
Meeting	Decision Session - Executive Member for Transport and Planning
Date	12 May 2016
Present	Councillor Gillies (Executive Member)
In Attendance	Councillor D'Agorne

72. Declarations of Interest

At this point in the meeting, the Executive Member was asked to declare any personal interests not included on the Register of Interests or any prejudicial or disclosable pecuniary interests he might have had in the business on the agenda. No additional interests were declared.

73. Minutes

Resolved: That the minutes of the last Decision Session held on 14 April 2016 be approved and then signed as a correct record by the Executive Member.

74. Public Participation - Decision Session

It was reported that there had been eleven registrations to speak at the meeting under the Council's Public Participation Scheme. One speaker did not attend the meeting, however a summary of his letter was read out by Officers.

The following speakers spoke with regard to Agenda Item 4 (Consideration of Objections Received for Proposed Amendments to the York Parking, Stopping and Waiting Traffic Regulation Order 2014) about particular schemes:

Moorland Road (Disabled Parking Amenity)

Jane Hustwit, whose front path edged the applicant's (Hamlynn Health) land, objected to making the two advisory disabled parking bays mandatory as they had already been accepted as disabled bays by residents. She felt that parking facilities

adjacent to the clinic should be paid for by the clinic and highlighted the lack of use of the bays by their clients.

Kevin Hughes a local resident, also highlighted the lack of usage of the bays. He wanted to keep the status quo. He commented how there had been some conflict over parking in the bays.

Lynn Byass, the proprietor of Hamlynn Health informed the Executive Member of the services offered by the clinic. It had been redesigned around disabled access, however disabled parking could not be provided on the site itself and so therefore they had requested advisory disabled parking bays. However the disabled parking had not always been honoured and disabled clients had to park further down the road to access the clinic.

James Byass, the manager of York remedial therapy, who ran a clinic at Hamlynn Health spoke about how the provision of parking spaces made a difference to those people who had mobility problems. The extended disabled bays were for ramps, and it was difficult to find a space in the car park for this. He commented that by not making these bays mandatory, traffic problems might intensify.

Sarah Daniel offered neurophysical therapy at Hamlynn Health. She spoke about how the disabled parking bays reduced the distance of walking into the property.

St Olave's Road

Julie Hughes spoke against the proposal to remove a respark space in front of her house as she felt it would result in faster traffic along the road and because accessing her drive would as a result be dangerous. She commented that as there was currently a blind corner on St Olave's Road, that drivers were more cautious with a parking space in situ and did not tend to cut the corner and use the road as a rat run.

Lastingham Terrace/Hartoft Street

Anthony Day requested that the double yellow lines on the western side not be implemented. He felt that inserting 2 metres of double yellow lines would reduce the number of car parking spaces.

Junction of Nunthorpe Crescent and Nunthorpe View

Stephen Foster who had registered to speak, was unable to attend the meeting due and his son attended in his place. His son read out a letter in which his father requested that the no waiting at any time on Nunthorpe Crescent be extended to 7.5 metres, this would allow for carers to visit him at home.

Trevor Rowell spoke in relation to Agenda Item 5 (Petition- Mill Lane Heworth Ward). He highlighted points in the Officer's report, these were; that there were no 20 mph signs on Mill Lane itself, these were located on Harcourt Road and Heworth Road and that there were no retail properties on Heworth Green these were on Heworth Road. He commented that the traffic calming cushions were not having an impact on slowing speeding vehicles down Mill Lane. He requested that a vehicle survey be carried out and the speed cushions be repaired, and for another survey to be conducted after a month.

Councillor D'Agorne spoke in regards to Agenda Item 6 (School Crossing Patrol Improvements- Flashing Amber Warning Lights (Wig Wags)). He supported the removal of failed equipment, and questioned anti skid measures. He requested that the speeds north on the A19 from Grange Garth to New Walk Terrace section should be reduced. With regards to Agenda Item 7 (Speed Management Engineering Programme 2015/16- Progress Update) he commented that York College staff had expressed concerns to him about speeds in the York College/Bishopthorpe area of the city.

75. Consideration of Objections for proposed amendments to the York Parking, Stopping and Waiting Traffic Regulation Order 2014

The Executive Member considered a series of proposals to introduce various amendments to the York Parking, Stopping and Waiting Traffic Regulation Order 2014 (TRO) in ten different wards.

Following considerations of the individuals objections received the Executive Member resolved that;

St Olaves Road (Clifton Ward)

Resolved: That a decision on the advertised proposed as requested be deferred to the annual review.

Reason: To allow for further points raised at the meeting to be investigated.

Aintree Court/Mayfield Grove (Dringhouses and Woodthorpe Ward)

Resolved: That Option a) to implement the proposal as advertised be approved with the area to be reviewed after implementation.

Reason: To remove obstruction issues from around the immediate junction area.

Broadway, (junction with private access road from shops and flats) (Fishergate Ward)

Resolved: That Option a) to implement the proposal as advertised be approved.

Reason: To protect the junction area and pedestrian crossing areas from obstructive parking and improve sight lines.

Hartoft Street and Access Road to rear of Lastingham Terrace, (Fishergate Ward)

Resolved: That Option b) to uphold objections and implement an amended restriction of shorter lengths be approved.

Reason: We are able to improve road safety in the area whilst reacting positively to the concerns of residents the proposals will affect.

Moorland Road (Disabled Parking Amenity), (Fishergate Ward)

In response to comments raised by the speakers, Officers stated that the disabled advisory bays were generally provided for people with mobility issues so that ramps could be used, however they highlighted that the bays were not for their sole

use. They reported that they had received no feedback from residents on traffic problems that had been encountered since the insertion of the bays.

The Executive Member stated that he had listened to all the views expressed in coming to his decision.

Resolved: That Option b) that no further action be taken at this time and that the disabled bay remain on the street in an advisory capacity

Reason: We consider the advisory bay to be working effectively which allows us to react positively to the concerns of residents.

The Outgang, Heslington, (Fulford and Heslington Ward)

Resolved: That option b) to take no further action be approved.

Reason: This allows the Parish Council to explore other options.

Granville Terrace (off Lawrence Street), (Guildhall Ward)

Resolved: That option a) to implement the proposal as advertised be approved.

Reason: To remove obstruction issues from around the junction and bend areas and improve manoeuvrability for larger vehicles.

Junction of South Lane and Headland Close, (Haxby and Wigginton Ward)

Resolved: That option a) to implement the proposal as advertised with further consideration of additional restrictions in this area to be investigated in the 2016 review be approved.

Reason: To remove obstruction issues around the junction area.

Junction of Fourth Avenue and Bad Bargain Lane, (Heworth Ward)

Resolved: That Option a) to implement the proposal as advertised with further consideration of additional restrictions to be investigated in the 2016 review.

Reason: To ensure junction and pedestrian crossings remain free of obstruction.

Wood Street, (Heworth)

Resolved: That Option a) to implement as advertised be approved.

Reason: To improve safety of junction with Cinder Lane and give legitimate vehicle access to rear of 66 Heworth Green.

West Bank, Holgate (Heworth)

Resolved: That Option a) to implement the proposal as advertised be approved.

Reason: Improves the safety of highway users by allowing the priority system to work efficiently.

Junction of Nunthorpe Crescent and Nunthorpe View, (Micklethorpe Ward)

The Executive Member questioned whether the request to shorten the length of the no waiting at any time restriction would help or hinder residents. Officers confirmed that it was a reasonable request.

Resolved: That 7.5 m of no waiting time restrictions both sides of the junction be implemented.

Reason: To take into account points raised at the meeting and also to take the views of residents into account without compromising road safety.

Butcher Terrace Area, (Micklegate Ward)

Officers reported that there had been objections to the proposal and an increase in traffic due to its location to the Millennium Bridge and the gates to Rowntree Park.

Resolved: That Option a), to implement the waiting restriction as advertised be approved.

Reason: The proposed restriction already takes into account the pressure for parking amenity in the area whilst removing obstruction issues from the junction area and pedestrian crossing points.

Angram Close, (Rawcliffe and Clifton Without Ward)

Resolved: That Option a) be implemented as advertised.

Reason: To prevent vehicles from obstructing turning head area and cycle path network.

76. Petition-Mill Lane Heworth Ward

The Executive Member received a report which asked him to consider a petition signed by 29 residents of Mill Lane Heworth requesting that the Council take action to reduce traffic into Mill Lane Heworth.

Resolved: That Option 1 be approved-

- (i) Take no immediate action to restrict vehicles using Mill Lane.
- (ii) To carry out a vehicle count/speed survey and undertake diffusion tube monitoring prior to construction of the new link road and again 12 months after completion at a cost of £1250.

Reason: To gauge the current number and speed of vehicles using the highway. To also obtain air quality information for Mill Lane. This information can then be used to identify any changes that may be required once the new link road is completed.

77. School Crossing Patrol Improvements - Flashing Amber Warning Lights (Wig-Wags)

The Executive Member received a report which detailed the review of Flashing Amber Warning Lights (Wig-Wags) used at school patrol sites across the city. It sought a decision on a programme of removals and replacements of these including moving forward with the procurement of new units under a remote management system.

Resolved: (i) That Option (i) to approve the Wig Wag policy as described below;

- Wig-Wags (flashing amber warning lights) in association with the school warning sign (Diag No. 545) should be used to indicate the presence of a School Crossing Patrol unless the patrol operates on a controlled crossing.
 - The lights should only be active during the patrol's working hours.
 - Wig-Wags may be used at sites without a School Crossing Patrol in extenuating circumstances, i.e. busy city centre school site which is not easily identifiable as a school.
- (ii) That approval be given for a programme of work shown in Annex A of the Officer's report. Including approval to carry out a procurement exercise based on providing a remote management system for the control of the Wig-Wag units.

Reason: To rationalise the use of Wig Wags in relation to the school crossing patrol service and introduce a responsive online system to manage the activation of the lights, whilst improving safety and reducing ongoing maintenance costs.

78. Speed Management Engineering Programme 2015/16- Progress Update

The Executive Member received a report which updated him with progress on the 2015/16 Speed Management Programme. It also asked him to make decisions on a series of schemes which had received objections at the public consultation stage.

In regards to the site mentioned at Annex E, B1224 Wetherby Road, West of Beckfield Lane Junction, Officers reported that the Police had commented that they did not think that the speed limit would normally be set at 40mph.

Resolved: That Option (i) be approved;

- The Chaloners Road Scheme be omitted from the speed management programme.
- The deferral of Danebury Drive, Acomb to the 16/17 speed management programme.
- The introduction of a new Vehicle Activated Sign (VAS) on York Road, Strensall and the inclusion of investigatory work into crossing points on York Road including consideration of a zebra crossing close to Barley Rise.
- Note the five schemes which are being progressed under officer delegations as no objections were received.
- That the implementation of schemes, shown in Annexes B, C, F and G of the Officer's report be approved.
- That the advertising of speed limit orders to progress the proposals shown in Annexes A, D and E with implementation to follow if no substantive objections are received be approved. Any measures which receive objections to be reported back to the Executive Member for a final decision.

Reason: To deliver changes to the highway network with the aim of reducing vehicle speeds and reducing the likelihood and consequences of collisions for all road users.

Councillor Gillies, Executive Member
[The meeting started at 2.00 pm and finished at 2.50 pm].