

DECISION SESSION - EXECUTIVE MEMBER FOR TRANSPORT

THURSDAY, 24 OCTOBER 2019

DECISIONS

Set out below is a summary of the decisions taken at the meeting of the Decision Session Executive Member for Transport held on Thursday, 24 October 2019. The wording used does not necessarily reflect the actual wording that will appear in the minutes.

Members are reminded that, should they wish to call in a decision, notice must be given to Democracy Support Group no later than 4pm on the second working day after this meeting.

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

4. OSBALDWICK AREA 20MPH SPEED LIMIT

Resolved: That option 3 for progressing to the formal Traffic Regulation Order process be approved.

Reason: To respond to the concerns of local residents relating to vehicle speed and the number of traffic signs in the village area and to reduce the future ongoing maintenance costs due to the removal of so many signs and poles.

5. 2018 ANNUAL REVIEW OF TRAFFIC REGULATION ORDER REQUESTS

Resolved:

(i) That the recommended approach for each request as identified in Annexes A to U be approved with the exception of the following:

- E9 – requested officers to take forward the alternative option on the report and advertise restrictions on south west of the carriageway due to long-term obstructive parking issues.

- G3 – Agreed to advertise a length of No Waiting at Any Time restrictions on the south side of the carriageway adjacent to 42 – 54 Heslington Lane as requested by the resident.
 - G6 – Resolved to take no action at this time and highlighted the need for further consultation with residents regarding parking, which may lead to a residents parking zone.
 - H2 – Requested officers to take forward a short length of No Waiting at any Time restrictions at the junction of Landsdowne Terrace with the Access Road leading to Granville Terrace for improved access for larger vehicles.
 - I2 – Resolved to take forward Option 2 on the report, to implement as advertised in December 2017, as requested by Ward Councillors and residents.
 - J6 – Requested officers to take forward junction protection waiting restrictions (double yellow lines) at the junction of Tang Hall Lane and Walney Road/Wolfe Avenue with no action to be taken at the junction of Melrosegate/Wolfe Avenue in order to protect
 - M1 – Approved the officer recommended option with the addition of a timed restriction to allow 1 hour parking on the south side of the carriageway on Deramore Drive to facilitate parking for the children’s play area at the request of the Ward Councillor
 - U2 – Requested officers to replace part of the recommended waiting restrictions on the south east side on Broad Highway with a School Clearway to prevent loading/unloading activities at school peak hours
- (ii) That any objections received to the legal advertisement to the proposed amendments to the TRO’s would be taken for consideration at a subsequent Decision Session.

- (iii) Approved the implementation of any amendments to the TRO's if there were no objections raised in respect of the advertised changes.

Reason: To ensure that appropriate changes are made to traffic restrictions to address concerns raised by residents.

- (iv) (Residents Parking associated with Monks Cross Stadium). Approved the use of S.106 agreement funding to cover permit costs for 2 years and to review the scheme before 2 years are up.

Reason: To mitigate the effects the stadium development may have on the local community.

6. CONSIDERATION OF REPRESENTATIONS RECEIVED IN RESPONSE TO ADVERTISED AMENDMENTS TO THE TRAFFIC REGULATION ORDER

Resolved:

- (i) That the recommended approach for each request as identified in Annexes A to G be approved with the exception of A2.
- (ii) Regarding annex A2, that option 2 of the officer's report, to uphold the objections and take no further action, be taken forward, as requested by Ward Councillors and residents.

Reason: To ensure that appropriate changes are made to traffic restrictions to address concerns raised.

7. RESIDENTS PARKING CONSULTATIONS

Resolved: That the Council advertises an amendment to the York Parking, Stopping and Waiting Traffic Regulation Order to introduce Residents' Priority Parking Areas for the following:

- Clifton Dale - Option 1
- Pasture Farm Close – Option 1

Reason: To progress the majority views of the residents consulted.

8. THE GROVES AREA EXPERIMENTAL TRAFFIC REGULATION ORDER

Resolved:

- (i) That a firm set of designs be drawn up to achieve road closure Layout Option 1 shown in Annex C put forward by the consultants.

Reason: to confirm the ability / practicality to take these measures forward

- (ii) Approval in Principle for the implementation of an Experimental Traffic Regulation Order (TRO) in line with Layout Option 1 be granted subject to the outcome of detailed design, with approval of the detail of the implementation delegated to the Assistant Director Transport, Highways and Environment after consultation with the Executive Member and Ward Members.

Reason: Because although the modelling indicates the impact on the surrounding road network is potentially acceptable there is the possibility that actual driver behaviour will have a greater impact than anticipated not only on the immediate road network but also on the local residents the scheme is designed to benefit.

- (iii) That an Experimental TRO be implemented to merge the existing Residents parking zones in the area when the road closures are taken forward.

Reason: Because the proposed changes to the vehicle routes in the area do not fit with the existing residents parking zone boundaries and this will likely have an impact on how and where residents choose to park.

- (iv) That the Experimental TRO does not commence until the planned roadworks have been completed in the Lord Mayor's Walk area.

Reason: Because the experiment needs to be conducted at a time when road and traffic conditions are not impacted by temporary circumstances.

- (v) That authority be delegated to the Assistant Director Transport, Highways and Environment in consultation with the Executive Member for Transport and Ward Members to approve any amendment to the Experimental TRO considered desirable during the course of the experiment, including suspension or ending of the Experimental TRO.

Reason: Because this allows the greatest level of flexibility to respond to unexpected issues in a timely manner.

9. TRAFFIC MANAGEMENT ORDER PROCESS AND ELVINGTON WEIGHT LIMIT PETITION

Resolved:

- (i) to approve option 1 – that the process of considering requests for Traffic Regulation Orders relating to the movement of vehicles be compiled into a list for regular review.

Reason: Because this helps ensure greater consistency, aids workload planning and achieves resource savings.

- (ii) To approve option 2 - the inclusion of the Elvington weight restriction request on the waiting list.

Reason: Because this helps ensure greater consistency, aids workload planning and achieves resource savings.

10. JUNCTION ALTERATIONS - MONKGATE BAR

Resolved:

- (i) That Option 1 – the proposed junction layout shown in drawing Annex A be approved.
- (ii) That further consideration and consultation be undertaken with ward councillors particularly in relation to the central refuge point and the impact of a right turn

ban and further to this, that decisions on adjustments be delegated to the Assistant Director Transport, Highways and Environment in consultation with the Executive Member.

Reasons:

- This option achieves the core aim of replacing the life-expired traffic signal asset such that it can continue be operated and repaired economically.
- This option has no negative impact on junction capacity. Any option which reduces junction capacity would have a cumulative effect on congestion in this area if the proposed experimental Traffic Regulation Order in The Groves is implemented.

11. PETITIONS UPDATES

Resolved:

- (i) That the petitions and the update on responses / action taken so far for Tudor Road / Gale Lane and Thanet Road be noted.
- (ii) That the request for a revised speed limit on Towthorpe Road be added to the workload.

Reason: Because actions have been identified for the issues raised and for the speed limit request there is a waiting list of other similar issues due to be considered.

- (iii) That the request for a Public Inquiry and the anticipated action following the adoption of the Local Plan be noted.

Reason: Because a public inquiry would not be appropriate.

- (iv) The current £5 charge for non-P&R parking at Monks Cross P&R site will be maintained and not increased, which reflects the Executive Member for Finance & Performance statement at Full Council, and will be subject to a joint decision by Executive Members for Transport and Finance and Performance if any changes are proposed.

Reason: Because the impact of the stadium activities on the P&R operation cannot be accurately determined until the stadium has opened.

12. CYCLING IN HIGH PETERGATE

Resolved: that the introduction of an ETRO to permit cycling in High Petergate in a southerly direction (i.e. from Bootham Bar to Duncombe Place) during the Footstreet hours (10:30 – 17:00) be approved, with a report back after 6 months operation, including consultation feedback, to decide if this should be made permanent.

Reason: To assess if this change improves cycle safety and convenience without introducing safety issues for pedestrians, and to better inform future decisions on the operation of the Footstreets.

13. DIRECTORATE OF ECONOMY & PLACE TRANSPORT CAPITAL PROGRAMME - 2019/20 MONITOR 1 REPORT

Resolved:

- (i) That a briefing note will be prepared on the junction at Holtby scheme to enable the Executive Member to make a decision on whether the scheme could be included in the 2020/21 Capital Programme and this would be shared with the Ward Member and Parish Council.
- (ii) That the amendments to the 2019/20 Economy & Place Transport Capital Programme be approved.
- (iii) That the decrease to the 2019/20 Economy & Place Transport Capital Programme, as set out in the report to the 29 August 2019 Executive meeting be noted.

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.