

DECISION SESSION - CABINET MEMBER FOR TRANSPORT, PLANNING & SUSTAINABILITY

MONDAY, 21 MAY 2012

DECISIONS

Set out below is a summary of the decisions taken at the Decision Session - Cabinet Member for City Strategy held on Monday, 21 May 2012. 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 Judith Betts (01904) 551078.

4. 20MPH SPEED LIMIT POLICY APPROACH.

Appendix C

RESOLVED: That a policy approach to delivering 20 mph speed limits across the city be agreed.

Reason: To provide a consistent and transparent approach to implementation.

RESOLVED: That the provisional programme for roll out and therefore the response to the petitions in relation to implementation be agreed.

Reason: So that residents can be made aware of the order of delivery and enable the petitions to be considered as part of a wider area rather than new or extensions to an existing scheme.

RESOLVED: That larger villages be included in the roll out but that implementation in the smaller villages be delayed until further in the year.

Reason: To enable evidence to determine whether a signed only limit or another traffic management approach is most appropriate in the small villages.

RESOLVED: That the progress on the South Bank scheme be noted and that the trial in Murton Village be put on hold until additional funding can be identified.

Reason: To enable the programme to trial affordable additional speed reduction measures that would be replicable across the city and that also work to reduce average speeds close to 20mph.

5. STRATEGIC CYCLE ROUTE PRIORITISATION. **Appendix D**

RESOLVED: That Option B, to adopt a more up to date and evidence-based network and scheme prioritisation method with future schemes better prioritised against set criteria be agreed.

REASON: To help achieve an effective future cycling network, to ensure future developments take into account and contribute towards it, and to shape future Transport Capital Programmes.

6. HOW TO BETTER PROMOTE SUSTAINABLE DEVELOPMENT IN YORK. **Appendix E**

RESOLVED: That Option 2, to undertake specific targeted actions as set out in the Officer's report be agreed.

REASON: To improve the chances of delivering the City's aspirations in relation to sustainable development.