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Meeting	Decision Session - Executive Member for Transport
Date	21 November 2019
Present	Councillors D'Agorne

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### **38. 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.

### **39. Minutes**

The Executive Member requested that the following sentence be removed at minute 31, on The Groves Area Experimental Traffic Regulation Order item, regarding the diagonal closes, the sentence: 'This would then be reviewed at this Decision Session'. He clarified that there was no need for this concern to come back to the Decision Session.

Resolved: Subject to the above amendment, that the minutes of the Decision Session of the Executive Member for Transport and Planning held on 24 October be approved and signed by the Executive Member as a correct record.

### **40. Public Participation**

It was reported that there had been 4 registrations to speak at the meeting under the Council's Public Participation Scheme.

Representations were heard from the following registered speakers on the issues mentioned below:

Cllr Crawshaw and Cllr Kilbane, Ward Members for Micklegate spoke on Agenda item 4, Victoria Bar Access. Cllr Baker Ward Members for Micklegate had submitted a written representation. Their concerns included the following points:

- Frustration that this report requires a decision on a single issue. Lack of joined up thinking and looking strategically across the whole city.
- In considering access issues of the wider area, there are a number of considerations, such as: the walking and cycling infrastructure, reducing traffic, safety concerns, work that respects that this council has declared a climate emergency.
- Climate emergency declaration demands that such monies are responsibly spent on transforming this gateway into a cycle and people-friendly place welcoming people to a safe and greener Bishophill.
- A decision on Victoria Bar access should be deferred until discussion on the issue of access in and around the area of Bishophill including Micklegate has taken place.
- If having wider discussion on access options were to be obstructive or cause delay then Cllr Crawshaw would support the officer recommendation to replace the existing access control measures.

Cllr Warters, Ward Member for Osbaldwick & Derwent spoke regarding the City of York's (CYC) Street Lighting Policy which had been agreed by the previous Executive Member for Transport in July 2018. He expressed concern that the policy allowed officers to rip out perfectly serviceable lamp posts and dispose of cast iron columns replacing them with modern steel ones which were British standard height 20ft high 6ft columns which he considered to be too high for an area of bungalows. He considered that the city centre and rural areas should work to the same policy. He considered that the 2014 CYC Streetscape manual had been abandoned in the 2018 policy and that there was a need for greater flexibility on lighting referred to at points 54 and 18 in the 2013 Act.

Cllr Doughty, Ward Member for Strensall, spoke in support of the officer recommendation to make the reduced 40mph speed limit permanent. He thanked officers on behalf of the Parish Council for this recommendation. He requested that consideration be given to creating a cycling path from Strensall to Huntington, Earswick. He noted that there was a proposals to change the nearby roundabout and considered that it was timely to also consider this request which was high on the list of priorities for local residents.

The Executive Member responded that Ward Members have an allocation within the budget specifically for cycle routes and that he would welcome that request from the Ward Member.

#### **41. Victoria Bar Access**

The Executive Member received a report detailing cost estimates, stakeholder feedback and design options for resolving the issues of entry and exit from Victoria Bar. A decision was required on which option should be taken forward for detailed design and implementation.

Christian Wood, Smart Transport Programme Manager and James Guillatt, Transport Systems Project Manager, were in attendance to present the report and to respond to questions.

The options available were:

1. Option 1 – Replacement of existing access control measures.
2. Option 2 – Full closure of Victoria Bar with enhanced urban realm.
3. Option 3 – Exit only from Victoria Bar for all motorised vehicles with enhanced urban realm.
4. Option 4 – Exit only from Victoria Bar for residents only with enhanced urban realm.
5. Option 5 – Entry only to Victoria Bar for residents only.
6. Option 6 – Full closure of the Bar without enhanced public realm.

The following information was provided in response to the questions raised by the Ward Members:

- The report had come to this session for a decision because the current equipment is broken and the council has a duty to ensure suitable management of this.
- In consideration of access issues to the wider area, a traffic assessment would need to be undertaken to consider the current Traffic Regulation Orders (TRO's) in place and how that would be managed.
- At present there is an emergency TRO in place to prevent traffic driving on the wrong side of the road. This expires in January 2020.

The Executive Member considered that in light of recently confirming the permanent closure of traffic at Micklegate Bar and due to the fact that deferring this item to have further

discussion would not delay implementation of the recommended option, the Executive Member:

Resolved:

- (i) To Defer this decision until a discussion on the issue of access in and around the area of Bishophill including Micklegate has taken place.
- (ii) To continue engagement with Ward Members and to consider all options that are put forward.
- (iii) To delegate decisions regarding the operation and implementation of interim TRO's to the Assistant Director Transport, Highways and Environment in consultation with the Executive Member.

Reason: Respecting the requests from Ward Members to consider the issue of access in and around the area of Bishophill including Micklegate.

#### **42. Lord Deramore's Primary School Safety Zone**

The Executive Member considered a report which detailed the results of consultation including the advertisement of Traffic Regulation Orders (TRO's) in relation to proposed improvements to the school safety zone for Lord Deramore's Primary School in Heslington.

Ben Potter, Engineer, Transport Projects was in attendance to present the report and to respond to questions.

The options available were:

1. Option 1: Note the absence of objections to the TRO's and approve implementation of the scheme including the advertised 20mph Zone and parking restrictions as shown in Annex A.
2. Option 2: Note the absence of objections to the TRO's and approve implementation of the scheme including the advertised 20mph Zone and parking restrictions as shown in Annex A *with minor changes*.
3. Option 3: Abandon the scheme and do nothing on Field Lane.

The Executive Member noted that it had been unfortunate that the school crossing patrol officer had handed in her notice due

to safety concerns at this busy route, regularly feeling at risk. He highlighted that we value the crossing patrols that we have in the city.

Resolved:

- (i) To Approve Option 1, which is to note the comments received at consultation and the absence of objections to the Traffic Regulation Orders, and approve implementation of the scheme as shown in Annex A of Agenda item 5.
- (ii) In relation to the parking area to the north west of Field Lane directly outside Heslington Church, that further consultation regarding parking usage and duration be undertaken and that decisions related to this be delegated to the Assistant Director Transport, Highways and Environment in consultation with the Executive Member.

Reason: To provide a safer crossing point for the school crossing patrol to operate from and to better manage speeds along this busy section of Field Lane.

#### **43. Strensall Road, Earswick Experimental 40mph Speed Limit**

The Executive Member received a report which provided details of the results of an experimental traffic regulation order (TRO) to introduce a 40mph speed limit on Strensall Road, Earswick and asks the Executive Member to consider whether to make the order permanent.

Ben Potter, Engineer Transport Projects was in attendance to present the report and to respond to questions.

The options available were:

1. Option 1: Make the 40mph speed limit order permanent and investigate minor improvements to the 30mph limit.
2. Option 2: Make the 40mph speed limit order permanent.
3. Option 3: Revert this section of Strensall Road to a 60mph limit and replace the signing.

Resolved: To Approve Option 1, which is to make the 40mph speed limit order permanent and investigate minor improvements to the 30mph limit.

Reason: The speed data supports the retention of the new section of 40mph and the majority of comments from consultees have also been in support of the new limit.

Cllr A D'Agorne, Executive Member for Transport  
[The meeting started at 2.00 pm and finished at 2.30 pm].