

## DECISION SESSION - EXECUTIVE MEMBER FOR CITY STRATEGY

TUESDAY, 20 OCTOBER 2009

### DECISIONS

Set out below is a summary of the decisions taken at the meeting of the Decision Session – Executive Member for City Strategy held on Tuesday, 20 October 2009. 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, which is **Thursday 22 October 2009**.

If you have any queries about any matters referred to in this decision sheet please contact Jill Pickering, Democracy Officer (01904) 552061 .

#### 4. **BECKFIELD LANE - EXTENSION OF CYCLE ROUTE** [Appendix C](#)

- RESOLVED: That the Executive Member approves:
- (i) The amended scheme as shown in Annex E, of the report, for construction;
  - (ii) The layout, and subsequent engineering works, being refined to permit the easy installation of a Toucan crossing near the Runswick Avenue shops on Beckfield Lane at a later date, should this prove necessary;
  - (iii) Officers continuing to consider how safety improvements can be made for pedestrian and cyclists crossing Wetherby Road at its junction with Beckfield Lane and
  - (iv) Officers being asked to ensure that any “shared use” areas of path being clearly delineated in line with emerging standards specification.

REASON: To extend the existing cycle facilities in order to provide a complete cycle route on Beckfield Lane whilst trying to address resident’s comments and concerns about the original proposals, where possible.

**5. PETITION CONCERNING THE ERECTION OF BOLLARDS AND CHICANES TO PREVENT SPEEDING ON ETTY AVENUE** [Appendix D](#)

RESOLVED: That the Executive Member for City Strategy agrees to Officers offering residents a Community Speed Indicator Device (SID) and the necessary training to enable the community to monitor traffic speeds on ETTY Avenue.

REASON: Engineering measures are not considered appropriate however SID will enable speed to continue to be monitored and drivers will be made aware of the speed at which they are travelling.

**6. PETITION CONCERNING SPEEDING TRAFFIC AT THE ENTRANCE TO WEST BANK PARK FROM THE JUNCTION OF NEW LANE AND HILL STREET** [Appendix E](#)

RESOLVED: That the Executive Member agrees to:

- (i) Option One with Officers offering residents a Community Speed Indicator Device (SID) and providing the necessary training to enable residents to monitor traffic speeds in the New Lane and Hill Street area;
- (ii) Request Officers to give further consideration to the option of providing a clearer indication, for drivers, of the entrance to West Bank Park, and, as part of this review, to consider whether a 20mph speed limit might be applied to this section of the highway.

REASON: Engineering measures are not considered appropriate however SID will enable speed to continue to be monitored and drivers will be made aware of the speed at which they are travelling. This will help resolve community issues as well as comply with the Speed Review process.

**7. VEHICLE ACTIVATED SIGNS (VAS) POLICY** [Appendix F](#)

RESOLVED: That the Executive Member notes the content of the report and approves the following:

- a. That Local Transport Plan (LTP) funding will only be used where the 85<sup>th</sup>ile speed equals or exceeds the signed limit by

10%+2mph (i.e. 35mph in a 30mph limit, and 46mph in a 40mph limit). This would be consistent with the speed enforcement thresholds employed by the police.

Reason: To ensure a consistent approach and targeted use of LTP resources.

- b. Where the LTP funding criteria is not met, a Ward Committee or Parish Council may still wish to fund the installation of a Vehicle Activated Sign (VAS). In this situation, a threshold of 85<sup>th</sup>ile speeds being 10% above the speed limit should be adopted (i.e.33mph in a 30mph limit and 44mph in a 40mph limit).

Reason: To make sure VAS are used in appropriate areas.

- c. That monitoring of traffic speeds at VAS sites is carried out at approximately 3 months after implementation to gauge initial performance, and then again at around 3 years (or earlier if considered appropriate), along with a review of accident records, to assess the long term effectiveness of the sign.

Reason: To ensure appropriate data is available to enable an informed decision to be made about whether a VAS should be retained (and replaced when required), or redeployed somewhere else.

- d. That the outcomes of this monitoring process and officer recommendations be reported to the Executive Member in respect of LTP funded VAS, and Ward Members in respect of Ward Committee funded VAS, for decisions to be made on the retention or possible re-deployment of the VAS.

Reason: To ensure that matters relating to VAS deployment are considered by the appropriate body.

- e. That the need for a VAS on New Lane, Huntington be assessed quickly together with the effectiveness of the current sign which is located in Mill Hill.

Reason: To follow up a Ward Councillors concerns.

- f. That a trial of the new software, which will record vehicle speeds detected by a VAS, be implemented as soon as the facility becomes available.

Reason: To provide additional data to enable an informed decision to be made about whether a VAS should be retained (and replaced when required), or redeployed somewhere else.

## 8. STREET FURNITURE REMOVAL

## Appendix G

RESOLVED: (i) That the Executive Member approves Option C, as set out in the Officers report, and that the Network

Management Traffic Team be charged with the task of being the lead team implementing the proposals.

- (ii) That a basic set of guidelines be compiled showing more sensitive methods of signing for distribution to other teams / organisations carrying out work on the highway.
- (iii) That an annual review report be produced outlining the progress made and areas where further improvements may be feasible.

REASON: To reduce the:

- amount of street clutter along the city's highway network;
- maintenance burden created by traffic signs and other street furniture;
- energy consumption and associated cost of illuminated signs;

and to improve:

- the ability of those with visual impairment difficulties to negotiate their way along the footway
- the visual aspect of the street scene;

## **9. A19/A1237 ROUNDABOUT IMPROVEMENTS** **Appendix H**

RESOLVED: That the Executive Member agrees to:

- Approve the further development of the outline layout of the upgraded roundabout as indicated in Option B to address the road safety audit requirements and meet the concerns of local residents and users of the highway in the area,
- Approve the proposed public consultation strategy on the outline layouts as detailed in the consultation section with the consultation area being agreed with the Ward Members,
- Approve the progression of the detailed design of the proposal incorporating amendments to address the comments raised during the public consultation period (including the justification for a refuge on the A1237 east leg junction and a review of the options for continuing to provide a westbound lay-by on the A1237) and to allow a further report to the Executive Member to be submitted early in 2010 prior to tendering the scheme.
- Authorise the removal of the minimum amount of vegetation from the environmental bund at an appropriate period in the year, in advance of the main contract if necessary, to allow the works to proceed without affecting nesting birds.

REASON: To progress this upgrade scheme in accordance

with the Local Transport Plan to increase the capacity of the roundabout and reduce journey times in the area.

**10. CRICHTON AVENUE - PROPOSED IMPROVEMENTS FOR CYCLISTS**

**Appendix I**

**RESOLVED:** That the Executive Member approves the scheme shown in Annex C of the Officer report for implementation and asks that Officers ensure that any “shared use” areas of path are clearly delineated in line with the emerging standards specification.

**REASON:** Officers consider that the scheme will provide significant improvements for cyclists using Crichton Avenue, support the Council’s aspiration of providing an Orbital Cycle Route, and contribute to the aims of the Council as a Cycling City.

**11. CYCLING INFRASTRUCTURE WITHIN YORK - PRINCIPLES, STANDARDS AND EVALUATION TOOL**

**Appendix J**

**RESOLVED:** That the Executive Member for City Strategy:

- (i) Approves the Standards and Principles for designing cycling infrastructure within York, with the exception of paragraph 4.3 (segregation) which is referred back to Officers for further discussion with the Department of Transport and partner organisations with a view to the Director of City Strategy using his delegated authority to substitute a more appropriate wording into the document;
- (ii) Requests officers to ensure that consultation is undertaken with organisations representing disability groups on any schemes that could impact on their use of the transport network;
- (iii) Approves the cycling scheme Evaluation Tool and notes the Cost/Benefit Matrix which will be used to assess the value for money and effectiveness of cycling infrastructure schemes.

**REASON:** To provide a uniformed approach to designing new cycling infrastructure within York so that consistency can be achieved throughout the network of cycle routes and to provide a mechanism to assess, justify, and prioritise future cycle scheme work programmes.

**12. CITY OF YORK'S LOCAL TRANSPORT PLAN 3 Appendix K  
- CONSULTATION STRATEGY**

RESOLVED: That the Executive Member for City Strategy agrees to:

- (i) Note the content of the report, particularly Table 1, which outlines the proposed activities and timescales for producing LTP3 and Table 2, which outlines the proposed consultation strategy;
- (ii) Approve the consultation strategy proposed at Table 2.
- (iii) Grant delegated powers to the Assistant Director, in consultation with the Executive Member City Strategy, to issue consultation documents for pre-consultations on the Draft LTP3.
- (iv) Request Officers to ensure that there is no duplication, in the consultation process, between the Traffic Congestion Ad-Hoc Scrutiny Committee resident's questionnaire and any actions taken by the Strategy Department in relation to LTP3.

REASON: To enable the commencement of consultations required to prepare the city's Local Transport Plan 3.