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Meeting	Decision Session - Executive Member for Transport and Planning
Date	13 September 2018
Present	Councillor Dew
In Attendance	Councillors D'Agorne and Crawshaw

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## **24. Declarations of Interest**

The Executive Member was asked to declare, at this point in the meeting, any personal interests, not included on the Register of Interests, or any prejudicial or disclosable pecuniary interests that he might have had in respect of business on the agenda. He confirmed he had none.

## **25. Minutes**

Resolved: That the minutes of the Decision Session of the Executive Member for Transport and Planning held on 16 August 2018 be approved and signed by the Executive Member as a correct record.

## **26. Public Participation**

It was reported that there had been three registrations to speak at the meeting under the Council's Public Participation Scheme.

Further to parking restrictions being introduced at the entrance to Barbican Mews, Councillor D'Agorne presented a further petition which had been signed by 23 Barbican Mews residents calling on City of York Council to address inconsiderate parking in the Mews and proposing the continuation of yellow lines against the wall to alleviate the problem so that residents could have free access getting to and from their homes. He asked that the street be added to the list of areas for consideration. The Executive Member advised that the petition would be passed to a senior officer within the relevant directorate and referred to the Customer and Corporate Services Scrutiny Management Committee for consideration.

Robyn Jankel spoke on behalf of York Cycle Campaign in relation to three agenda items. With regard to item 5 (York Outer Ring Road Improvements – Proposed A1237 Monks Cross Junction Upgrade) she confirmed that York Cycle Campaign Members backed the proposals and welcomed the cyclist and pedestrian facilities included in the updated plan which would enable cyclists to navigate Monks Cross roundabout safely. In relation to item 6 (Advertising Boards on the Public Highway) she called upon officers to routinely publish their detailed consideration of equalities legislation for transport decisions affecting cyclists. In relation to agenda item 9 (Micklegate – Changes to Traffic Regulation Order) she stated that a clear majority of York Cycle Campaign Members had expressed a preference for option 2, rather than option 3 and wanted motorised vehicles prevented from entering Micklegate via George Hudson Street or leaving by Micklegate Bar.

Councillor Crawshaw, Ward Councillor for Micklegate, also spoke in relation to agenda item 9 (Micklegate – Changes to Traffic Regulation Order) which responded to the motion he had submitted to Council in July 2018. He acknowledged that option 2 better reflected the view of York Cycle Campaign Members but expressed his support for option 3 as a starting point with an 18month temporary closure which allowed time to explore other options including option 2. He supported the continuation of cycle access in both directions but stressed the need to have clear signage at the bottom of Micklegate regarding the restrictions.

## **27. Thoresby Road – Speed Management Scheme**

The Executive Member considered a report which presented options to address concerns about the speed of vehicles on Thoresby Road.

Officers advised the Executive Member that the ward committee scheme mentioned in the report was looking likely to go ahead dependent on the statutory utilities search which was currently underway and that they hoped to get the parking scheme implemented by the end of the financial year.

The Executive Member agreed to defer the decision until the parking scheme had been implemented.

Resolved: That option 3 be approved and the decision be deferred pending the implementation of the parking scheme and the site be referred back to the Speed Management Partnership for consideration.

Reason: The parking scheme could have a direct impact on vehicle speeds along Thoresby Road, potentially leading to increased abuse of the limit and so should be concluded before the site is reviewed again to ensure any scheme to address the issue is warranted and can have the desired effect.

## **28. York Outer Ring Road Improvements - Proposed A1237 Monks Cross Junction Upgrade - Report on Public Engagement**

The Executive Member considered a report which provided an update on the design and public engagement processes in relation to the proposed upgrade of the A1237 / Monks Cross Link junction (the “Monks Cross junction”) and sought his approval to proceed with the detailed design and construction stages of the scheme.

Officers advised that slight alterations might be necessary as a result of the final safety audit for design and that it was anticipated that works should be substantially completed by June 2019 to coordinate with the opening of the Community Stadium.

The Executive Member acknowledged the comments made by public speakers in relation to provision for cyclists and was assured that as much as possible had been done for cyclists and that sufficient land had been acquired to develop cycle routes in the future. He expressed pleasure that the council’s works team would be involved in the project.

Resolved: That the Executive Member:

- (i) confirms that the results of the public engagement process have been considered and incorporated in the design where possible.

Reason: To enable the detailed final design of the Monks

Cross junction upgrades to proceed and be completed.

- (ii) notes the general arrangement design for the junction upgrade and give approval for preparations and implementation of construction (Annex 1 of the report).

Reason: To enable arrangements to be made to commence construction of the Monks Cross junction upgrade.

- (iii) notes the ongoing acquisition of land and negotiation of terms and conditions by the Assistant Director Transport Highways & Environment.

Reason: To enable the acquisition of land in a timely manner in order to adhere to the York Outer Ring Road (YORR) programme.

- (iv) endorses the appointment of the City of York Council's Delivery Team for the civil engineering and associated works to undertake the Monks Cross junction upgrade.

Reason: To enable a timely appointment of a contractor which eliminates the need to go through lengthy and costly tendering processes.

## **29. Advertising Boards ("A" Boards) on the Public Highway**

The Executive Member considered a report which provided an update on the policy which was introduced in February 2017 prohibiting the placement of advertising boards and similar materials on the public highway within the Business Improvement District (BID) boundary of the city centre.

The report included a summary of how the policy has been implemented, with reference to the operation day to day and any enforcement work as well as details of further engagement which has taken place with key stakeholders. It was noted that Micklegate was designated as an exception within the zone due to its different physical characteristics (wider footways) and much lesser footfall and the report commented upon the licensing arrangements in place. It also provided an update on review of advert board material outside of the city centre zone.

Officers confirmed that compliance with the policy was being monitored and was so far operating successfully with only a small number of complaints being received or instances of non-compliance.

Resolved: That the Executive Member approves:

- (i) the continuation of the prohibition policy on 'A' Boards consistent with the policy and the geographical area remaining the same (BID boundary)
- (ii) the continuation of the licensing procedures available to any business situated along Micklegate, as again defined in the policy street map. The licensing fee will be included in the annual review of fees and charges.
- (iii) that outside of the BID boundary, no formal policy is to be introduced. However, in line with extant duty and responsibility (under the provisos of the Highways Act 1980 and the Equality Act 2010) that officers will continue to monitor and take any appropriate action with regards to 'A' Boards, considered to be impacting on the use of the public highway, in all other areas within the authority boundary
- (iv) that officers ensure that the continuation of the policy within the BID boundary is communicated through appropriate channels, including directly with the BID, Make it York and York Retail Forum.

Reason:

- (i) To continue to provide adequate control of the many and varied obstructions (particularly for those with impaired mobility for example, blind and/or partially sighted) temporarily located on the public highway. This taking into account of the Council's responsibilities under the Highways Act 1980, the Equality Act 2010 and Town & Country Planning Act 1990.
- (ii) To mitigate the impact on the visual amenity of the conservation area and setting of the many listed buildings in the city centre.
- (iii) To contribute to the removal of street clutter, improve the street scene and public realm.

### **30. Hempland Avenue - Speed Management Scheme**

The Executive Member considered a report which presented options to address concerns about the speed of vehicles on Hempland Avenue.

The Executive Member acknowledged that realigning the junction would be the most efficient way of slowing entry speeds onto Hempland Avenue.

Resolved: That the Executive Member approve Option 3, junction realignment only, to progress the scheme to consultation with local residents, ward members and other local interest groups and for any objections to be reported back to a future Executive Member for Transport and Planning Decision Session for a decision on implementation.

Reason: To provide a suitable speed reduction measure which can be monitored post implementation without introducing potentially unpopular vertical traffic calming measures or extra sign clutter within an existing 20mph limit.

### **31. Public Rights of Way - Proposed improvements to the rights of way network in vicinity of Knapton**

The Executive Member considered a report which proposed improvements to the rights of way network in the vicinity of Knapton which would include provide a safer crossing of the A1237 and would form the final stage of an off-road walking, riding and cycling route that would link Rufforth, Knapton, Acomb, Upper Poppleton and the Northfield Lane business parks.

The report asked the Executive Member to authorise the making of concurrent extinguishment and creation orders under sections 118 and 26 of the Highways Act 1980, to extinguish Public Footpath, Knapton No 2 and create a new bridleway linking Main Street, Knapton to the southern end of North Field

Lane, utilising the current underpass to cross the A1237 (Annex 1: Location Plan and Annex 2: Proposed Order Plan).

The Executive Member acknowledged the written representation received from York Ramblers and agreed that the proposed improvements to the rights of way network would improve safety for pedestrians, cyclists and horse riders needing to cross the A1237.

Resolved: That the Executive Member:

- (i) authorises the making of concurrent extinguishment and creation orders under sections 118 and 26 of the Highways Act 1980.
- (ii) authorises the confirmation of the orders as unopposed orders if no objections are received, or are received and withdrawn.
- (iii) agrees that, if objections are received and not withdrawn, to bring the proposal back to a future Decision Session for further consideration.

Reason: To legally put in place the proposed improvements.

### **32. Micklegate - Changes to Traffic Regulation Order**

The Executive Member considered a report which asked him to consider options for closing Micklegate Bar to Motor Vehicles.

He acknowledged the written representation received from Councillor D'Agorne, as well as York Cycle Campaign's views that cyclists would prefer a scheme which would stop traffic at George Hudson Street Junction and the views of the Ward Councillor noting the need for a sign at the George Hudson Street Junction making it clear that there was no access through Micklegate Bar if option 3 was agreed. He noted that the Emergency Services would still have access through Micklegate Bar in both directions using the inbound archway. Officers agreed to look at phasing of traffic lights to improve flow at this junction.

The Executive Member agreed that taking forward an experimental traffic regulation order in line with option 3 (introducing a plug No entry except for pedal cycles restriction at Micklegate Bar only) was a good starting point and this would allow access to Micklegate for residents and businesses from

the George Hudson Street junction. He acknowledged that this left open other options or variations if these were considered viable.

Resolved: That the Executive Member agreed:

- (i) that an experimental Traffic Regulation order (TRO) be introduced for a maximum of 18 months and that if variations during the experimental period are required, the Assistant Director for Transport, Highways and Environment be given delegated authority to approve changes.

Reason: to determine the benefits of restricting motor vehicles in Micklegate, allowing the local community the opportunity to experience the changes before making representations and to enable any rapid variations to, including abandoning, the experiment.

- (ii) that Option 3 be approved as the initial starting point of the experimental TRO. This involves introducing a plug No entry except for pedal cycles restriction at Micklegate Bar only. This would permit access to Micklegate from the George Hudson Street junction which would address concerns about access raised by some residents and businesses during the closure for the works.

Reason: this option will have the least impact on the local community, is the least costly to implement and will have virtually no adverse impact on the historic street scene.

- (iii) That the consultation letter drop area be extended to the area shown on the plan in Annex A of the report and temporary signs be put in place to advise drivers of the web address for information.

Reason: to encourage greater public participation in the consultation process for the experiment.

Cllr P Dew, Executive Member for Transport and Planning  
[The meeting started at 2.00pm and finished at 2.35pm].