

Decision Session - Executive Member For Transport

Tuesday, 13 December 2022

Decisions

Set out below is a summary of the decisions taken at the meeting of the Decision Session Executive Member for Transport held on Tuesday, 13 December 2022. 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 Services no later than 5pm on Thursday 15 December 2022.

If you have any queries about any matters referred to in this decision sheet please contact Democratic Services.

4. Butteracre Lane Condition Report

Resolved:

- i. Approved Option 1, which is to continue as per the HSIM and HIAMP meaning that annual safety inspections will be carried out to identify immediate issues and repairs will be authorised in accordance with the current classification of the Carriageway, its use and the priority. In addition annual surveys from a proactive perspective will occur with specific asset needs prioritised against the entire network

Reason: This approach recognises that the Western Section has a different use and need to the remainder of the Carriageway. In particular, there is evidence that the Western Section is used by both non-agricultural and agricultural vehicles, whereas the remainder of the Carriageway appears to be used principally by agricultural vehicles. As a result, the condition and level of maintenance varies across the length of the Carriageway. This is likely to necessitate more interventions in regard to routine maintenance but is unlikely to escalate to a capital scheme when compared to other carriageway assets within CYC and in accordance with the HIAMP principles, noting

that currently the prioritisation process does not bring any works at this location into the funded element of the programme. The HIAMP also includes the annual survey which is used to prioritise capital expenditure for all carriageway assets across the CYC area, noting that currently the prioritisation process does not bring any works at this location into the funded element of the programme. Finally, the implementation of this option would ensure compliance with the statutory duties of the Highways Authority.

5. Tsar Traffic Signal Refurbishment – Junction Of Malton Road / New Lane

Resolved:

- i. Approved progression of the scheme to detailed design and construction, based on Option C 'Renewal of Traffic Signal Equipment with additional Toucan Crossing Introduction'.

Reason: In order to progress the design and construction of the TSAR scheme at Malton Road / New Lane.

6. Speed Limit Traffic Regulation Order Amendments

Resolved:

- i. No change be implemented at the following sites (details shown on plans in Annex C):
 - Haxby Road, Foss Park Hospital (Origin – CYC/Foss Park Hospital; YSJU - 95 Alive Campaign);
 - Hull Road, Black Bull to Tranby Avenue (Origin – local resident);
 - Burdyke Avenue (Origin – Ward Councillor and a local resident);
 - B1222 Naburn Church to Moreby Lodge (Origin – Ward Councillor and a local business) but keep under review and discuss with relevant parties the introduction of additional warning signs;
 - B1224 Rufforth – North-Western approach (Origin – Ward Councillor) but keep under

review and discuss with relevant parties the introduction of countdown signs to speed limit change.

Reason: Because the road environment is not consistent with a lower speed limit and there is little prospect of achieving a reduction in vehicle speeds.

- ii. Agreed to Advertise a revised speed limit for the following sites (details shown on plans in Annex C):
 - Sutton Road, Wigginton Extend 40mph (Origin – local residents/business);
 - A59 Upper Poppleton Extend 40mph (Origin – Ward Councillor);
 - Montague Road Estate, Bishopthorpe 20mph Zone (Origin – local resident);
 - Haxby Road (Clarence Gardens) 20mph (Origin – local resident);
 - Wetherby Road Rufforth (Primary School) 20mph (Origin – Parish and Ward Councillors) and extend the 20mph zone to include the streets Maythorpe, Laborum, View tree Close, and Middlewood Close;
 - Bradley Lane, Rufforth (Origin – Ward Councillor).

Reason: Because the indications are these are appropriate speed limits due to the surrounding environment, to respond to residents' concerns and to reduce the risk of traffic incidents and injuries.

7. Active Travel Programme – Project Progress

Resolved:

- i. Approved Option 1 – Approve the proposed St Georges Field Crossing scheme and scheme delivery arrangements described within this report and presented in Annex A of this document.

Reason: This option achieves the scheme objectives and is affordable within assigned budgets. Timing of the

installation will be co-ordinated with the Castle Gateway development. Traffic is predicted to not be significantly impacted, and the single-stage element of the crossing makes transition from pedestrian crossing to 'Toucan' crossing achievable.

Resolved:

- ii. Approved Option 2 – Approve the proposed Skeldergate scheme and scheme delivery arrangements described within this report and presented in Annex E of this document.

Reason: This option achieves the core aim of the scheme, which is to “*improve safety, amenity and accessibility for cyclists on the route along Skeldergate, and to reduce and/or remove conflict at buildouts*”.

8. Permanent Traffic Regulation Order For One Way Traffic On Coppergate (With Contraflow Provision For Cyclists)

Resolved:

- i. Approved the recommendation to make the temporary restrictions permanent.

Reason: To help reduce vehicle movements and minimise the pedestrian and vehicle conflict in the street; and to improve levels of safety, whilst still allowing for two way cycle travel to continue.