

**DECISION SESSION - EXECUTIVE MEMBER FOR TRANSPORT AND
PLANNING**

THURSDAY, 12 NOVEMBER 2015

DECISIONS

Set out below is a summary of the decisions taken at the Decision Session - Executive Member for Transport & Planning held on Thursday, 12 November 2015. 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 4.pm on the second working day after this meeting.

If you have any queries about any matters referred to in this decision sheet please contact Laura Bootland (01904) 552062.

**4. PUBLIC RIGHTS OF WAY - PROPOSAL TO RESTRICT
PUBLIC RIGHTS OVER THE ALLEYWAYS BETWEEN
BARBICAN ROAD/WILLIS STREET, WILLIS
STREET/GORDON STREET AND GORDON
STREET/WOLSLEY STREET, FISHERGATE WARD, USING
PUBLIC SPACES PROTECTION ORDER LEGISLATION**

Resolved: That the Executive Member:

Agreed to abandon the schemes.

Reason: Though the majority of respondents are in favour of the Alleygating scheme, the results of the waste collection consultation have shown that changing collections could be problematic.

**5. PARTNERSHIP SPEED REVIEW UPDATE.
INCLUDING PROPOSED ENGINEERING SPEED
REDUCTION SCHEMES. RELATED VEHICLE
ACTIVATED SIGN (VAS) REVIEW.**

Resolved: That the executive Member agreed to the following:

Part 1 – Speed Review Process Update

That the Executive Member approved Option 1, and agreed with the findings and recommendations of the report as a cost

effective, and evidence led solution to provide the appropriate level of investigation to community speed concerns.

Reason: So that all locations identified, from past reports as well as this current report, are considered for appropriate speed reduction measures on clear and equal guidelines.

Part 2 – Review of Speed Management Engineering Programme.

i) Approve the proposed programme of schemes (Annex A-P sites) and authorise officers to undertake further consultation and advertisement of speed limit orders as necessary, and to implement the measures if no objections are received. Any measures which receive objections should be reported back to the Executive Member for a decision. With the following amendments:

- Removal of the Common Lane, Dunnington Scheme from the programme to allow for further investigation of speeds between it's junction with the A1079 and the village entrance.
- To include in the Consultation for Wetherby Road the 60mph limit on Wetherby Road (Acomb) to the A1237 be reduced to 40mph in a similar way to neighbouring junctions
- York Road, Strensall to remain in the programme with a view to bringing back the matter to an Executive Member Decision Session if the consultation proves the scheme to be controversial amongst residents.

ii) Authorise officers to carry out additional speed surveys (Annex Q and R sites) and to carry forward these sites for further assessment in the 2016/17 programme.

iii) Approve the inclusion of further feasibility work for the three sites with speed limit issues (Annex S) in the ongoing programme of speed management schemes.

Reason: To deliver measures to address speed complaints raised by local residents.

Part 3 – Vehicle Activated Sign Review

Approved Option 2 and:

i. To retain the existing criteria for speed limit VAS, which is:

a) That Local Transport Plan (LTP) funding will only be used where the 85%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 (ACPO guidelines).

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

c) Note the Executive Member's request to investigate the cost of different types of VAS for future reference.

Reason: To ensure a consistent approach and targeted use of LTP resources. In the case of Ward Committee and Parish Council

funding this allows the use of VAS where there are real concerns about the speed of traffic but where the stricter criteria for LTP funding is not met.

ii. To establish criteria for the provision of hazard warning VAS based on at least one recorded injury accident in the previous three years, with reports of inappropriate speed (which may be within the posted speed limit) .

Reason: To make sure hazard warning VAS are used appropriately.

iii. The existing system of monitoring should be replaced by collection and analysis of speed data before installation and three months after.

Reason: To focus future monitoring and review, where it is most needed.

iv. VAS to be reviewed as and when they develop faults applying the criteria in i. and ii. above. If the site meets the criteria, it is recommended that the VAS is repaired or replaced. If they do not, the sign and post should be removed and the site disbanded.

Reason: To address the issue of maintenance, longer term monitoring, and review the site objectively when the sign is not present.

v. To consider the need for future allocations for the review and aftercare of LTP funded signs. Ward committee or Parish Councils are expected to fund any maintenance (if they so wish) if they originally purchased the signs.

Reason: To address the current maintenance funding shortfall and ensure the VAS stock is maintained at sites where the signs are

warranted.

6. STOCKTON LANE - SPEED MANAGEMENT SCHEME

Resolved: That the Executive Member:

Approved the scheme as proposed in Annex B for implementation.

Reason: To introduce measures to reduce speeds on Stockton Lane following the receipt of a speed complaint from local residents.

7. CITY CENTRE STRATEGY

Resolved: That the Executive Member approved the further investigation into the regulation of the City Centre as identified in Options 2, 4, 6 and 11 to include Spen Lane.

That consideration be given to the enforcement of the regulations.

That Officers also look at cycle parking facilities in the city centre.

Reason: To enable a comprehensive and coherent review of the operation of the public highway in the city centre to be undertaken with the aim of minimising the impact of vehicular traffic whilst maintaining access for visitors, residents and businesses where appropriate.

8. TRAFFIC SYSTEMS ASSET RENEWAL PLAN

Resolved: That the Executive Member:

(i) Approved the commencement of the Traffic Asset Renewal Programme as outlined in the report.

Reason: To ensure the City traffic signals equipment is up to date and the costs and risks to the Council of maintaining an increasingly aged asset are mitigated.

- (ii) Approved the continuation of the current programme of provision of new detector equipment.

Reason: To ensure effective and reliable detection equipment is provided at traffic signal junctions in York for the benefit of road users.

9. CITY AND ENVIRONMENTAL SERVICES CAPITAL PROGRAMME - 2015/16 MONITOR 1 REPORT

That the Executive Member:

- i. Approved the virement of funds within the Highways and Transport Budgets.
- ii. Approved the amendments to the 2015/16 CES Capital Programme set out in Annexes 1 and 2.

Reason: To enable the effective management and monitoring of the council's capital programme.