



## **AGENDA SUPPLEMENT**

### **Decision Session - Executive Member for Transport and Planning**

**To:** Councillor Dew

**Date:** Thursday, 12 April 2018

**Time:** 2.00 pm

**Venue:** The Thornton Room - Ground Floor, West Offices (G039)

The Agenda for the above meeting was published on **Wednesday, 4 April 2018**. The attached additional documents are now available for the following agenda item:

### **3. Public Participation**

(Pages 1 - 4)

At this point in the meeting, members of the public who have registered to speak can do so. The deadline for registering is **5.00pm on Wednesday, 11 April 2018**. Members of the public can speak on agenda items or matters within the Executive Member's remit.

To register to speak please contact the Democracy Officers for the meeting, on the details at the foot of the agenda.

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This agenda supplement was published on **Wednesday, 11 April 2018**.

## Executive Member Decision Session: Transport & Planning: Written Representations

Thursday 12 April 2018, 2:00pm, Thornton Room, West Offices

Received from	Agenda Item	Comments
Foxwood Residents Association	10 -Highway Maintenance Delivery Report for 2017/18	<p><b>Delivery of highway resurfacing schemes</b></p> <p>Unlike previous years, this report does not address the several programme failures that have occurred. The Council published as long ago as March 2017, its planned programme of resurfacing work.</p> <p>There were several schemes in the Foxwood area. These proceeded well during 2017 but slowed, then stopped, in 2018.</p> <p>We made representations asking why, after residents had been advised that work would recommence – in Stirrup Close – on 10th February 2018, this did not happen?</p> <p>We have received no response to our enquiry.</p> <p>The Association was not consulted on the timetable for this programme (nor the street light replacement programme which ran alongside it).</p> <p>We note that at the time of writing no resurfacing programme for 2018/19 has yet been published by the Council.</p> <p>We would expect that an “end of year” report would be as candid about failures as it is about perceived successes.</p> <p>We would request that the Executive member instructs officers to advise us why the delays have occurred and to confirm the 2018/19 resurfacing programme</p>

		<p><b>UFO roadworks</b></p> <p>We were notified about the TalkTalk programme, by the contractors, about 6 months ago.</p> <p>Initially the programme proceeded much as expected.</p> <p>However, since Christmas, we have experienced considerable disruption.</p> <p>Initially we had been told that those footpaths, which were to have been resurfaced in the last financial year, would be excluded from the programme. It would have been more sensible to have installed the cables and then resurfaced.</p> <p>Now there has been extensive damage to footpaths and verges. Reinstatements were delayed by weather and then the contractors stopped work over the Bank Holiday (leaving open excavations). Guard rails blew over. Power cables were cut including those to the new “Halo” beacon on the Foxwood Lane zebra crossing.</p> <p>In some areas concrete paths have been reinstated with unsightly bitmac (may only be temporary).</p> <p>We would urge the Executive member to look carefully at the original claims made by Talk/Talk when they were pitching for the “Gigacity” project. They promised minimal disruption because of new excavation techniques that they were using.</p> <p>The reality is that the excavations are just as wide as those made by Virgin (or its predecessor) many years ago, leaving a patchwork on bitmac surfaces, with inevitable increased, ongoing, demands on the Council’s maintenance resources.</p>
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<p>Cllr D'Agorne</p>	<p>4 – Fossgate Experimental Traffic Regulation Order</p>	<p>The change in direction has been effective in reducing 'rat run' use of Fossgate especially by taxis in the evenings.</p> <p>From reading the comments and objections I understand there is a need for a 'build out' at the top end, for drivers leaving the street to make it safer emerging onto Stonebow/ Pavement, as well as 'Keep Clear' markings to prevent the junction being blocked by vehicles queuing for the Piccadilly junction. These can be done as part of the proposed physical measures to provide a level surface across the whole street. When this is done I suggest that restrictions on loading and disabled parking need to be applied to the narrowest part of Fossgate from the Blue Bell up to the corner. Further consultation with business premises will be needed to work out precise details. Identified loading and disabled 'bays' (strictly for those going to premises in the street) as part of the design may help.</p> <p>One way order</p> <p>One disadvantage of the new direction of flow is that vehicles from Frankin's Yard, the flats by the bridge and those delivering anywhere else have no option but to drive through the rest of the street to exit. I would therefore like to suggest that the one way order could be confirmed for the section from Frankin's Yard to the end (to allow the paving work to go ahead), but the section across the river Foss is made two way on a trial basis while the paving work is done. That would allow the work to progress more quickly and provide an opportunity to trial this compromise layout that would particularly benefit occupants of the flats next to the Foss and reduce still further the amount of through traffic. This would still allow the whole street trials to be concluded within the 18 month experimental timescale and could also help to address concerns about cyclists using it in the</p>
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		'wrong' direction since part of it would be designated as two way for all traffic.
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