

DECISION SESSION - EXECUTIVE MEMBER FOR TRANSPORT

TUESDAY, 20 OCTOBER 2020

DECISIONS

Set out below is a summary of the decisions taken at the meeting of the Decision Session Executive Member for Transport held on Tuesday, 20 October 2020. 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 5pm on Thursday 22 October 2020.

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

4. HOPGROVE LANE SOUTH - PROPOSED LEFT TURN LANE

- Resolved:
- (i) that the findings of the preliminary feasibility investigations were noted and that officers were instructed not to progress the proposal any further.
 - (ii) that officers would continue to consult with local residents and Ward Members on experimental work in the area.

Reason: The feasibility study responds to a petition received in 2018 requesting the provision of an extra traffic lane on Hopgrove Lane South aimed at reducing the delay currently experienced by drivers turning onto Malton Road. The officer recommendation is based on the assessment that, on balance, the time-savings for drivers would not outweigh the road safety concerns or justify the cost. There is also a risk that the proposal could attract more through traffic to Hopgrove Lane South, and have negative impacts on nearby villages.

5. EMERGENCY ACTIVE TRAVEL FUND

Resolved:

That the Executive Member:

- (i) Noted the updates on the Emergency Active Travel 1 shown in Table 1.
- (ii) Agreed that the temporary one way restriction on Coppergate be extended and a consultation/ design process commenced to assess the feasibility of making the restriction permanent through a scheme in CYC's Local Transport Plan capital programme

Reason: The temporary scheme has successfully facilitated social distancing on Coppergate and offers the potential to improve the amenity of Coppergate and economic viability of businesses postpandemic. The provision of a contraflow cycle lane in the scheme also helps cyclists making East-West trips across the city-centre.

- (iii) Agreed that the temporary cycle lane at Castle Mills Bridge on Tower Street be removed, but consideration be given to bus priority measures and cycle lanes as part of the Castle Gateway improvements to the area.

Reason: Cyclists make up a small proportion of road users on this busy section of the inner ring road, and delays experienced as traffic levels have built back up particularly for buses at peak times can be reduced by removing the lane pending consideration of bus priority measures.

- (iv) Agreed that the proposed scheme for improvements to York's North – South cycle route be taken forward to implementation, with the proposed restriction to Navigation Road taken forward to a consultation and normal decision making process.

Reason: This will allow timely delivery of the majority of the scheme whilst allowing a transparent decision to be made about the key safety element which requires a Traffic Regulation Order to implement the measures on Navigation Road.

- (v) Agreed that the proposed scheme for improvements to cycle lanes on Bootham be taken forward to implementation, with a consultation commenced on the rest of the Shipton Road cycle lane scheme, including the element which would require changes to residents' parking on parts of Bootham.

Reason: This will allow timely delivery of the cycle route south of Clifton Green to tie in with proposed the St Mary's – Bootham crossing, whilst allowing a transparent decision to be made about changes to parking and lanes on Bootham and Shipton Road north of the junction with Rawcliffe Lane, through the normal decision making process.

- (vi) Noted the list of schemes applied for to DFT under Emergency Active Travel 2 and agreed to write to the Secretary of State and request this scheme is fast tracked.

Reason: To enable work to commence as quickly as possible implementing new safe routes within the timescales required.

- (vii) Agreed to commence design work on some of the schemes within the EATF 2 programme, with initial design work on the A1237 scheme for safer walking and cycling on the bridge over the river and railway in particular; with a decision about implementing these schemes to be made at a future Decision Session, if funding is identified.

Reason: This would allow timely delivery of the schemes if EATF tranche 2 funding is forthcoming or schemes are otherwise identified as priority for other funding.