

Notice of a public meeting of

Decision Session - Executive Member for Transport and Planning

To: Councillor Gillies (Executive Member)
Date: Thursday, 15 February 2018
Time: 2.00 pm
Venue: The Thornton Room - Ground Floor, West Offices (G039)

AGENDA

Notice to Members – Post Decision Calling In:

Members are reminded that, should they wish to call in any item* on this agenda, notice must be given to Democracy Support Group by **4:00 pm** on **19 February 2018**.

*With the exception of matters that have been the subject of a previous call in, require Full Council approval or are urgent which are not subject to the call-in provisions. Any called in items will be considered by the Corporate and Scrutiny Management and Policy Scrutiny Committee.

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00pm** on **13 February 2018**.

1. **Declarations of Interest**

At this point in the meeting, Members are asked to declare:

- any personal interests not included on the Register of Interests
- any prejudicial interests or
- any disclosable pecuniary interests

which they may have in respect of business on this agenda.

2. **Minutes**

(Pages 1 - 4)

To approve and sign the minutes of the meeting held on 18 January 2018.

3. Public Participation

At this point in the meeting, members of the public who have registered to speak can do so. The deadline for registering is **5.00pm on 14 February 2018**. Members of the public can speak on agenda items or matters within the Executive Member's remit.

To register to speak please contact the Democracy Officer for the meeting, on the details at the foot of the agenda.

Filming, Recording or Webcasting Meetings

Please note that, subject to available resources, this meeting will be filmed and webcast, or recorded, including any registered public speakers who have given their permission. The broadcast can be viewed at <http://www.york.gov.uk/webcasts> or, if recorded, this will be uploaded onto the Council's website following the meeting.

Residents are welcome to photograph, film or record Councillors and Officers at all meetings open to the press and public. This includes the use of social media reporting, i.e. tweeting. Anyone wishing to film, record or take photos at any public meeting should contact the Democracy Officer (contact details are at the foot of this agenda) in advance of the meeting.

The Council's protocol on Webcasting, Filming & Recording of Meetings ensures that these practices are carried out in a manner both respectful to the conduct of the meeting and all those present. It can be viewed at

https://www.york.gov.uk/downloads/file/11406/protocol_for_webcasting_filming_and_recording_of_council_meetings_20160809

4. Hopgrove Lane South Petition (Pages 5 - 10)

The Executive Member is asked to consider a petition submitted by residents of (mainly) Stockton on the Forest for the provision of a left filter lane at the Hopgrove Lane South/Malton Road Junction.

5. South Bank Avenue - Petition (Pages 11 - 18)

The Executive Member is asked to consider a petition submitted by residents of South Bank Avenue objecting to the introduction of a residents parking scheme on part of South Bank Avenue.

6. Osbaldwick 20mph Petition

(Pages 19 - 24)

The Executive Member is asked to consider a petition submitted by Cllr Warters on behalf of residents of Osbaldwick village requesting the removal of the 20mph speed limit.

7. Urgent Business

Any other business which the Chair considers urgent under the Local Government Act 1972.

Democracy Officer:

Becky Holloway
(01904) 553978
becky.holloway@york.gov.uk

For more information about any of the following please contact the democracy officer responsible for servicing this meeting:

- Registering to speak;
- Business of the meeting;
- Any special arrangements;
- Copies of reports and;
- For receiving reports in other formats

Contact details are set out above.

This information can be provided in your own language.

我們也用您們的語言提供這個信息 (Cantonese)

এই তথ্য আপনার নিজের ভাষায় দেয়া যেতে পারে। (Bengali)

Ta informacja może być dostarczona w twoim własnym języku. (Polish)

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

یہ معلومات آپ کی اپنی زبان (بولی) میں بھی مہیا کی جاسکتی ہیں۔ (Urdu)

 (01904) 551550

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City of York Council

Committee Minutes

Meeting	Decision Session - Executive Member for Transport and Planning
Date	18 January 2018
Present	Councillor Gillies

51. Declarations of Interest

The Executive Member was asked to declare personal interests not included on the Register of Interests or any prejudicial or disclosable pecuniary interests that he might have in respect of business on the agenda. No additional interests were declared.

52. Minutes

Resolved: To approve and sign the minutes of the meeting held on 14 December 2017 as a correct record.

53. Public Participation

It was reported that one member of the public and two ward councillors had registered to speak under the Council's Scheme of Participation. It was explained that speakers would be taken under the appropriate items of business on the agenda.

54. Transport Programme Updates – 2017/18 Monitor 2 Report

The Executive Member considered the report which set out progress to date on schemes in the 2017/18 Economy & Place Transport Capital Programme, including budget spend to the end of November 2017 and proposed adjustments to scheme allocations to align with the latest cost estimates and delivery projections.

Resolved: (i) To approve the amendments to the 2017/18 Economy & Place Transport Capital Programme.

(ii) To note the reduction to the 2017/18 Economy & Place Transport Capital Programme and the movement of funding to 2018/19, subject to the approval of the Executive.

Reason: To implement the council's transport strategy identified in York's third Local Transport Plan and the Council Priorities, and deliver schemes identified in the council's Transport Programme.

55. Union Terrace Traffic Regulation Order objections

Cllr Craghill spoke as ward councillor in support of Option 2, as detailed in the resolution below, and hoped that the traffic on Union Terrace would continue to be carefully monitored.

The Executive Member considered the report which set out representations made during the formal advertising period of a Traffic Regulation Order (TRO) to amend existing restrictions as part of a redevelopment project in the street.

Resolved: To implement a slightly lesser restriction to that advertised by reducing the 24 hour loading-only bay operating hours to between 7am and 8.30pm (Option 2 of the report).

Reason: To respond to the concerns raised during the consultation process.

56. Petition for a formal pedestrian crossing on Lowther Steet near Park Grove Primary School

Mr Gordon Campbell-Thomas spoke in support of the proposed investigation and explained the petitioners' wish was to find an effectively solution to reducing traffic speed and increasing road-crossing safety, in whatever form that might take.

Cllr Looker, as ward councillor, reported the high volume of traffic she had regularly witnessed on the street and her hope that longer-term work could be done to improve parking and tackle use of the street as a cut-through between larger roads.

Cllr Craghill, as ward councillor, expressed her support for the points raised by the other speakers and asked that a timescale be placed on the completion of the investigation.

The Executive Member acknowledged receipt of a 220 signature petition for a signalised pedestrian crossing on Lowther Street as detailed in the report which also detailed previous assessments undertaken at this location. He considered the comments made during the public participation and confirmed with officers that the investigation could be undertaken within the next financial year.

Resolved: (i) To acknowledge receipt of the 220 signature petition and note the work which had been undertaken to assess whether this site is suitable for formal pedestrian crossing facilities and for a School Crossing Patrol.

(ii) To instruct officers to investigate, within their 2018/19 programme of works, the feasibility of other potential engineering measures to improve this section of Lowther Street for pedestrians.

Reason: (i) To note the wishes of the signatories and to note work which has previously been undertaken by officers to assess the suitability of the site.

(ii) To assess whether other engineering options are feasible which would help pedestrians to cross the road.

Cllr I Gillies, Chair

[The meeting started at 2.00 pm and finished at 2.15 pm].

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**Decision Session – Executive Member for
Transport and Planning**

15 February 2018

Hopgrove Lane South Petition**Summary**

1. To consider a petition submitted by residents of (mainly) Stockton on the Forest.

Recommendation

2. It is recommended:
 - To carry out some preliminary investigations in to the feasibility, likely cost and impact of such a proposal.

Reason: To better inform a subsequent decision on whether to include a proposal in the capital programme of works.

Background

3. The front sheet of the 172 signature petition is shown in Annex A. The location of the junction is shown in Annex B, Hopgrove Lane South forms a link between Stockton Lane and Malton Road.
4. The sketch in Annex C indicates that there is potential for some additional carriageway to be created close to the junction with Malton Road. However at this stage we do not know what underground services there might be that could be affected, the impact on pedestrian movements, or the possibility of a more favourable junction attracting additional traffic to use the route.
5. Before a recommendation to progress a scheme can be put forward there will need to be some outline feasibility work carried out to determine costs and practicality. Once these are known a scheme can be assessed against other potential capital programme projects to assess the priority of the projects.

Consultation

6. At this stage there is no requirement to carry out any consultation.

Options for Consideration

7. Option 1 – Take no further action. This is not the recommended option because there may be potential to implement a cost effective improvement.
8. Option 2 – Carry out some feasibility work as part of the 18/19 work programme to determine likely costs, practicality and potential impact of developing a scheme. This would have to be brought back to a subsequent meeting to decide on workload / capital programme priority. This is the recommended option because it aids forward planning.

Council Plan

9. The above proposal contributes to the Council Plan of:
 - A prosperous city for all,
 - A council that listens to residents

Implications

10. This report has the following implications:

Financial – None

Human Resources – None

Equalities – None.

Legal – None

Crime and Disorder – None

Information Technology - None

Land – None

Other – None

Risk Management

11. . None.

Contact Details

Authors:

Chief Officer Responsible for the report:

Alistair Briggs
Traffic Team Leader
Transport
Tel: (01904) 551368

James Gilchrist
Assistant Director Transport, Highways and
Waste

Date:
09/1/2018

Specialist Implications Officer(s)

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Wards Affected: Guildhall

All

For further information please contact the author of the report.

Background Papers: None.

Annexes:

Annex A Petition Front Page

Annex B Hopgrove Lane South Location Plan

Annex C Hopgrove Lane South / Malton Road Junction

Annex A

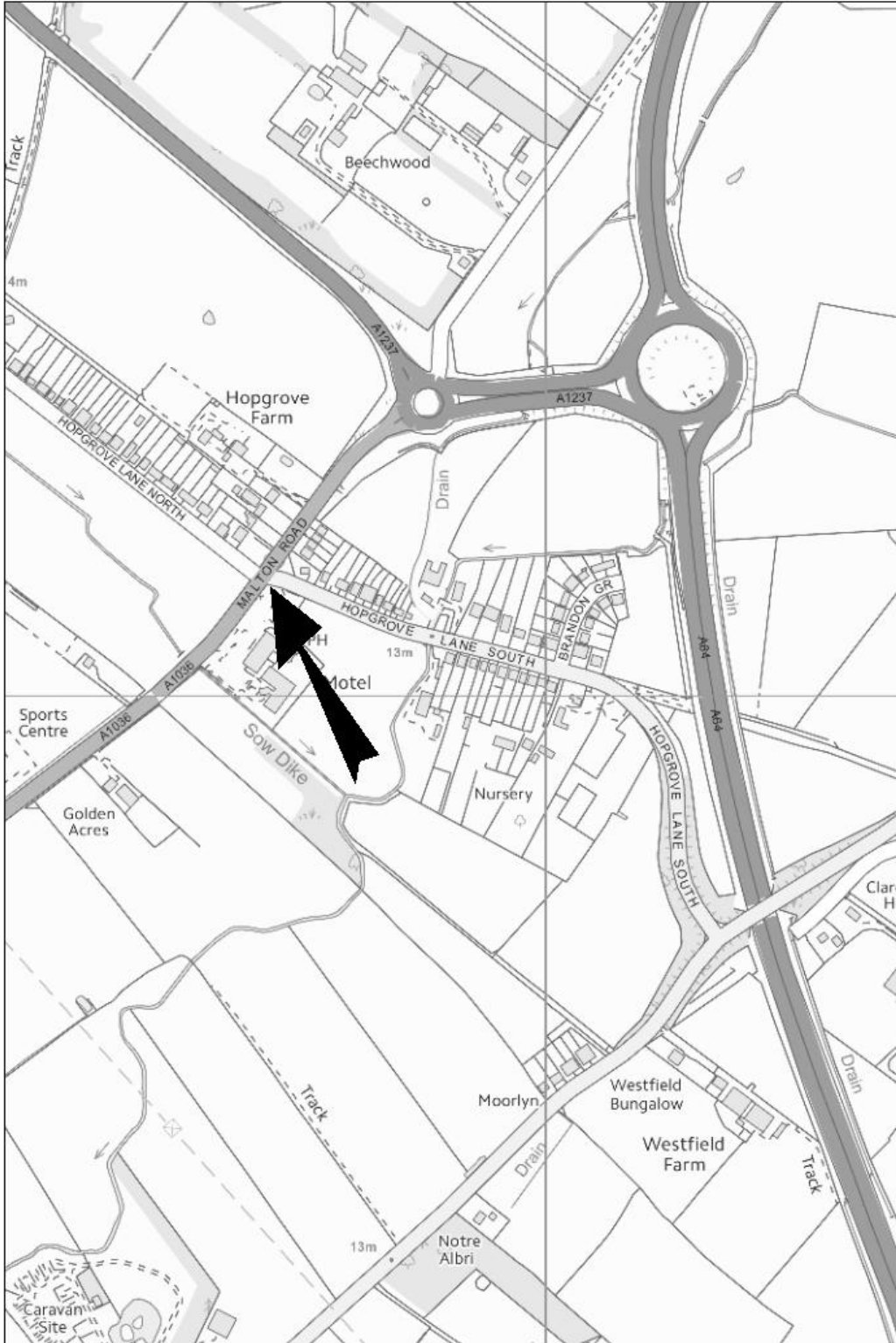
Petition Front Page

We, the undersigned, call on City of York Council to provide a left filter lane at the Hopgrove Lane South/Malton Rd junction

172 signatures

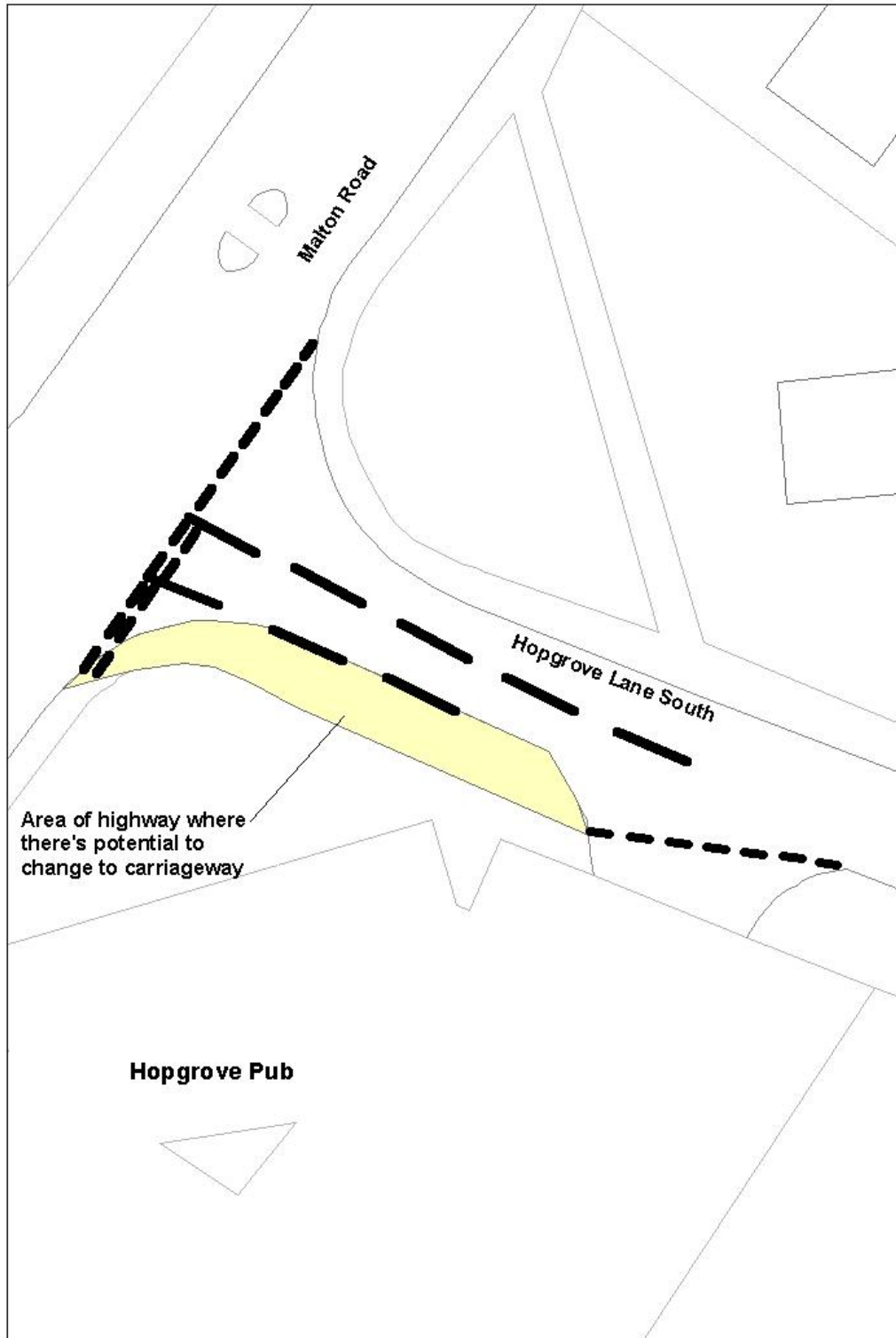
Annex B

Hopgrove Lane South Location Plan



Annex C

Hopgrove Lane South / Malton Road Junction





**Decision Session – Executive Member for
Transport and Planning**

15 February 2018

South Bank Avenue Petition**Summary**

1. To consider a petition submitted by residents of South Bank Avenue objecting to the introduction of a residents parking scheme on part of South Bank Avenue.

Recommendation

2. It is recommended:
 - To revise the decision to implement the residents parking scheme on the whole of South Bank Avenue and instead reduce the proposed boundary to that shown in Annex C.

Reason: To better reflect the wishes of local residents.

- To include the residents in an extended boundary of the new scheme if residents subsequently make an approach for inclusion in a residents parking scheme.

Reason: To be more responsive to residents needs.

Background

3. The covering letter and front sheet of the petition are shown in Annex A. The petition was received after the decision taken to progress a residents parking scheme following the formal legal consultation process.
4. The scheme was initially started following a petition from half of the street. Officers recommended consulting the whole street due to concerns that there would be displaced parking and would likely be a further request from the other end of the street for inclusion in the scheme. Whilst there was a reasonable level of support, the outline consultation did not show a majority support for a scheme from this end of the street. However, officers recommended inclusion in the formal consultation in order to provide greater flexibility. The flexibility comes from if there had been a significant opposition to the plan the boundary could be reduced where we don't have the option of extending a boundary during the formal process.

5. Objections to the proposed residents parking scheme (extend shown in Annex B) during the formal process were very limited, hence the indications were that although this section of the street had not shown a high level of support earlier in the process the aims were broadly supported – possibly due to concerns of parking relocating. The recommendation was therefore to proceed as proposed.
6. The introduction of the Residents Parking scheme for South Bank Avenue was approved for implementation as advertised at the November Executive Member for Transport and Planning meeting. This is the final stage of the decision making process before the Traffic Regulation Order is made and works on street are carried out. The implementation of the scheme for South bank Avenue was put on hold following the receipt of the petition.
7. The petition and covering letter indicates quite strongly that the residents parking scheme is not wanted in this part of the street. Custom and practice in York to date has been residents parking schemes are only implemented where the majority of residents express a preference for the introduction; it is not un- reasonable to review the decision to implement the original scheme and omit this section from the new residents parking scheme.
8. Because we can't accurately predict where or how much there might be a relocation of parking, it also seems reasonable to reconsider the boundary of the scheme at a future date if residents request it so that the whole of the street is in the same zone. However, this would need to be re-consulted upon and added to the waiting list.
9. It should also be noted that there have been a couple of enquiries from residents from the section of South Bank Avenue that originally requested the scheme who are unhappy with the delay and keen to see the scheme implemented as soon as is practical.

Consultation

10. We can implement a reduced set of restrictions (by way of a smaller boundary) to those advertised. Hence, no further consultation is required.

Options for Consideration

11. Option 1 – Implement the residents parking scheme as proposed. This is not the recommended option because residents have demonstrated they do not want the scheme.

12. Option 2 – Drop the proposal in its entirety. This is not the recommended option because half the street is keen to have a scheme.
13. Option 3 – Implement a reduced scheme as indicated by the revised boundary in Annex C. This is a recommended option because it best reflects what residents would like.
14. Option 4 – review the boundary of the scheme in Option 3 if residents subsequently request a residents parking scheme. This is a recommended option because it enables us to be more responsive to residents needs.

Council Plan

15. The above proposal contributes to the Council Plan of:
 - A prosperous city for all,
 - A council that listens to residents

Implications

16. This report has the following implications:

Financial – None

Human Resources – None

Equalities – None.

Legal – None

Crime and Disorder – None

Information Technology - None

Land – None

Other – None

Risk Management – None

Contact Details

Authors:

Alistair Briggs
Traffic Team Leader
Transport
Tel: (01904) 551368

Chief Officer Responsible for the report:

James Gilchrist
Assistant Director Transport, Highways and
Waste

Date:

09/1/2018

Specialist Implications Officer(s)

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Wards Affected: Guildhall

All

For further information please contact the author of the report.

Background Papers: Report to the Decision Session of the Executive Member for Transport and Planning, 16 November 2017: "Consideration of the objections received to the advertised proposal to amend the Traffic Regulation Order to include Residents' Priority Parking in the Micklegate Ward".



Consideration of
the objection...

Annexes:

- | | |
|---------|--|
| Annex A | Petition Covering Letter and Front Page |
| Annex B | Proposed Residents Parking Zone Boundary |
| Annex C | Revised Residents Parking Zone Boundary |

Annex A

Petition Covering Letter and Front Page

South Bank Avenue
Nunthorpe Grove to Ovington Terrace
Petition against Residents' Priority Parking Scheme

Dear Mr. Ferris

Firstly, I thank you for the time taken to prepare your full and fair response to my letter.

I apologise for the delay in submitting the attached petition. It has taken time to catch all the residents and, even now, we're short of one signature.

Petition stats are as follows:

Nunthorpe Grove to Ovington Terrace: evens 54 – 118 (56 & 58 don't exist); odds 27 – 37.
38 properties divided into 42 residencies: 2 flats in 60 & 102; 3 flats in 108.

29 - 69.0% - against: 28 signatures, plus 1 currently away.

7 - 16.6% - in favour: only 3 would pay for scheme as 1 has no car and 3 park on their drive.

3 - 7.2% - no preference: 2 have no car and 1 parks on their drive.

3 - 7.2% - presently unoccupied.

42

In retrospect, we wish the petition wording were slightly different. After speaking to residents, it is clear that the essential objection is having to pay for a scheme that no one believes will deliver any benefits. There are simply too many cars in these narrow, terraced streets in South Bank. There is very little parking of vehicles from outside the wider area so, if the proposed scheme gradually creeps into a wider parking zone, residents don't believe it will make *any* difference to available space. Should this happen, even those who voted *for* the scheme will become disillusioned.

Residents accept they may have to put up with overspill from the adjacent scheme, and wish it weren't there. In short, we believe that parking schemes can create more problems than they solve. Not least of these problems is divisiveness within communities.

This petition demonstrates that a 'consultation' process can end up reflecting the views of a noisy few, whilst ignoring a silent majority. There will be few, with time and patience, trying to see democracy prevail.

Sincerely yours

Enc. Petition

cc. Councillors Jonny Crawshaw; Jonny Hayes; Lars Kramm; & Ian Gillies. Rachel Maskell MP.

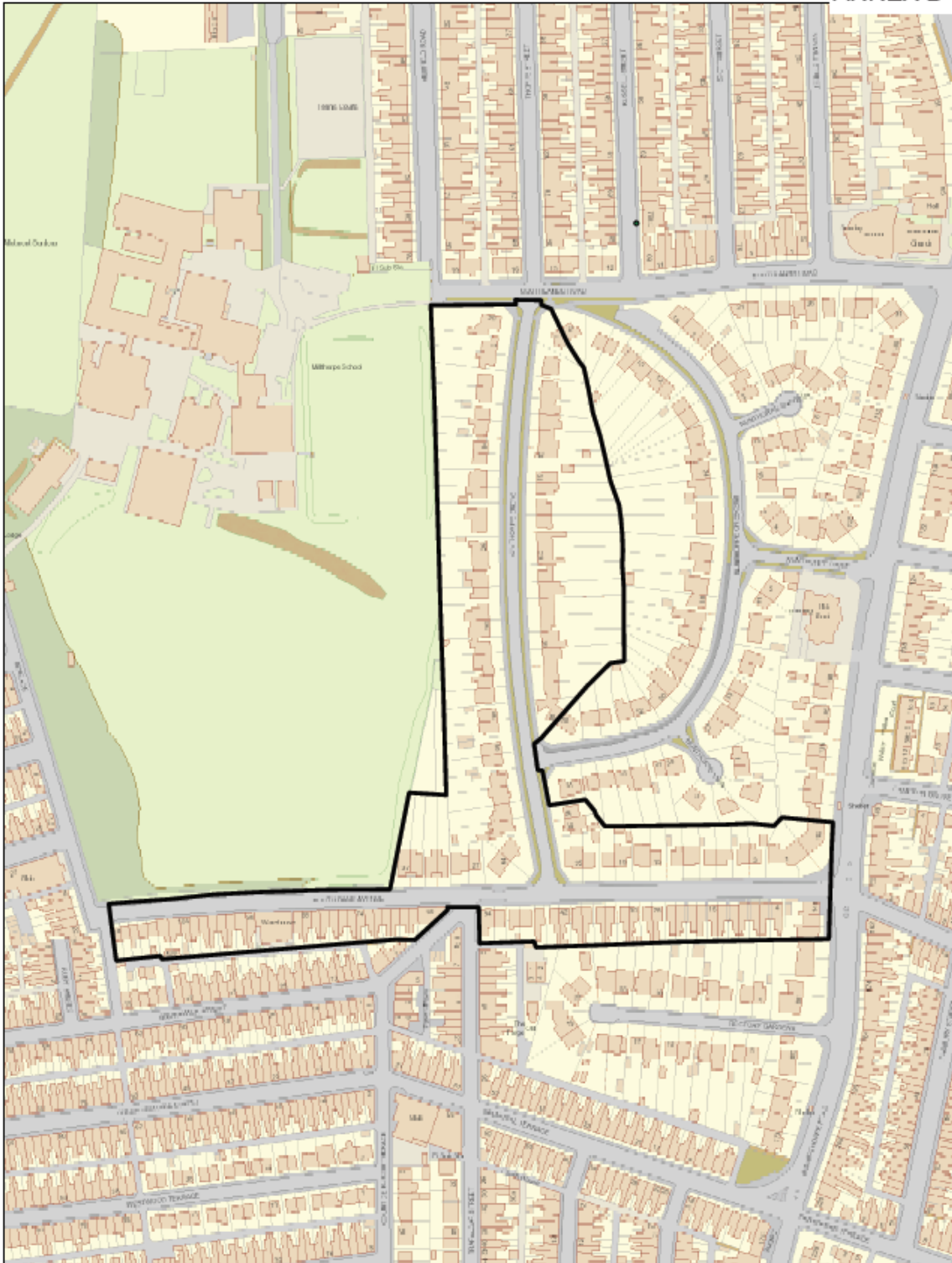
Residents' Priority Parking Scheme - South Bank Avenue - Nunthorpe Gr. to Ovington Trce.


We, the undersigned, object to an unwanted and unnecessary scheme being imposed on us. We think it unfair to charge us, and our visitors, for parking at home. We also think it unfair that half the street have driveways, so won't have to pay, yet voted for the scheme.

House No.	Comments	<u>Petition dated end of November 2017</u>
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Annex B

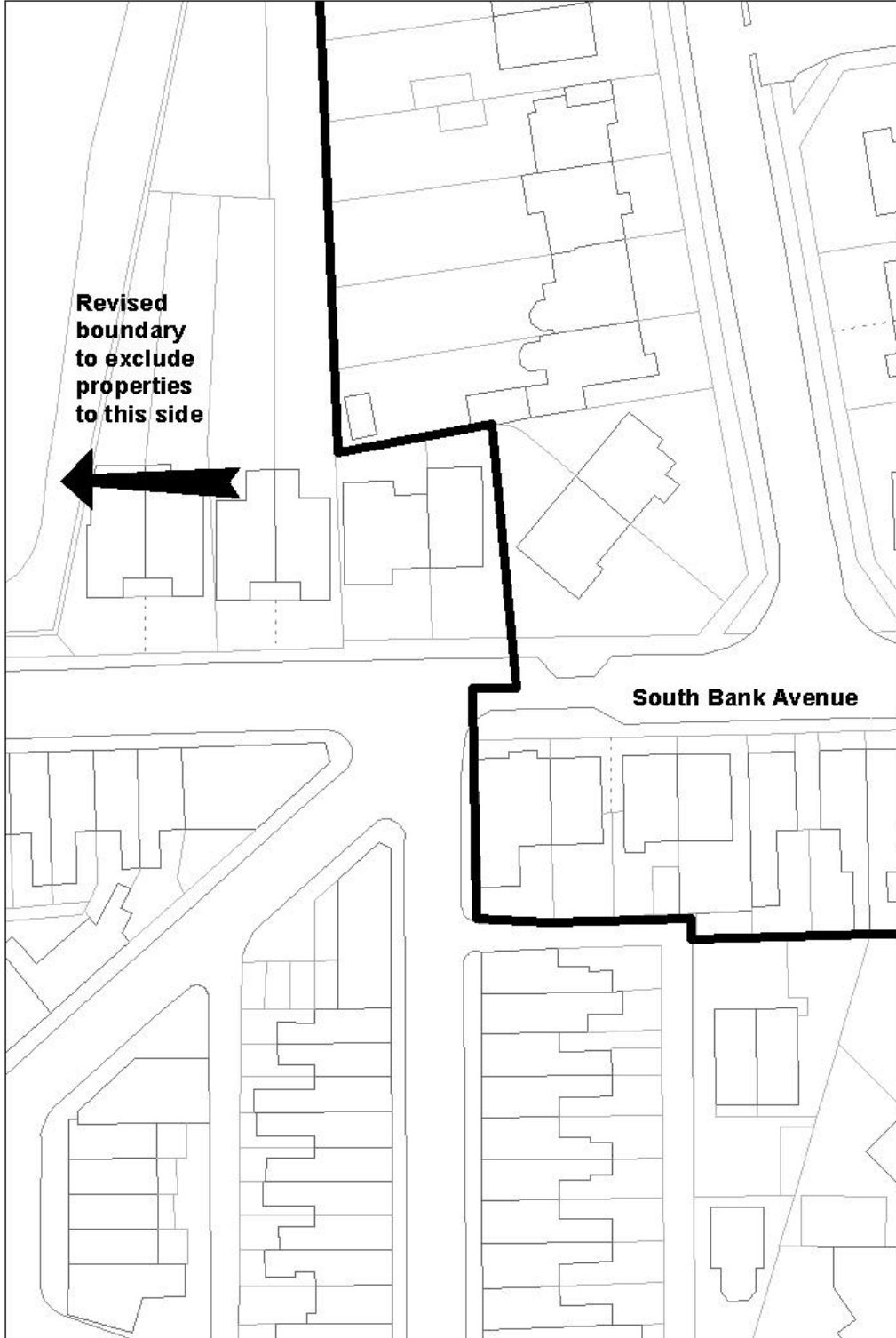
Proposed Residents Parking Zone Boundary



 <p>CITY OF YORK COUNCIL</p>	<p>R57C Proposed new extended boundary</p>	<p>SCALE</p> <p>1 : 2500</p>
		<p>DATE</p> <p>July 2017</p>
		<p>DRAWING No.</p>
		<p>DRAWN BY</p> <p>+ Crown copyright. All rights reserved Licence No. 2005</p>

Annex C

Revised Residents Parking Zone Boundary





**Decision Session – Executive Member for
Transport and Planning**

15 February 2018

Osballdwick 20mph Speed Limit Removal Petition**Summary**

1. To consider a petition submitted by Cllr Warters on behalf of residents of Osballdwick village requesting the removal of the 20mph speed limit.

Recommendation

2. It is recommended:
 - To retain the 20mph speed limit.

Reason: Removal of a 20mph limit is likely to result in an increase in speed. Evidence shows that even small increases in speed of 1mph raise the potential for incidents.

- To review the provision of the existing signs in Osballdwick to determine if there are any that could be removed and still comply with the signing regulations/guidance.

Reason: To reduce street clutter and future maintenance costs.

Background

3. The front sheet of the petition is shown in Annex A. The view expressed is that the number of 20mph signs are a blight on the street scene and that the speed limit is unenforceable.
4. The 20mph speed limit in this area was part of a wider project across the city to introduce 20mph limits in residential areas. The limit would require driver compliance rather than having physical measures such as road humps, chicanes, etc that had been used for smaller 20mph zones up to that point. Nationally the speed limit in street lit built up areas is 30mph and these do not require signing because it is standard across the country and drivers are expected to know and comply with this. Any deviation from 30mph built up areas with street lights has to be signed appropriately in order for drivers to be aware the limit is not the standard 30mph. Hence in areas where the speed limit is changed to 20mph there is a requirement for repeater signs regularly within the area designated as 20mph.

5. Enforcement of the 20mph speed limit can be carried out by the Police providing the signing is correct. Resources targeted towards tackling speeding are limited however and tend to be used in areas where speeds are higher.
6. Whilst lower vehicle speeds are known to contribute to lower accident rates and severity, typically in residential areas the accident rate is already very low and comparisons between before and after the introduction of a 20mph speed limit cannot be relied on statistically for such a small area over a brief time period. What officers can report is that from the monitoring carried out across the city there has been a modest 1 to 2mph reduction in vehicle speeds where the 20mph speed limit has been introduced.
7. Broadly 20mph speed limits are popular with residents in residential areas and whilst there may be some concerns over compliance, 30mph as a maximum speed is considered by the residents as inappropriately high for streets used by families and unaccompanied children. Although we are able to re-introduce the national standard 30mph maximum speed limit for street lit built up areas there will be opposition to such a move. We can also be reasonably confident that if there were to be an accident following the raising of the speed limit there would be a view that the higher speed limit was a contributory factor - even if from the details of the incident this is not the case.
8. The concerns regarding signage street signage considered as clutter is a matter of personal perspective, this perspective may be more prevalent in rural urban areas or conservation areas. The signing regulations and guidance does change over time and the removal of old signs can contribute to an improved street scene and also lead to a reduction in ongoing maintenance costs. It is suggested that this is an area of work that could be taken forward with the Parish Council / local ward member.

Consultation

9. Any changes to Traffic Regulation Orders would have to be formally consulted on (advertised in the local press, on street, to organisations and details delivered to adjacent properties).

Options for Consideration

10. Option 1 – Take forward a revision to the speed limit Traffic Regulation Order to remove the 20mph speed limit and re-instate a 30mph speed limit. This is not the recommended option because there will be significant number of resident and road safety objections to such a proposal as this

will provide an incoherent approach to 20mph in residential area's in the city and risk the 5-10% reduction in traffic speeds that has been achieved.

11. Option 2 – Take no action. This is not the recommended option because there may be scope to reduce the number of signs in the Osbaldwick village area.
12. Option 3 – Carry out a review of traffic signs within the village area and consult with a representative of the Parish Council and / or local ward Member to determine if there are any traffic signs that are surplus to requirements. This is the recommended option because it recognises local concerns regarding the urbanisation of the village area and contributes to reducing ongoing maintenance costs. This can be funded using the existing annual new signing and lining schemes budget.

Council Plan

13. The above proposal contributes to the Council Plan of:
 - A prosperous city for all,
 - A council that listens to residents

Implications

14. This report has the following implications:

Financial – None

Human Resources – None

Equalities – None.

Legal – None

Crime and Disorder – None

Information Technology - None

Land – None

Other – None

Risk Management - None.

Contact Details

Authors:

Alistair Briggs
Traffic Team Leader
Transport
Tel: (01904) 551368

Chief Officer Responsible for the report:

James Gilchrist
Assistant Director Transport, Highways and
Waste

Date:

09/1/2018

Specialist Implications Officer(s)

.

Wards Affected: Guildhall

All

For further information please contact the author of the report.

Background Papers: None.

Annexes:

Annex A Petition Front Page

Annex A

Petition Front Page



The last Labour run York Council saw fit to waste £500,000 on installing ugly, pointless and unenforceable 20mph speed limit signs throughout York.

Ward Councillor Mark Warters has offered to remove the blight of this street clutter from the streets of Osbaldwick at no cost, the only thing needed is for the City of York Council to issue the necessary Traffic Regulation Orders and revoke the 20mph limit in Osbaldwick.

We the undersigned call on the City of York Council to make the necessary arrangements to allow for the removal of the 20mph signs in Osbaldwick.

NAME	ADDRESS	SIGNATURE

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