

DECISION SESSION - EXECUTIVE MEMBER FOR TRANSPORT

TUESDAY, 8 OCTOBER 2024

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, 8 October 2024. 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 Ben Jewitt.

4. CONSIDERATION OF RESULTS RECEIVED FROM THE CONSULTATION TO INTRODUCE RESIDENTS' PRIORITY PARKING RESTRICTIONS WITHIN THE HESLINGTON ROAD AREA TO BE KNOWN AS R66 WELLINGTON STREET

The Executive Member discussed the possibility of switching the sides of Heslington Road allocated to parking and Traffic Enforcement near St Lawrence's School and requested this be explored before proceeding to formal consultation.

The Executive Member also requested exploration of the remaining usage levels of parking on Heslington Road if these recommendations are adopted, stating that she wished to review this to ensure all parking remains in laybys so as not to not excessively impede uphill cycle traffic and key bus routes to the university.

With these concerns expressed, the Executive Member

Resolved:

To approve Option 2 - Advertise an amendment to the Traffic Regulation Order to introduce new Residents' Priority Parking restrictions for the whole of the consultation area, to be known as R66, to operate 24hours Monday to Sunday. In addition, progress the proposed separate restrictions on Heslington Road to statutory consultation and legal advertisement, as outlined on the decision plan, included as Annex D.

Reason:

The Executive Member believed that the only way to establish the level of support for the scheme in this location was through statutory consultation.

5. MANSFIELD STREET TRO CONSULTATION

Resolved:

To approve Option C, as outlined in paragraph 13 of the Decision Report – Implementation of a lesser restriction than advertised to respond to the objections received; to leave in place a section of single yellow lines on the north side of the road and to keep the area under review to monitor if there is any misuse of hotel parking.

Reason:

This option removes the obstructive parking from the south side of the road, which was occurring and creating the original issue on the street, whilst still providing an availability of evening parking to access nearby facilities in the area.

Implementing as advertised would potentially have a negative impact on a nearby business operation, which would also be outside of the scope of the original issue on the street.

Taking no further action would leave the residents and local businesses to continue to experience obstructive parking and have a negative impact on the street environment.

6. STOCKTON LANE/SEYMOUR GROVE TRO CONSULTATION

Resolved:

To approve Option 1, outlined in paragraphs 22-23 of the Decision Report – implementation of the originally advertised proposal.

Reason:

This option removes the obstructive parking that is currently occurring, which is reducing visibility of vehicle exiting Seymour Grove. Vehicles parking between Seymour Grove and the

roundabout are also leading to vehicles approaching the roundabout in the centre of the carriageway and into the path of vehicles exiting the roundabout.

**7. PROPOSED DIVERSION AND UPGRADE OF PUBLIC FOOTPATH
ACASTER MALBIS 3**

Resolved:

That the Executive Member approve Option 1 as outlined in paragraph 26 of the Decision Report, authorising the making of a public path order to divert and upgrade to bridleway public footpath Acaster Malbis 3.

Reason:

This is the best option for the public because it reopens a long obstructed route and allows more classes of user to enjoy it.

This benefits the landowner because it removes the existing public footpath from their garden. This is the best option for the council because it discharges the council's duty as Highway Authority to ensure public highways are not obstructed whilst costing the least amount of money.

The new route will be laid out as part of the redevelopment of the site. The route will have a smooth hard surface. The council will ensure that the new route is made available for public use, to the agreed standard, before the Order is confirmed.