
MEETING	EXECUTIVE MEMBERS FOR CITY STRATEGY AND ADVISORY PANEL
DATE	8 DECEMBER 2008
PRESENT	COUNCILLORS GILLIES (CHAIR), STEVE GALLOWAY (EXECUTIVE MEMBER), D'AGORNE (VICE-CHAIR), CREGAN, POTTER, SCOTT, SUNDERLAND AND WALLER (EXECUTIVE MEMBER)

53. 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 D'Agorne declared personal and non-prejudicial interests in agenda item 5 (2008/09 Second Monitoring Report Economic Development and Partnerships – Finance and Performance) as an employee of York College, in agenda item 7 (Update on Fishergate Ward 20mph Speed Limit Pilot) as Ward Member, *in agenda item 8 (Pedestrian Access and Parking, Broadway Shops, Fulford) as Ward Member* and he stood down from the meeting and spoke from the floor, in agenda item 9 (A19 Fulford Road Corridor Update) as ~~Ward Member~~, a cyclist, former member of Fulford Parish Council and as his partner was a current Parish Council member. He also declared a general personal and non-prejudicial interest in the agenda as a member of the Cycle Touring Club (CTC) and the York Cycle Campaign.

[Amended at City Strategy EMAP meeting held on 27 January 2009]

Cllr Scott declared a personal and non-prejudicial interest in agenda item 8 (Pedestrian Access and Parking, Broadway Shops, Fulford) as a number of the petitions signatories were known to him and as a car and pedestrian user of the Broadway shops. He also declared a personal non-prejudicial interest in agenda item 9 (A19 Fulford Road Corridor Update) as a local resident that lived adjacent to the area and as a former member of Fulford Parish Council.

54. MINUTES

RESOLVED: That the minutes of the last meeting of the Panel held on 20 October 2008 be approved and signed by the Chair and Executive Members as a correct record.

55. PUBLIC PARTICIPATION

It was reported that there had been a number of registrations to speak at the meeting under the Council's Public Participation Scheme and that two registered speakers had now withdrawn.

Mr P Kirton referred to the proposals for the Holly Bank area traffic regulation order and in particular to the new route taken by the No 16 First York bus, which a number of residents felt, was hazardous in the vicinity of English Martyrs School. He stated that a number of residents relied on this bus service and they hoped to return the service back to its original route and therefore supported the proposed waiting restrictions.

Mr A Giles, also referred to the Holly Bank proposals but expressed his objections as he felt that the proposed restrictions would only serve to displace vehicle parking to adjacent streets including Clive Grove. He stated that the restrictions would cause more problems and he felt that this would disadvantage more residents than at the present time.

Mr Malarkey, also spoke in objection of the Holly Bank proposals as a resident of Hob Moor Drive. He referred to traffic vibration, which had caused damage to his property, and he did not support any change to the bus route. He also questioned the requirement for 24 hour waiting restrictions.

Councillor Alexander, spoke to confirm that the three Holgate Local Members, all objected to the Holly Bank proposals. He stated that their objections related to safety, as parking would be displaced onto Clive Grove, as a clear traffic route would increase traffic speed, the proposals would create increased parking in side roads and on grass verges and this would require residents' parking in the future. He confirmed that they were in support of the reintroduction of the bus and for the introduction of double yellow lines at road junctions. Following consultation undertaken by the Council the Local Members had sent out 721 letters to residents in the area explaining the proposals and requesting their views. Of the 150 responses received the results had shown that, in those streets most greatly affected, the majority of residents opposed the proposed restrictions and the reintroduction of the bus. However the results from the surrounding area, including the most affected streets, the majority of these residents were also opposed to the restrictions but supported the reintroduction of the bus. In view of this he requested the Panel to agree a compromise solution to include the reintroduction of the bus and overcome residents objections.

Steve Burrell, of North Yorkshire Police, spoke on the proposals for the Fishergate Ward and the 20mph speed limit pilot. He confirmed that the Police were a statutory consultee in relation to such matters and that although they had been consulted on these proposals this did not extend to the details of the scheme. He questioned what benefits would be gained as he felt that the proposals would not alter driver speeds or their behaviour. He stated that such schemes should support a modal shift in casualty reduction and should be self-enforcing.

Barbara Robinson spoke as the Secretary of the Broadway Area Good Neighbour and Residents Association (BAGNARA) in support of the petition, requesting radical improvements in the parking arrangements at the Broadway shops in Fulford. She circulated copies of photographs, which showed delivery vehicles and parking in the vicinity of the shops on Saturday morning 6 December, to show the extent of the problems, which

affected residents. She referred to the Officers report and proposed options and requested members to support Option C to undertake a scheme of works to address the issues. She confirmed BAGNARA's support for this option in conjunction with the shop owners to match fund the works.

Councillor D'Agorne, who had stepped down from the meeting for consideration of Agenda item 8 (Pedestrian Access and Parking, Broadway Shops, Fulford) spoke as Local Member. He stated that the authority had a duty to protect the safety of its residents and that a reconfiguration of the layout should be possible if discussions were held between Officers, local residents and the shop owners. He circulated photographs of the area, a memo from the Co-operative Society together with a plan of showing how the forecourt could be improved with the relocation of the bus stop and post box to incorporate 8 parking spaces. He confirmed that he hoped that a compromise situation could now be agreed following the Co-ops willingness to participate in future discussions.

Alex Thompson spoke as a resident of Fulford Road in relation to the A19 Fulford Road Corridor Update. He raised objections on safety grounds to the proposals, in particular to 'no waiting at any time restrictions' on Main Street. Objections were also raised to the proposals for a pedestrian refuge island in close vicinity to Elliot Court and the bus stop, which he felt would be dangerous for local residents, and the position could cause problems for bus drivers.

Graham Cheyne, also spoke as a resident of Selby Road in relation to the proposals for the A19 Fulford Road Corridor. He stated that no details were available for the proposed bus lane, which indicated how traffic would merge on Selby Road, which he felt, was an important safety issue for local residents. He also referred to the lack of consultation prior to the bus lane information being made available.

Councillor Aspden also spoke as Local Member and on behalf of Fulford Parish Council in relation to the A19 Fulford Road Corridor issues. He confirmed that residents supported the provision of an additional pedestrian refuge for vulnerable residents but without the associated waiting restrictions and for consultation to be undertaken with residents on proposals for the bus lane on Selby Road.

Jim Shanks, the Police Architectural Liaison Officer, spoke of the concerns of North Yorkshire Police in relation to the proposed cycle route link from the northern end of the York Hospital site to the existing Foss Islands Cycle Route (Agenda item 12 refers). He referred to crime and disorder problems, which already existed in the vicinity of both York and Bootham Hospitals, which the Police felt, would increase if this route for the path was agreed and he drew the Panels attention to the crime statistics attached to the report. He confirmed that closure of the gates overnight would assist the problem but that this would not help reduce crime during the daytime peak periods.

Tom Scott, a resident of Beckfield Lane, spoke in respect of his concerns over the improvements proposed on Beckfield Lane, for pedestrians and

cyclists. His concerns related flooding problems residents had encountered in recent years from water run off from Beckfield Lane onto adjacent properties. He requested assurances that the kerbs would be lifted to prevent future problems as residents felt that there would be less area for drainage following the use of the verge for the cycle path. He also felt the proposed zebra crossing should be sited nearer the shops.

Paul Frost, also as a resident of Beckfield Lane confirmed his concerns in relation to the Beckfield Lane scheme. He felt that this scheme was a unique opportunity to address a number of issues but felt that there should be a re-examination undertaken in respect of the positioning of the zebra crossing so that it benefited more residents.

Councillor Simpson-Laing, spoke as Local Member, in relation to the Beckfield Lane scheme and referred to the concerns raised by residents as set out in her letter circulated at the meeting. In particular she spoke of flooding problems with properties between Ouseburn Avenue and Almsford Road, the siting of the zebra crossing and the concerns of older residents at the speed of cyclists on the cycle path.

A representative of the York Access Group confirmed the Groups support for the proposed Beckfield Lane improvements. She expressed support for the proposed zebra crossing with the reservation that this was provided with traffic control lights and audible warning signals.

Councillor Simpson-Laing, also spoke as Local Member, regarding the petition submitted by local residents requesting a restriction on through traffic on Newlands Drive, following the signalisation of the Boroughbridge Road/Beckfield Lane junction. She confirmed that delivery vans and taxis frequently cut through Newlands Drive to avoid queuing traffic. Damage was also caused to the grass verges and she requested that the "before and after" survey should monitor both traffic levels and speeds.

56. CHIEF EXECUTIVE'S MONITOR 2 FINANCE & PERFORMANCE REPORT 2008/09

Members considered the second monitoring report of the year which combined performance and financial information for the Chief Executive's Directorate covering the period from April to October 2008.

It was reported that the latest budget for the Directorate was £6,244k which included the transfer of Property and Payroll Services into the Directorate and the transfer out of the Performance, Policy and Planning Team to the Resources Directorate. Current projections showed that the directorate would overspend by £354k which equated to 1.7% of the gross expenditure budget and that of the overspend £294k was transferred in the Property function.

Officers confirmed that there was concern over project overspends in Property Services but that £275k in mitigating actions had recently been found. It was confirmed that sickness absence was continuing to fall and that the health and safety measures were working.

Members questioned whether a review was to be undertaken of the rate of pay for the “expensive” agency staff, referred to in page 20, of the report. Officers confirmed that they were examining alternative models for delivering property services and would report back.

Advice of the Advisory Panel

That the Executive Leader be advised to note the financial and performance position of the Chief Executives 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.

57. 2008/09 SECOND MONITORING REPORT ECONOMIC DEVELOPMENT AND PARTNERSHIPS - FINANCE AND PERFORMANCE

Consideration was given to a report which presented the latest projections for revenue and capital expenditure by Economic Development and Partnerships together with performance against target for best value performance indicators, customer first and staff management targets.

It was reported that the current approved budget was £2,361k which included £15k carried forward from 2007/08, £15k revenue support for the Eco Business Centre and £32k to support the Westfield Deprivation initiatives, less £13k rent adjustment. Current projections were that the service would outturn on budget.

The key variances were a shortfall on Newgate market tolls together with savings in the city centre, the Strategic Partnership team and generally across the service.

Members questioned the possibility of York Training Centre teaming up with Future Prospects and what were the medium and long term plans for the Markets, referred to in paragraph 21 of the report.

Advice of the Advisory Panel

That the Executive Leader be advised to note the financial and performance position of the Economic Development and Partnerships 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.

58. HOLLY BANK AREA - TRAFFIC REGULATION ORDER OBJECTIONS

Members considered a report, which detailed objections made to the advertised Traffic Regulation Order for the introduction of waiting restrictions in the Holly Bank Road area of Acomb.

It was reported that the proposals had been put forward to manage parking that took place in the area. As a consequence of the parking the bus service had experienced delays and the service had been re-routed onto Hamilton Drive. In addition complaints had also been received from some local residents about the level of parking that took place on the corners of the short cul de sacs off Holly Bank Road.

The following additional information was circulated at the meeting:

- Officer update in relation to additional representations received, including details of the general areas represented by 3 petitions;
- Letters supporting the restrictions and the restoring of the bus service from residents of Heath Close, Holly Bank Grove, Anderson Grove;
- Emails supporting the restrictions and the resumption of the bus service from residents of Jennifer Grove, Holly Bank Road and Mildred Grove;
- Emails objecting to the restoration of the No 16 bus service from a resident of Collingwood Grove (2);
- Document from Cllr Alexander, detailing the current proposals, objections received, consultation and revised compromise proposals.

Officers confirmed that their consultation had covered a wide area and that if members also wished to impose restrictions at the junction of Clive Grove this could be included in the Traffic Regulation Order.

In answer to Members questions, Mr Eames of First York confirmed that, if waiting restrictions were imposed, the half hourly bus service would be re-routed on to the Holly Bank Loop but that this would not be with a hopper bus.

Members confirmed that there was a need to tackle the parking problems that existed in this area and provide a regular bus service for residents. It was suggested that, if approval was given for the restrictions, the Ward Committee could examine any additional parking issues and look at hardening verges, lay-bys etc.

Other members questioned whether the proposals were a heavy solution for the problems encountered and if a compromise could be found.

Following further discussion consideration was given to the following Options:

1. Approve the implementation of the proposals as advertised (see Annex A). This option would ensure good visibility and

manoeuvrability at the junctions and allow the bus company to reintroduce the bus service in the knowledge that the problems of obstruction had been resolved.

2. Approve the implementation of the proposals at the junctions only. This option would ensure good visibility and manoeuvrability at the junctions and would allow the bus company to reassess the suitability of this route for the bus service knowing that at key areas there would no longer be parking issues for their drivers to overcome.

3. Approve the implementation of the proposals at the junctions and introduce a restriction with less severity than the 7am to 7pm restriction. For example, if the restrictions were to be implemented between 9am and 5pm Monday to Friday, then residents parking opportunities would be less affected at times when residents are most likely to have their cars at home, but the bus service would have to alternate its route depending on the time of day and day of week. However, the option of operating an off peak service through the Holly Bank area has been turned down by the bus company, hence this option is not recommended.

4. Uphold the objections to the proposals and take no further action. This option is not recommended as it does not tackle either of the issues (bus service and junction parking) raised in the area.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to:

- (i) Approve the implementation of no waiting at any time restrictions at the Robin Grove, Trevor Grove, Nigel Grove, Anderson Grove, Mildred Grove and Jennifer Grove junctions as advertised and detailed at Option 1; ¹
- (ii) Implement the remaining proposed restrictions for Holly Bank Road and Collingwood Road as proposed; ²
- (iii) Inform those making representations and the lead petitioners of the decisions taken. ³

Decision of the Executive Member for City Strategy

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

- REASON:
- (i) To improve visibility and manoeuvrability at the junctions for residents.
 - (ii) To facilitate the return of the bus service to the area.
 - (iii) To update all concerned on the proposals.

Action Required

- 1/2. Implement the no waiting restrictions as proposed. SS
3. Officers to respond to petitioners. SS

59. UPDATE ON FISHERGATE WARD 20MPH SPEED LIMIT PILOT AND PETITION FOR CITY WIDE 20MPH SPEED LIMITS ON RESIDENTIAL ROADS

Consideration was given to the proposed action plan for implementing the 20 mph speed limit on seven roads in Fishergate and to a petition received requesting 20mph speed limits on residential roads on a citywide basis.

Officers gave the following update

- Speed surveys had shown average speeds of 15/16mph in the area;
- Network management confirmation that the costs of implementing this Traffic Regulation Order (TRO) would be between £8-10k;
- The scheme could be implemented through an experimental TRO. Any objections received to the TRO would be reported back to EMAP and the scheme could be made permanent within 18 months;
- Receipt of an additional petition presented by Cllr Potter to Council on 27 November 2008 on behalf of York residents, calling on the Council to introduce a 20 mph speed limit throughout the City in residential areas (466 signatories).

In answer to Members questions, Officers confirmed that the repeater signs it was proposed to install in the area could be reused for other schemes. Members also referred to Police confirmation that this scheme should be self-enforcing and that better results may have been gained in more appropriate areas eg. through roads, although it was noted that additional pilot schemes would take place.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to:

- (ii) Note the timetable for delivering the Fishergate trial scheme;
- (ii) Request Officers to progress a list of potential sites for additional 20mph limit schemes; ¹
- (iii) Continue to address speed management issues under the current policy rather than introduce a city-wide 20mph scheme;
- (iv) Inform the lead petitioner of the outcome of the report. ²

Decision of the Executive Member for City Strategy

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

REASON: To ensure that speed issues are addressed through a data led process that targets LTP resources at casualty reduction but enables Officers and Members the opportunity to gather data on the effect of 20mph speed limits and whether it would be appropriate to promote a city-wide scheme in the future.

Action Required

1. Potential sites for additional 20mph schemes to be reported back to EMAP SS
2. Lead petitioner to be informed of outcome of report. SS

60. PEDESTRIAN ACCESS AND PARKING, BROADWAY SHOPS, FULFORD

Members considered a report, which had been prepared in response to a petition submitted by the Broadway Area Good Neighbour and Residents Association (BAGNARA). The petition requested a radical improvement in parking arrangements at Broadway shops to create safe parking and passage for pedestrians.

Officers updated that urgent small scale patching works had recently been undertaken on the shop frontages to make the area safer.

Members confirmed that this was a difficult case owing to legal constraints and as there were numerous forecourts throughout the authorities area. If adoption was undertaken, this would set a precedent and incur a liability to the authority.

The Executive Member confirmed that Officers would be asked to discuss the highway layout options with the shopkeepers.

Members then considered the following:

Option A – Advise BAGNARA that whilst the concerns raised are fully understood and appreciated, that the council as highway authority has no legal duty or right to promote improvements to areas of privately maintained highway. However the council will offer guidance on low cost and tenable measures aimed at improving arrangements for vulnerable users together with advice on installation and potential reconstruction /repairs to the service road.

Option B – Approve the undertaking of any subsequently identified urgent works as prescribed within section 230 of the Highways Act 1980.

Option C – Undertake further assessment into the remodelling of the highway island to provide dedicated parking for the shops together with alteration to the forecourt and service road.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to select Options A and B and:

- (i) Advise Broadway Area Good Neighbour and Residents Association (BAGNARA) that whilst the concerns raised are fully understood and appreciated, that the council as highway authority has no legal duty or right to promote improvements to areas of privately maintained highway. However the council will offer guidance on low cost and tenable measures aimed at improving arrangements for vulnerable users together with advice on installation and potential reconstruction/repairs to the service road; ¹.
- (ii) Approve the undertaking of any subsequently identified urgent works as prescribed within Section 230 of the Highways Act 1980. ².

Decision of the Executive Member for City Strategy

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

REASON: To ensure that the council's position is consistent with its legal obligations under the provisions of highway legislation.

Action Required

1. Inform the Association of the Council's duties and the assistance it can offer. SS
2. Any identified urgent works to be undertaken. SS

61. A19 FULFORD ROAD CORRIDOR UPDATE

Consideration was given to a report, which advised Members of progress made in developing proposals to improve the A19 Fulford Road Corridor. The report summarised comments received after further consultation on some of the improvement schemes following the advertisement of the Traffic Regulation Orders.

It was reported that since the last report, the council had been awarded substantial funding for the Cycle City and Access York Phase 1 projects, which required match funding, principally from the LTP allocation. There was therefore unlikely to be adequate funding available to implement all the Fulford Road proposals in the timescale originally anticipated.

The proposals had been reviewed to assess which would provide the most benefits from the funding available and it had been considered that the best returns would come from:

- Improvements to the corridor between Cemetery Road and Heslington Lane, where pedestrians, cyclists and public transport users would all benefit from the proposed improvements;

- The proposed refuge island on Main Street Fulford;
- A bus lane on Selby Road near the A64; and
- Improved gateways and safety improvements in Naburn.

Officers circulated detailed plans of the proposals between Cemetery Road and Hospital Fields Road and updated on the following points:

- Objections had been received from the owner of a guesthouse adjacent to Wenlock Terrace in relation to the proposed parking restrictions, which would affect their visitors. Officers requested Members to consider an amendment to limit parking to 60 mins on the westbound side of Fulford Road on the section north of Wenlock Terrace between 8am and 6pm Monday to Saturday to overcome the objections raised;
- Receipt of a letter from a resident of 8 Main Street, Fulford in support of the pedestrian refuge and waiting restrictions;
- Funding issues in respect of proposed works south of Germany Beck/Fordlands Road, Fulford and the intention to undertake consultation on the proposed inbound bus lane on the dualled section of the A19 between the A64 roundabout and the start of the Selby Road houses. This would involve the removal of the hatched markings from the outer lane to enable it to be used by vehicles and converting the inner lane into a bus lane (as shown on the plans circulated at the meeting).

In answer to member's questions in relation to the siting of the 30mph limit in Naburn village, Officers confirmed that this had not been extended beyond Howden Dike as the existing mature trees would affect sight lines.

Consideration was given to the options, set out in the report, for the following sections of the corridor, Cemetery Road to Hospital Fields Road, Hospital Fields Road to Heslington Lane, the pedestrian refuge island on Main Street, Fulford, the area south of Germany Beck, traffic management in Naburn and in relation to the bus lanes.

Members expressed their support for the amendment of the report recommendations in c) to provide the pedestrian refuge without additional waiting restrictions, d) to include a report back on the options available for improving pedestrian facilities at the Howden Dike crossing and at e) the inclusion of 'subject to consultation with adjacent residents'.

~~The Local Member~~ *Cllr D'Agorne* stated that he did not support the provision of a pedestrian refuge on Main Street without the provision of waiting restrictions.

[Amended at City Strategy EMAP meeting held on 27 January 2009]

Advice of the Advisory Panel

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

- (i) The contents of this report and its annexes are noted;

- (ii) The revised proposals for the section of corridor between Cemetery Road and Hospital Fields Road, as outlined in paragraph 16 and shown on Annexes A1 and A2, are agreed subject to the limited time parking of 60 minutes maximum, proposed on the inbound (west) side of Fulford Road on the section north of Wenlock Terrace, be amended to only operate between 8:00 am and 6:00 pm on Monday to Saturday; ¹.
- (iii) Agree to implement the refuge island crossing without additional waiting restrictions. If indiscriminate parking is observed in the vicinity of the island, which obstructs the flow of traffic and/or affects safety, then Officers should report through an Officer in Consultation meeting to obtain approval to implement appropriate restrictions; ².
- (iv) The proposed extensions of the 30 mph zone and the associated gateway treatments and improvement measures at Naburn, as outlined in paragraphs 57 and 58 and shown on Annexes C1 and C2, are agreed and that Officers report to a future meeting on the options available for improving pedestrian facilities at the Howden Dike crossing; ³.
- (v) That, subject to consultation with local residents, an inbound bus lane on Selby Road heading north from the A64 interchange for approximately 200m should be provided ahead of other improvements to this section of the corridor; ⁴.
- (vi) That further investigation of other proposals south of Germany Beck, as listed in paragraph 44, be deferred until potential funding to implement those improvements can be identified; ⁵.
- (vii) That any proposed bus lanes should be 24 hour operation similar to other existing bus lanes in York. ⁶.

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 help pedestrians cross to and from nearby bus stops;
 - (iv) To help control vehicle speeds and to improve safety;

- (v) To benefit existing bus services, including school services, using this section of Selby Road;
- (vi) To enable resources to be redeployed on those projects where funding has been determined;
- (vii) To ensure that bus lanes are available for use by buses at all times and for uniformity throughout the city.

Action Required

- | | |
|--|----|
| 1-4. Undertake the revised proposals for this section of the corridor. | SS |
| 5. Defer proposals south of Germany Beck at this time. | SS |
| 6. Provide 24 hr bus lanes in this area. | SS |

62. CITY STRATEGY CAPITAL PROGRAMME - MONITOR 2 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 2008. It also sought approval to changes to the programme and reported on slippages and sought approval for the associated funding.

It was reported that the current approved capital programme for 2008/09 was £8.439m which was financed by £6.684m of external funding, leaving a cost to the Council of £1.775m. A summary of the main changes to the programme were :

- The provision of an overprogramming allowance for the structural maintenance block of £148k to cover anticipated increases in the cost of delivering the schemes included in the programme. The budget for 2009/10 will be adjusted to account for the 2008/09 outturn spend if required.
- To reduce the level of Integrated Transport overprogramming to £614k to take account of progress on schemes within the programme and to ensure that the total spend is kept within budget.
- Depending on the decision of the Urgency Committee in December, the Structural Maintenance elements of the City Strategy Capital Programme may be transferred to the Neighbourhood Services portfolio. Further details will be reported to the Executive Member in the Monitor 3 report to the January City Strategy EMAP.
- If the proposed changes are accepted, the total value of the City Strategy Capital Programme for 2008/09 would be £9,420k including over programming. The over programming would reduce from £860k to £762k (compared to £434k at this stage in 2007/08). The budget would increase to £8,658k, and would be funded as follows:

	Current Budget	Proposed Increase	Proposed Budget
	£000s	£000s	£000s
LTP Settlement	5,116		5,116
De-Trunked Road Capital Grant	781		781
Road Safety Grant	44		44
Developer Contributions	743	-228	515
CYC Resources	1,755		1,755
Cycling City Funding		+312	312
Housing & Planning Delivery Grant		+135	135
Total	8,439	+219	8,658

Officers updated that an increase of £40k would also be required for the amended scheme approved earlier in the meeting for the Walmgate pedestrian crossing and footway improvements.

The Executive Member referred to the LTP allocation for the secure cycle parking project at the Lendal Bridge Sub Station and for the need for this to remain at £50k pending approval of the detail of the scheme by the Executive.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to:

- (i) Approve the adjustments to the allocations identified in Annex 2 together with an increase of £40k for the Walmgate Bar gateway scheme agreed at the meeting;¹.
- (ii) Approve the increase to the 2008/09 City Strategy Capital budget subject to the approval of the Executive.²

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. To update the programme spreadsheets. SS
2. To refer to the Executive for approval as part of the City Strategy capital budget. SS

63. 2008/09 CITY STRATEGY FINANCE AND PERFORMANCE MONITOR 2

Consideration was given to a report which presented the latest projections for revenue and capital expenditure for the City Strategy portfolio together with Monitor 2 performance 2008/09 against target for a number of key indicators.

It was reported that, following releases from contingency and budget transfers since Monitor 1, there was a current budget of £17,611k. Current projections were that the City Strategy Directorate would overspend by £+208k which represented 0.6% of the gross expenditure. It was confirmed that this was made up of key identified overspends totalling £+994k which was offset by identified savings totalling £-786k. The primary reasons for the level of overspend was the downturn in parking and planning income resulting from the economic climate and additional costs incurred in defending planning appeals and inquiries.

In order to bring the budget into balance it was recommended that the capital element of the Housing and Planning Delivery Grant £135k was used to fund an element of structural highway maintenance currently funded by revenue. If this was agreed the projected overspend would reduce to £73k.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to:

- (i) Note the financial and performance position of the portfolio;
- (ii) Recommend the Executive to agree to the capital element of the additional Housing and Planning Delivery Grant (£135k) to fund structural maintenance currently charged to revenue.¹

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.

Action Required

1. To refer to the Executive for approval as part of the City Strategy budget.

SS

64. LINKS TO CYCLE ROUTE THROUGH HOSPITAL GROUNDS: PROPOSED LINK FROM THE HOSPITAL TO FOSS ISLANDS ROUTE

This report advised Members of the results of consultation undertaken on proposals to introduce a cycle route link from the northern end of the York Hospital site to the existing Foss Islands Cycle Route.

The Panel were reminded that the new route was a planning condition linked to the hospital's new multi-storey car park. The new cycle route through York Hospital would continue through Bootham Park Hospital to the A19 and then along St Mary's towards Scarborough Bridge and York Station.

It was reported that, in relation to the planning condition, the hospital had originally proposed a route along the front of the hospital on Wigginton Road but that following a detailed study this route was not considered appropriate owing to a number of road safety concerns.

Officers circulated an update report, which referred to a road safety audit undertaken and further meetings held with the Police and representatives of York District Hospital, since the report had been published. The audit had confirmed that there were no significant road safety issues, and further meetings had helped to clarify specific concerns about crime and disorder. It was reported that the Police Architectural Liaison Officer (PALO) had assessed the scheme against guidance documents and had highlighted weaknesses in the proposals.

Officers also reported updates in relation to the following issues:

- A petition had been received from all residents of Murrough Wilson Place raising objections to the proposals on the grounds of lack of consultation and following advice received from the PALO that where cycle paths were installed an increase in crime followed.
- The Railway Housing Association had written to confirm that although the above residents had originally supported the scheme that they were now opposed owing to increased crime concerns.
- The Manager of York Hospitals waste disposal unit had also raised concerns about the potential for unauthorised access into the vicinity of the unit by cyclists and pedestrians who would be using the route. Officers confirmed that security fencing was proposed to prevent access to this area.
- York Hospital had now confirmed that although they would be providing enhanced CCTV coverage of the site that unfortunately it would not be possible to extend this beyond their boundary to the cycle path.

Members expressed concern at the potential for the proposed route to support an increase in crime in the area. They felt that the route would be more appropriately sited along the hospital frontage and following receipt of the petition from local residents, who had previously supported the proposals, felt consideration should be given to alternative route options.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to defer consideration of the proposals for this section of the cycle route, to enable Officers to re-examine all the options for this scheme and report back to the EMAP. ¹

Decision of the Executive Member for City Strategy

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

REASON: In view of further objections received to the proposed scheme.

Action Required

1. Officers to report back with alternative options for this scheme.

SS

**65. LINKS TO CYCLE ROUTE THROUGH HOSPITAL GROUNDS:
PROPOSED TRAFFIC SIGNALS AT BOOTHAM TO CATER FOR
CYCLIST CROSSING MOVEMENTS**

Consideration was given to a report, which advised Members of consultation undertaken on proposals to install traffic signals at the junction of Bootham, St Mary's and the entrance to Bootham Park Hospital (known as 'The Drive') to provide priority crossing for cyclists across Bootham.

It was reported that the aim was to provide a signalised crossing facility for cyclists across the busy A19 Bootham to resolve difficulties currently being experienced by cyclists in the area.

Concerns had been expressed by York and Bootham Hospitals regarding the visibility of the signals and their visual impact in close proximity to a listed building. They had also raised concerns regarding the safety of pedestrians on Bootham due to vehicles emerging from 'The Drive'.

Officers circulated an update at the meeting covering the following points:

- Since the report had been prepared a road safety audit had been carried out on the proposals and further meetings held with the Police and representatives of York and Bootham Hospitals;
- Officers had formulated scheme enhancements to address the issues raised, details of which were circulated at the meeting. These included the widening and setting back of the gateway to 'The Drive', amending the entrance to 'The Drive' to make it look more like a side road and the provision of additional warning signs and road markings to alert drivers.
- The Arboricultural Officer had raised concerns regarding difficulties of siting signal poles near to trees and their root systems. Officers confirmed that they would seek to minimise any adverse effects on the trees concerned.
- In light of the proposed changes to the scheme, the recommendation was amended to give approval in principle to the amended scheme (circulated at the meeting), subject to the necessary planning and listed building consents and to give delegated authority to the Director of City Strategy, in consultation with the Executive Member to approve the detailed scheme layout within the 2009/10 financial year subject to the necessary funding.
- York Hospital Trust had now confirmed that they were satisfied that the amended scheme would not cause problems for staff exiting their site. They confirmed that the Trust greatly appreciated the efforts that Council Officers had made into making this scheme acceptable to staff and users of the Hospital.

Officers confirmed that the amended proposals would inevitably result in construction being delayed until the 2009/10 financial year. Therefore any approval would also be subject to the necessary finance being agreed by EMAP at a later date when the 2009/10 capital programme was considered.

Advice of the Advisory Panel

That the Advisory Panel advise the Executive Member to;

- (i) Give in principle approval for the amended scheme proposals shown in Annex C (circulated at the meeting) to be implemented, subject to the necessary planning and listed building consents being secured and
- (ii) Give delegated authority to the Director of City Strategy, in consultation with the Executive Member, to approve the detailed scheme layout for implementation within the 2009/10 financial year, subject to the necessary funding being allocated. 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 amended proposals will provide significant improvements for cyclists, as this addresses a difficult crossing point over a major road on a strategic cycle route. The proposed measures would also make a significant contribution towards the aims of the Council as a Cycling City.

Action Required

1. Implement scheme subject to necessary planning approvals.

SS

66. WALMGATE PEDESTRIAN CROSSING AND FOOTWAY IMPROVEMENTS

Consideration was given to a report, which outlined proposals to provide a signal controlled pedestrian crossing on Walmgate, together with extensions and enhancements to the pedestrian areas around Walmgate Bar.

Officers confirmed that an improvement scheme was required to improve pedestrian and cyclists safety and protection for the medieval gateway at the Bar.

The following options had been put forward for consideration:

Option 1 : Implement the original scheme, as shown in Annex B, i.e. provide a signal controlled pedestrian crossing across Walmgate, enlarge the footway on the south side of Walmgate adjacent to the City

Walls, and pave the area through Walmgate Bar, whilst maintaining access for inbound cyclists through the Bar and across the new paved area.

Option 2 : Implement a revised version of the original scheme, as shown in Annex E, using contrasting materials and surfaces at different levels to highlight the cycle route and reduce potential conflicts with pedestrians.

Option 3 : Implement an alternative version of the original scheme, as shown in Annex F, which closes the barbican gateway to cyclists and provides alternative measures to safely route cyclists entering Walmgate through the northern arch of the Bar.

Officers circulated an update report at the meeting, which made the following points:

- The initial scheme detailed in Annex B of the report had raised some road safety concerns.
- An alternative scheme shown at Annex F of the report had been developed which involved closing the barbican to inbound cyclists, who would be rerouted with traffic through the northern arch. Owing to the implications of this route for cyclists further consultation had been undertaken.
- The Cycle Touring Club (CTC) confirmed that they now favoured Option 2 as detailed in Annex E of the report, which they felt would provide a full delineation of a retained cycle route through the centre arch, minimising the perceived risks to pedestrians.
- Cycling England also confirmed that, on balance, they also supported Option 2 as detailed in Annex E as the most direct route for cyclists but accepted that there were valid safety concerns about pedestrians and cyclists.
- Balancing the road safety considerations with the cycle interest groups comments Officers now felt that the alternative scheme at Annex F should be the recommended scheme.
- Officers also requested approval of an additional recommendation to include authorisation to advertise the necessary alterations to the existing no waiting restrictions and designated parking bays on the south side of Walmgate, where it is proposed to relocate the bus stop.
- Confirmation that recent detailed estimates suggested that implementation of the preferred scheme would now cost in the region of £135k, a significant increase, however a saving could be made if paving under the barbican gateway was omitted reducing the cost to £122k. If approval were given to this scheme the increased budget would require inclusion in the Capital Programme Monitoring report.

Members confirmed that their preference was for the scheme detailed in Annex E as they had concerns for cyclist's safety in relation to the scheme proposals in Option F. In answer to Members comments, Officers confirmed that they were aware of the pedestrian/vehicle conflict when vehicles turned onto Foss Islands Road at this junction and that the phasing of the lights would also be examined.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to approve the revised proposals described under Option 2, and shown at Annex E, for implementation and authorise the advertising of the necessary alterations to the existing no waiting restrictions and designated parking bays on the south side of Walmgate, where it is proposed to relocate a bus stop. ¹.

Any substantive objections to the TRO to be referred back to a subsequent Officer in Consultation meeting for consideration and a decision. ².

Decision of the Executive Member for City Strategy

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

REASON: To address road safety concerns around the area of Walmgate Bar by providing a signal controlled pedestrian crossing on Walmgate, together with extensions and enhancements to pedestrian footways.

Action Required

1/2. Implement the scheme and advertise the TRO.

SS

67. PETITION TO REQUEST CHANGES IN TRAFFIC MANAGEMENT IN WALMGATE AND NAVIGATION ROAD

Members considered a report, which advised them of a petition received from residents and businesses in Walmgate and Navigation Road, to highlight various traffic management concerns.

It was reported that at an open day on 7 May 2008 to ascertain the views of local residents and businesses, 89 people had signed the petition and put forward the following proposals:

- a. Consider changing the speed cushions in place in Walmgate/Navigation Road to full width or chicanes
- b. A 20 mile speed limit for both Walmgate and Navigation Road
- c. Look at lighting sequence to Walmgate Bar
- d. Access to Navigation Road only – to stop through traffic
- e. The issue of cyclists turning left into Foss Island Road from the Bar to be reviewed
- f. A crossing is provided at Bretgate for residents from that development and Navigation Road to cross safely to the shops

- g. Review of traffic speed restrictions and provision of a crossing at the Walmgate Day Nursery.

Officers had investigated the proposals and undertaken consultation, details of which were contained in the report, and the following options were presented for Members consideration:

Option 1. Continue to support the Speed Management Review process which highlights no further action, in terms of engineering is required, but that these areas could be ideal for Community Groups to become part of the new Speed Indicator Device (SID) programme, which is just being trialled by the Safer York Partnership and to offer this initiative to the Community Association.

- An upgrade at Walmgate Bar is due, which would look at the phasing of the lights along with a proposed pedestrian crossing at Walmgate Bar.
- To offer a Family Road Safety session and the loan of Road Safety Resources to the Nursery on Walmgate.
- To support the Community Association/Ward Committee if they wish to fund consultation and possible implementation of a 20mph zone.

Option 2. To not support the Speed Management Review process and find the funding to consult and deliver on some, or all of the community requests, however it has to be made clear that other proposed projects, where casualty reduction or high speed are an issue would have to be denied for funding to be redirected.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to:

- (i) Continue to address speed management issues under the current policy, and offer the use of the new Speed Indicator Device programme to the community for use in the New Year;
- (ii) Note the proposal to upgrade Walmgate Bar, including a light controlled pedestrian phase;
- (iii) Offer family Road Safety Training and resources to the Nursery. ¹.

Decision of the Executive Member for City Strategy

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

REASON: This would give continuity to the Councils policies on speed management and ensure that priority is given to achieving set targets to lower casualty statistics in York.

Action Required

1. Contact Walmgate Day Nursery to offer family Road Safety Training and resources.

SS

68. CITY WALLS: MAINTENANCE AND RESTORATION PARTNERSHIP SERVICE LEVEL AGREEMENT

Consideration was given to a report, which sought approval of the Service Level Agreement (SLA) in support of the Partnering Agreement between City Strategy and Neighbourhood Services for the delivery, maintenance and restoration schemes on the city walls.

Following agreement by the Executive in March 2008, to partnering for the delivery of this service, a draft agreement had now been prepared and agreed between the Assistant Directors. The introduction to the SLA was attached to the report at Annex 1 and copies of the full documents were available on request.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to approve the Service Level Agreement in support of the Partnering Agreement between City Strategy and Neighbourhood Services for the maintenance and restoration of the city walls.¹

Decision of the Executive Member for City Strategy

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

REASON: To ensure that the city walls are maintained to a consistently high standard.

Action Required

1. Implement the Service Level Agreement.

SS

69. HIGHWAY MAINTENANCE ADVANCED DESIGN ON PROGRAMMES FOR 2009-2010

Members considered this report, which discussed how the provisional highway maintenance surfaces programmes had been prepared. It sought approval to begin advanced design for a list of schemes in each category of work to minimise any delay at the start of the year.

The report detailed results of the June 2008 Highway Condition Survey, the condition trends for roads and highways and provisional advance design programmes for 2009/10 as Annexes 1 to 12.

Members were reminded that this report had been prepared using the latest indications for the highway maintenance budget for 2009/10. However, there could be changes prior to Budget Council in February 2009 and therefore the Annexes could only be classed as indicative at this stage. It was confirmed that any adjustments to the budget for the next

financial year would be reflected in the programme of work which would be reported back in the March 2009 Annual Highway Maintenance Report.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to:

- (i) Note the results of the June and October 2008 condition surveys on the city's roads and footways;
- (ii) Approve the split in funding between footways and roads on a 50/50 basis.
- (iii) Approve the provisional programme of work listed in Annexes 3 - 12 of the report.

Decision of the Executive Member for City Strategy

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

REASON: To ensure the Highway Maintenance budget is expended in the most cost effective way based on the Council's assessed priorities and approved policies.

70. BECKFIELD LANE - PEDESTRIAN/CYCLE IMPROVEMENTS

Member considered a report, which summarised the outcome of consultations on proposed cycle and pedestrian measures on Beckfield Lane aimed at promoting safe and sustainable travel to nearby schools, shops and other local facilities.

Members were reminded that, at their September meeting approval in principle had been given to the long-term aim of introducing off-road cycle tracks along either side of Beckfield Lane over its full length. As a first priority, it had been agreed that Officers should bring forward detailed proposals for extending the proposed cycle track on the east side from Newlands Drive to Ostman Road for possible implementation in 2008/09.

Officers updated with the following information:

- Carr Junior School had now confirmed their support for the siting of the zebra crossing on Beckfield Lane.
- Receipt of a letter from Peter Pagliaro expressing support for the proposals from a Manor School pupil and York Access Group. Their only concern was that the zebra crossing should incorporate traffic control lights and audible warnings to give priority to pedestrians and cyclists over vehicles as well as dropped kerbs and raised surfaces (circulated at the meeting).
- Receipt of two additional objections to the scheme, which reiterated concerns already raised.
- Letter from the Local Member raising the concerns of local residents. These related to safety and a request was made for the

cycle path to be an 'On Road Cycle Lane'. In relation to existing flooding problems, residents feared that with the removal of verges this would increase and they requested the raising of kerbstones adjacent to their properties. Finally a request was made for a review of the positioning of the zebra crossing to ensure that it provided maximum benefit for all.

In answer to Members questions regarding the positioning of the zebra crossing, Officers confirmed that this had been positioned to gain maximum benefit for residents without the need to remove a number of mature trees or affect on street parking for the local shops. It was confirmed that the next phase of works on Beckfield Lane included the provision of a Toucan Crossing, south of Ostman Road in the vicinity of the shops, if funding was available.

Officers confirmed that works would include reprofiling the footpath to ensure that water was directed away from properties, the installation of a footway drainage system and where appropriate, reinstatement of the kerb check at vehicular dropped crossing which would significantly improve current drainage problems.

The Executive Member confirmed that there was urgency to this scheme to provide a safe walking route for pedestrians on Beckfield Lane and pupils attending the new Manor School. He also confirmed that the drainage issues would be taken on board by Officers and that details of the proposals for Beckfield Lane, to be undertaken in the next financial year, would be circulated to Members for their information.

Consideration was then given to the following options:

Option One – implement the proposals as shown in Annex B;

Option Two – make any changes to the proposals that Members consider necessary;

Option Three – no pedestrian or cycle improvement measures to be implemented.

Advice of the Advisory Panel

That the Executive Member be advised to approve the proposals for Beckfield Lane as shown in Annex B as the preferred package of measures for implementation. ¹

Decision of the Executive Member for City Strategy

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

REASON: To provide further safe and sustainable facilities for cyclists and pedestrians on Beckfield Lane, which will complement the previously approved package of highway

improvement measures in the area, linked to the Manor School relocation.

Action Required

1. Implement the approved scheme.

SS

71. PETITION TO RESTRICT THROUGH TRAFFIC IN NEWLANDS DRIVE

Members considered this report which confirmed receipt of a petition from residents of Newlands Drive requesting a restriction of through traffic to prevent their street becoming a 'rat-run' following the signalisation of the Boroughbridge Road/Beckfield Lane junction. The report recommended that 'before and after' surveys were carried out to help inform any future decision in changes to traffic management on Newlands Drive.

Consideration was given to the following options:

Option One - To await the outcome of the proposed traffic monitoring before considering if further action is necessary to deter or prevent through traffic using Newlands Drive.

Option Two - Not to await the outcome of the proposed traffic monitoring, and request Officers to consult residents immediately on options to deter or prevent through traffic using Newlands Drive.

Officers confirmed that the proposed surveys would cover both traffic levels and the speed of vehicles.

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 that officers are arranging for "before and after" surveys to be carried out to assess changes in traffic levels on Newlands Drive as a result of traffic signals being introduced at the Boroughbridge Road/Beckfield Lane/Low Poppleton Lane junction. ¹.
- (ii) Reply to the lead petitioner; 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 impact of the new traffic signals on local traffic patterns to be properly assessed.
(ii) To inform them of the panel's decision.

Action Required

1. Survey on traffic levels in the area to be undertaken.

SS

2. Inform lead petitioner of the decision.

SS

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 8.05 pm].