accidents involving cyclists at this junction in the last 3 years. That a recent cycle survey had shown that there were 318 cycle movements per day over the bridge and 360 movements in the opposite direction.

The Executive Member stated that there was a need to show the % increase in cycling that would arise from any scheme that "Cycling City" funded. He confirmed that, in future, there was a need to ensure that major cycling schemes were targeted towards those people that were not regular cyclists. Officers confirmed that targeted marketing was to be undertaken with both Nestle and York Hospital together with adjacent schools. They also confirmed that they were confident that this scheme would achieve a significant growth in the use of this route.

Members thanked Officers for their work on this scheme and then considered either supporting the scheme in principle, supporting the scheme with some changes or abandoning the existing approach.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to give in principle support to the outline scheme proposals put forward in the report and, subject to funding being allocated for the scheme to progress in 2009/10, agree that officers arrange to carry out public consultation on the proposals. ¹

Decision of the Executive Member for City Strategy

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

REASON: Officers consider that these proposals will provide significant improvements for cyclists on Crichton Avenue, support the Council's aspiration of providing an orbital route and contribute to the aims of the Council as a Cycling City.

Action Required

1. Subject to funding, public consultation on the scheme be undertaken. SS

93. PROPOSED CYCLE ROUTE - ST OSWALD'S ROAD TO LANDING LANE.

Members received a report which presented issues which had arisen from a feasibility study in relation to a proposed extension of the existing riverside cycle route southwards from St Oswald's Road.

It was reported that the feasibility study had identified a number of problems to overcome in creating a surfaced cycle path over Fulford Ings. These included cost, legal issues, part of the Ings being a Site of Special Scientific Interest, the need for planning permission and part of the route crossing existing public rights of way and land designated as a Village Green.

Members agreed that further consideration, regarding the viability of the scheme, should be delayed until consultation on the proposals had been undertaken. It was also pointed out that this route was the only potential alternative for cyclists other than the very busy Main Street in Fulford.

Members then considered the following options:

- (a) To support the project being taken forward in line with Officers proposed two-stage action plan.
- (b) To consider and agree an alternative action plan to move the project forward.
- (c) To abandon the project.

Advice of the Advisory Panel

That the Advisory Panel advise the Executive Member for City Strategy to:

- (i) Note the outcome of the feasibility study.
- (ii) Give in principle support to the creation of the proposed cycle/pedestrian path shown in Annex C of the report.
- (iii) Endorse the recommended action plan to move the project forward (as set out in Option a) and, as part of this, give authorisation for officers to submit a planning application to build the proposed path over Fulford Ings. ¹.

Decision of the Executive Member for City Strategy

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

REASON: The proposed scheme will provide significant improvements for cyclists in this area, and make a significant contribution towards the aims of the Council as a Cycling City.

Action Required

1. Planning application to be submitted for the path. SS

94. PETITION CONCERNING ROAD SAFETY MEASURES AT THE STOCKTON LANE/HEMLAND LANE/WOODLANDS GROVE JUNCTION

Members considered a report which informed them of receipt of a petition from parents of children at Hempland Primary School requesting consultation on possible road safety measures at the Stockton Lane/Hempland Lane /Woodlands Grove junction.

The report stated that a pedestrian refuge had been installed on Stockton Lane at this junction in 2003 and that the existing school crossing patrol assisted school children at this refuge. Parents had subsequently expressed feelings of vulnerability using the refuge owing to the speed and volume of traffic.

The Local Member also referred to problems encountered at the rear entrance to the school with vehicle parking and she requested the inclusion of this entrance in the proposed feasibility study.

Members considered two options:-

- Option One was for officers to undertake a feasibility study, including consultation with the school, residents and other interested parties, with a view to developing a possible improvement scheme for the junction.
- Option Two was to take no action.

Advice of the Advisory Panel

That the Advisory Panel advise the Executive Member for City Strategy to:

- (i) Note the content of the petition, and agree that a feasibility study (to include the schools rear entrance) and consultation take place in the Spring, with a view to developing a scheme for funding from the transport capital programme. Dependent on the outcome of the feasibility study, smaller scale measures might be funded in 2009/10, but a larger scale improvement scheme would have to be considered for 2010/11. ¹.
- (ii) Reply to the lead petitioner to inform them of the Panels decision; ².

Decision of the Executive Member for City Strategy

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

- REASON:
- (i) To enable the further investigation, and early implementation of potential road safety improvements at this junction.
 - (ii) To inform them of the panel's decision.

Action Required

- | | |
|----------------------------------|----|
| 1. Undertake feasibility study. | SS |
| 2. Reply to the lead petitioner. | SS |

95. PETITION CONCERNING TRAFFIC AND PEDESTRIAN HAZARDS ON CLIFTON GREEN

Members were advised of receipt of a petition from residents of Clifton Dale and Clifton Green, which requested the Council to consider three traffic concerns at Clifton Green. Residents referred to:

- Overnight parking of buses outside the Hotel Noir;
- The dangerous crossing point as the road narrowed between the Hotel Noir and the Green;
- Cyclists use of the pavement from Water End past Clifton Green, the Hotel Noir and the Old Grey Mare.

Officers updated that the overnight parking of buses was no longer a problem, as the Hotel Noir no longer accommodated school parties.

Members referred to a number of other issues in relation to this area. These included the possible creation of a crossing point on the A19 near to St Philip and St James Church, Clifton, measures to slow traffic when turning left into Clifton Green adjacent to the Old Grey Mare to enable pedestrians to cross safely and a contra flow system for cyclists using the Clifton Green road.

In response to the three safety concerns raised in the petition, the following options were then considered:

- a) The manager of 'Hotel Noir' advises that buses or coaches no longer park outside the hotel. In light of the change of management, it is recommended that the situation be monitored but that no action is taken at this point.
- b) Council officers review the safety of the crossing point between 'Hotel Noir' and Clifton Green with a view to consideration being given to any engineering measures that might be introduced to better control traffic speeds. This review will be incorporated into a larger review of pedestrian access to Clifton Green.
- c) Council officers review the chicane at the entrance to Clifton Green, in line with the speed management plan.
- d) Continued monitoring of misuse of Clifton Green by cyclists following the introduction of the cycle measures on Water End.

Advice of the Advisory Panel

That the Advisory Panel advise the Executive Member for City Strategy to:

- (i) Note the content of the petition;
- (ii) Support Options a – d as outlined in paragraph 29 of the report; ¹.
- (iii) As part of the review in this area Officers to also examine:
 - Possible creation of a crossing point on the A19 near to St Philip and St James Church, Clifton;
 - Measures to slow traffic when turning left into Clifton Green, adjacent to the Old Grey Mare to enable pedestrians to cross safely. ².

Decision of the Executive Member for City Strategy

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

REASON: To acknowledge the traffic concerns raised by residents living in the vicinity of Clifton Green.

Action Required

1 & 2. Review of concerns and monitoring of cycling situation.

SS

96. ROWNTREE AVENUE PETITION

This report informed the Panel of receipt of a petition, signed by more than 60 local residents, requesting the Council to provide lay-by parking facilities in Rowntree Avenue.

Officers had confirmed that although there were driveways to many of these properties parking still took place along much of the length of the road. Problems of obstruction mainly occurred on the section of road between Link Avenue and the bend where there were a number of flats. It was confirmed that the Highway Authority did not have a duty to provide parking facilities and that when access and parking in narrow streets had previously been considered one of the options put forward was for such requests to be funded by a third party, such as a Ward Committee.

Certain Members questioned why there appeared to be different policies in operation in relation to the provision of lay-by facilities for residents. He referred to the provision of off street parking in Burdyke Avenue. Officers confirmed that they would examine this provision and its funding and email the Member direct.

Members and Officers confirmed that discounted rates were offered to residents when highway works were undertaken in their area but that as a general policy such parking facilities were provided from third party funding.

Members then considered the following options:

- A Note the petition and take no further action. This option is not recommended, as there may be ways of bringing about improvement.
- B Include this area for further parking observation for the consideration of introducing waiting restrictions at key locations in the next review of Traffic Regulation Orders. On its own this option is likely to only lead to improvements close to junctions.
- C Forward the request for a lay-by to the local Ward Committee for them to consider funding. This option is likely to bring about the greatest level of improvement providing the funding request to the local Ward Committee is well supported by residents.
- D Combine options B and C. This option has the potential to bring about improvements along the length of the street with minimal detriment to local residents. However funding for lay-by provision may not be secured.

Advice of the Advisory Panel

That the Advisory Panel advise the Executive Member for City Strategy to:

- (i) Approve Option D outlined in the report, and ¹.
- (ii) Inform the lead petitioner of the decision taken. ².

Decision of the Executive Member for City Strategy

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

- REASON: (i) To bring to the attention of the local Ward Committee local residents concerns and their request for possible funding to resolve the problem for the local community;
- (ii) To further investigate the need for waiting restrictions in consultation with residents with a view to any proposals being included in the next review of Traffic Regulation Orders.

Action Required

1. Undertake works as outlined in Option D. SS
2. Inform the lead petitioner. SS

97. MICKLEGATE TRADERS "A" BOARDS PETITION

Members considered a report prepared in response to a petition received from traders on Micklegate for the Council to permit the use of "A" board advertising for businesses across the city. The issues the report examined were those of public safety, upholding legislation in a fair and consistent manner, removal of obstructions from the highway and improving the street scene.

Officers confirmed that the current practice was a reactive one in which they responded to complaints received and/or observations during the investigation of complaints. They stated that this approach was in line with the limited resources available. They also referred to three incidents involving the positioning of "A" boards, which had resulted in injuries to members of the public.

The Leader and Executive Member stated that if approval was given for the use of intervention guidelines, for the display of these boards, Officer time would be required in detailing sizes, numbers, colours, locations, type of advertising, security, minimum width of pavement etc. They felt that the resources required for this could be better used in targeting tourists/residents to visit the Micklegate area.

Other Members referred to the need for a consistent policy as the present approach left Officers open to criticism. They also referred to the present economic climate which left small businesses with severe problems as to their viability.

Consideration was then given to the following options:

- A. Confirm the existing practise used to tackle obstruction of the highway as outlined in this report (paragraphs 2-4). Recommended option.
- B. Approve the development of intervention guidelines for an enforcement policy for the removal of "A" boards and the like from the Public Highway (this would have to be brought back to a subsequent meeting for further consideration).

- C. Investigate the creation of a policy for licensing the placing of “A” boards on the Public Highway (this would have to be brought back to a subsequent meeting for further consideration).

Advice of the Advisory Panel

That the Advisory Panel advise the Executive Member for City Strategy to:

- (i) Approve Option B to enable Officers to develop intervention guidelines for an enforcement policy for the removal of “A” boards and the like from the Public Highway, details of which will be reported back to Members for consideration and to ¹.
- (ii) Inform the lead petitioner of the Panels decision. ²

Decision of the Executive Member for City Strategy

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

REASON: To allow the City Council to continue to tackle the problems of obstructing the Public Highway.

Action Required

- 1. Develop intervention guidelines for an enforcement policy. SS
- 2. Inform the lead petitioner. SS

98. HAXBY RAIL STATION UPDATE IV

Members considered a report, which updated them on progress with developing a new rail station at Haxby. The report summarised progress on the scheme to date and sought approval to consider the funding of the development of the scheme from the Council’s 2009/10 LTP capital programme to enable a Major Scheme Business Case to be prepared.

Officers confirmed that they had been in close consultation with Network Rail in relation to this study. They apologised for the quality of the two plans attached to the report, which detailed the fast track options for the construction of a station at Haxby. Detailed copies of which were made available at the meeting. They explained that they had worked with First Transport and Network Rail only as they felt contact with other services could cause difficulties with the national timetable.

In answers to Members questions, Officers confirmed that Option 1 would best support a transport interchange.

Members also questioned the capacity of the York/Scarborough line to accommodate a half hourly service and, if it was feasible, whether there was anything to preclude the use of a tram/train for this service.

The Chair confirmed that Mr Healey's earlier comments had been noted and would be taken into account.

Consideration was given to two options:

Option 1 consisted of a staggered platform layout (as shown in Annex A), with the 'Down' (to Scarborough) platform to the north of the level crossing on Towthorpe Road/Station Road, and the 'Up' (to York) platform to the south of the crossing. This arrangement is similar to that of the previous station, which closed in 1930.

The arrangement for Option 2 was for a conventional (opposing platform) layout, approximately 230m south of the Towthorpe Road/Station Road level crossing (as shown in Annex B).

Advice of the Advisory Panel

That the Advisory Panel advise the Executive Member for City Strategy to:

- (i) Note the current progress in developing Haxby Rail Station;
- (ii) Agree the development of Option 2 for the Haxby Station scheme to Programme Entry Stage and is put forward for consideration for inclusion within the 2009/10 Capital Programme. ¹

Decision of the Executive Member for City Strategy

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

REASON: The council has, in partnership with third parties, made significant progress toward developing a suitable scheme option for building a new rail station at Haxby, which has been included in the latest Regional Funding Advice programme to Government. However, further detailed design and assessment work is required to enable the scheme to attain Department for Transport (DfT) 'Scheme Entry' status, being one of the stages that need to be achieved in order to gain DfT funding for the project. It is envisaged that this design and assessment work can be substantially completed within the 2009/10 financial year, but capital funding needs to be secured in order to do this.

Action Required

1. Develop the scheme to Programme Entry Stage and put forward for consideration within the Capital Programme. SS

99. ROAD SAFETY GRANT DELIVERY 2009/10

Members considered a report, which set out a proposal for allocating the road safety funding in the 2009/10 financial year. Officers referred to

Annex A, page 223 of the report, which were draft proposals and had been included in error.

Officers reported that casualty reduction was the principal objective of the Road Safety Strategy included in the Second Local Transport Plan. Details were given of progress against the Council's casualty targets and it was reported that the 2007 injury figures were the lowest on record.

Members were reminded that the Council had agreed a 'one-off' growth item of £120,000 to support speed reduction initiatives in the city, £90,000 of which would go towards the 95 Alive Speed Initiative the remaining monies going towards speed limit initiatives.

Members referred to awareness training offered to hgv and bus drivers by certain Local Authorities to raise their awareness of the cyclists perspective of other drivers and traffic and questioned the feasibility of funding this from the grant. Officers confirmed that East Yorkshire Motor Services did include this as one of their training modules but stated that they could pick this point up at one of their Business Breakfast events.

In answer to the Executive Member's questions in relation to the additional staff required to deliver these schemes, Officers confirmed that three temporary 1-year posts were required.

Advice of the Advisory Panel

That the Advisory Panel advise the Executive Member for City Strategy to approve the proposals outlined in the report and summarised in Annex A, page 224.¹

Decision of the Executive Member for City Strategy

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

REASON: The Council has a target to achieve a 45% reduction in killed and serious injury (KSI) casualties by 2010. The proposal should contribute towards this casualty reduction target and will help to ensure that the Council is successful in securing road safety grant funding until 2010/11. The proposal ensures that the grant allocation is spent on road safety behaviour change projects linked to the evidence base.

Action Required

1. To undertake the proposed schemes detailed in Annex A. SS

100. SIX MONTHLY REVIEW SPEEDING ISSUES

Consideration was given to a report, which updated Members on collaborative work, with the Police and Fire Service, to streamline and widen the agreed prioritisation framework.

The report advised of locations where concerns about traffic speeds had been raised, and provided an update on progress towards assessing these against the agreed prioritisation framework. Updates were also given on the use of Vehicle Activated Signs (VAS) as a speed management tool around the City.

Members questioned the following points:

- Method of advertising the new “standardised form” produced to document speeding concerns by residents, elected members and Ward Committee or Parish/Town Councils;
- Collation of information from Vehicle Activated Signs and the need for Police enforcement;

The Executive Member stated that the new “standardised form” for speeding complaints should now be available for all “on-line”. Officers confirmed that they would undertake to accept these forms electronically.

Consideration was then given to the following options:

Speed Review Process

Option 1 - As stated earlier in the report (at 10) North Yorkshire Police made the decision to use this new process for all speed complaints received by them from November 2008. As the CYC process sits within this wider remit, it would seem appropriate for us to continue to work in partnership. This is recommended.

Option 2 - To revert back to our own, independent, but smaller process, which would leave agencies and systems running concurrently. This is not recommended.

VAS Site Review

Option 1 - Annex D, the update on the VAS signs, suggests that after 3 years the usefulness of this equipment as a speed reduction measure is questionable. In view of the fact that, a proportion of existing VAS signs have been purchased by Ward Committees, and some are located in areas of community concern, it is proposed to provide a more in-depth report to review the options available for determining what, if anything should be the next step, for existing VAS sites and if there should be a more robust criteria for installation of new VAS signs. This is recommended.

Option 2 - Officers will continue to monitor speeds at VAS sites and update Members as part of the Speed Review Process.

Advice of the Advisory Panel

That the Advisory Panel advise the Executive Member for City Strategy to:

- (i) Give support to any joint working initiatives which result in a wider, more in depth process to tackle speed issues in York (Speed Review Process, Option 1);
- (ii) Request a VAS report which will take into consideration the findings of the speed surveys taken at VAS sites and will give options on what should be the best course of action at existing VAS sites and possible criteria for siting of any new VAS signs identified by the criteria from March 2009 (VAS Site Review, Option 1);^{1.}
- (iii) Support the funding allocation being made within the Transport Capital Programme 2009/10 for speed management proposals to enable any that come out of the process over that period to be progressed.^{2.}

Decision of the Executive Member for City Strategy

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

REASON: To update Members on the locations where concerns about traffic speeds have been raised, and on progress towards assessing these against the agreed prioritisation framework.

Action Required

- | | |
|--|----|
| 1. Report to be undertaken on options in relation to VAS signs. | SS |
| 2. Provide a funding allocation in the Transport Capital Programme budget for 2009/10. | SS |

101. 2008/09 CITY STRATEGY FINANCE AND PERFORMANCE MONITOR THREE REPORT

Consideration was given to a report, which presented the following information from the City Strategy Directorate:

- the latest projections for revenue expenditure and capital expenditure for City Strategy portfolio,
- Monitor 3 (2008/09) performance against key projects and against targets for national performance indicators, customer first and staff management targets.

Officers reported that current projections showed that the City Strategy Directorate would overspend by £+621k which represented 1.7% of the gross expenditure. The overspend was significantly higher than that forecast at Monitor 2 the main reasons being the increased costs of Winter Maintenance and a significant downturn in the trading position of Yorwaste.

Member questioned the proposed Yorwaste dividend referred to in paragraphs 55 and 56 of the report. Officers confirmed that there had been

a downturn in income earned from recyclates and this was reflected in the dividend payment.

Advice of the Advisory Panel

That the Advisory Panel advise the Executive Member for City Strategy to note the financial and performance position of the portfolio.

Decision of the Executive Member for City Strategy

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

REASON: In accordance with budgetary and performance monitoring procedures.

102. CHAIRS REMARKS

As this was the last meeting of the City Strategy Advisory Panel the Chair thanked both Members and Officers for their attendance and assistance over a number of years.

Cllr Gillies, Chair

Cllr Waller, Executive Leader

Cllr S F Galloway, Executive Member for City Strategy

[The meeting started at 5.00 pm and finished at 7.25 pm].

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