

EXECUTIVE MEMBERS FOR CITY STRATEGY AND ADVISORY PANEL

MONDAY, 17 JULY 2006

DECISIONS

Set out below is a summary of the decisions taken at the meeting of the City Strategy EMAP held on Monday, 17 July 2006. The wording used does not necessarily reflect the actual wording that will appear in the minutes.

If you have any queries about any matters referred to in this decision sheet please contact Rowan Hindley.

5. **SCIENCE CITY YORK: FUTURE DIRECTION** **Appendix B**

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.

6. **PROPOSED IMPROVEMENTS TO THE MOOR LANE, ASKHAM LANE & ASKHAM BRYAN LANE JUNCTIONS ON THE A1237 YORK OUTER RING ROAD** **Appendix C**

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.

7. PUBLIC RIGHTS OF WAY – PROPOSED DIVERSION OF PART OF PUBLIC FOOTPATH, YORK (DUNNINGTON) NO9 **Appendix D**

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.

8. PUBLIC RIGHTS OF WAY – PROPOSED DIVERSION OF PUBLIC FOOTPATH, YORK (MURTON) NO4

Appendix E

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.

9. CITY STRATEGY CAPITAL PROGRAMME **Appendix F**
2006/07 - CONSOLIDATED TO INCLUDE
CARRY-OVERS FROM 2005/06

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.

10. ANNUAL REVIEW OF TRAFFIC REGULATION **Appendix G**
ORDERS

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.

11. AUTOMATIC TELLER MACHINE (ATM) DEFENSIBLE SPACE

Appendix H

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.

12. CODE OF PRACTICE FOR HIGHWAY MAINTENANCE

Appendix I

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.

**13. CODE OF PRACTICE FOR HIGHWAY LIGHTING [Appendix J](#)
MANAGEMENT**

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.

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.

**14. TENDERS FOR PROVISION OF SUBSIDISED [Appendix K](#)
BUS SERVICES**

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 25 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.

