

Meeting	Decision Session - Executive Member for Transport and Planning
Date	14 September 2017
Present	Councillor Gillies

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## 24. Declarations of Interest

The Executive Member was asked to declare 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. None were declared.

## 25. Minutes

Resolved: That the minutes of the Decision Session held on 17 August 2017 were approved as a correct record and then signed by the Executive Member.

## 26. Public Participation

The Executive Member reported that in view of the significant number of registrations to speak received at this meeting, he proposed to hear the following specifically at this point in the meeting, due to time pressures faced by the Councillors concerned, and then to hear the remainder under the specific item each public speaker was concerned with:

In relation to agenda item 9 (Minute No. 32 below) on proposals to advertise amendments to Traffic Regulation Orders further to an annual review:

**Councillor Reid** addressed the Executive Member on proposals relating to her ward (Dringhouses & Woodthorpe) and specifically wished to support an extension to double yellow lines outside the dentists on Moorcroft Road (E9), as well as a small stretch of double yellow lines on North Lane to help protect a private driveway (E10);

**Councillor Cuthbertson** addressed the Executive Member on proposals relating to his ward (Haxby & Wigginton) and expressed his broad support for the recommendations within his ward but drew attention to a specific problem identified at Kennedy Drive which would be referred to by a local resident, Mr Reynolds, when he spoke.

**Councillor Waller** addressed the Executive Member on proposals relating to his ward (Westfield) and again, broadly expressed support for the recommendations proposed with the exception of Morrell Court/Walker Drive, where he felt some action would be appropriate for safety reasons, and with the exception of Askham Lane/Vesper Drive, where again, in the interests of safety at junctions, he considered the provision of double yellow lines to be beneficial.

**Councillor Jackson** addressed the Executive Member on proposals relating to her ward (also Westfield) and specifically requested the provision of a street sign off Foxwood Lane junction and the provision of double yellow lines on Cranfield Place from the Community Centre to No. 2.

**27. Consideration of objections received to an advertised proposal to make changes to the R14 Residents' Priority Parking zone on Claremont Terrace**

The Executive Member considered a report from the Corporate Director of Economy and Place setting out details of objections received to proposals for changes to the R14 Residents' Priority Parking Zone on Claremont Terrace.

Barrie Stephenson, a local resident, spoke on this issue as Chair of the local Residents Association, commenting that no extra parking space should be provided.

The report detailed those objections received at paragraph 8 and the Executive Member was advised that the objection from the Hazelwood Guest House had now been withdrawn.

Resolved: (i) That **Option 1**: To implement as advertised the changes to the R14: Residents' Priority Parking zone as it

referred to Claremont Terrace under the regulations published in 2012 which allowed enforcement by entry signage only, thereby bringing the back lanes into the zone, be approved.

(ii) That the objections for the additional parking space be upheld and no further action on this matter be taken.

(iii) To note that the objection from Hazelwood Guest House had been withdrawn

Reason: To remove the long-term obstructive parking in the back lanes.

**28. Consideration of objections received to an advertised proposal to change a R33GM Residents' Priority Parking Bay on Bootham Terrace to a Community Residents' Priority Parking Bay**

The Executive Member considered a report of the Corporate Director of Economy & Place setting out details of objections received to proposals to change a R33GM Residents' Priority Parking Bay on Bootham Terrace into a Community Residents' Priority Parking Bay.

Darren Shaw, a local resident, spoke in objection to the proposed change, on the basis that it was merely a short term fix and would not contribute to solving the parking issues long term, whilst Alex Mayfield, also a local resident, spoke in favour of the change.

Councillor Danny Myers, also spoke, as a Ward Councillor, expressing concerns about the saturation of parking in the area and across the city. He expressed a preference for option 2 providing a shorter length of community parking and proposed a 4:2 split on available spaces in favour of residents.

The Executive Member considered the options in light of objections and representations received, including the comments of public speakers and

Resolved: To approve **Option 2** to implement a shorter length of community parking, based on a 4:2 split in favour of residents

Reason: To provide an equitable balance of parking amenity for all R33 Permit Holders.

## **29. Bus Lane and Bus Gate Enforcement in York**

The Executive Member considered a report setting out a proposed policy for enforcing bus stops/stands, as well as bus lanes and bus gates in York. It aimed to address ongoing issues on the bus network and provide a fair and reasonable level of enforcement.

Dave Merrett spoke under the Public Participation Scheme and largely welcomed the report on behalf of York Bus Forum, whilst raising concerns in relation to:

- the implementation of enforcement;
- problems around Stonebow Lane;
- the possibility of introducing west bound enforcement;
- there being no reference to yellow box enforcement;
- and requesting that the York Bus Forum be involved in any stakeholder future consultation

Councillor Kramm also spoke on the issues at the Executive Member's discretion, raising safety concerns and commenting that camera enforcement alone at Low Poppleton Lane might be insufficient.

The Corporate Director of Economy & Place responded to the issues, explaining that the report was focussed around the requirements under current legislation and outlining what measures were undertaken to address problems. Yellow boxes had now been removed and a new experimental Order planned for Low Poppleton Lane.

The Executive Member reviewed the proposed policy taking into account the issues raised. He welcomed the progress made in addressing ongoing issues and the proposals to improvement enforcement, whilst, additionally, indicating that he would like

problems around Stonebow Lane to be monitored and reviewed and potentially a second bus gate in Piccadilly to be considered.

Resolved:

That the following be approved:

- (i) continuing development of the approach set out in the report.
- (ii) development of Bus Lane Enforcement schemes at Foss Islands Road Retail Park and Shipton Road by Rawcliffe Bar park and ride with delivery subject to further approval where necessary.
- (iii) delivery of measures to enhance the visibility of the restricted bus only area at the station.
- (iv) investigation of the operation of the remaining Bus Lanes in the city.

Reason:

This will allow bus lane enforcement policy in York to be developed to best benefit bus services, in a measured and accountable way, and mitigates any risks from the failure of individual schemes

### **30. Junction Alterations – Lendal Arch Gyratory**

The Executive Member considered a report on proposed junction alterations in relation to Lendal Arch Gyratory, to allow for replacement life-expired signalling assets at Station Road/Rougier Street and Station Rise/Station Road.

Dave Merrett spoke on behalf of the York Cycle Forum, commenting that the Forum appeared not to have been consulted and sought deferral on specific aspects of the scheme to allow for that consultation, referring to the potential risks and impact on cyclists arising from the removal of any cycle lane.

Paul Hepworth spoke on behalf of Cycling UK, asking to see the response from Cycling UK and commenting that, from a cycling perspective, he did not support the removal of a central cycle lane.

Details of external consultation responses received were tabled for the benefit of the Executive Member to assist his decision making.

Whilst he did not wish to delay the proposed alterations unnecessarily, in light of potential funding for the Scarborough Bridge scheme, the Executive Member requested Officers to consider options for removing a filter lane in relation to the left turn into Station Rise (Leeman Road).

Resolved: (i) That **Option 1**, the recommended design for the Station Road / Rougier Street junction, be approved.

(ii) That **Option 1**, the recommended design for the Station Rise / Station Road, be approved;

(iii) That, notwithstanding the above approvals and consequent upon appropriate consultations taking place regarding the provision of cycle lanes, authority be delegated to the Assistant Director (Transport, Highways and Environment) to consider removing a filter lane in relation to the left turn into Station Rise (Leeman Road)

Reason: (i) The recommended design offers the best solution to allow replacement of the asset in line with current design standards, whilst minimising the impact on pedestrians and vehicular traffic.

(ii) The recommended design offers the best solution to allow replacement of the asset in line with current design standards, whilst minimising the impact

on pedestrians and vehicular traffic. It also takes advantage of the available opportunity to implement a new pedestrian crossing for the benefit of blind and partially sighted users.

**31. Public Rights of Way: The Council of the City of York, Public Bridleway, No. 18 (Part), Public Path Diversion Order 2017 - Consideration of Outstanding Objection**

The Executive Member considered a report setting out details of an objection received to the making of the above Order and seeking authority to refer determination of the Order to the Secretary of State, in light of that objection.

Kathryn Jukes spoke as the Director of Directions Planning Consultancy Ltd and the agent working on behalf of Joseph Rowntree Housing Trust, commenting that the diversion of the bridleway was necessary for the approval of their development.

Mr Walton, a local resident, spoke in support of referring the Order to the Secretary of State, outlining specific personal circumstances for wishing the Order to be determined.

Councillor Warters then spoke as the Ward Member and objector and outlined his reasons for objecting, which were set out in detail in the report. He urged the Executive Member to abandon the Order.

Having considered the objection received, together with other public contributions, the Executive Member

Resolved: To refer the Order to the Secretary of State for determination and a decision to be authorised.

Reason: To enable the Order to be determined, which, if confirmed, would allow that part of the development for which planning permission had been granted to take place.

### **32. Annual Review of Traffic Regulation Order Requests**

The Executive Member considered an annual report, reviewing Traffic Regulation Orders (TROs) and seeking his authority to implement various amendments to those TROs, taking into account any objections or representations made.

In addition to the Councillors who spoke in relation to amendments in their respective wards at Minute No. 26 above, the following also addressed the Executive Member on issues of concern to them:

**Lynne Riviere**, a local resident, spoke in relation to Annex N4 (St Chad's Wharf, off Bishopthorpe Road, Micklegate), requesting a further extension of yellow lines from the central line, to allow for an improved braking distance.

**Councillor D'Agorne**, spoke, as Ward Councillor, in relation to amendments for the Fishergate Ward, but, in particular, in support of yellow lines opposite the mouth of the junction at Danesmead/Broadway West (Annex F6).

**Jackie Tuvey-Smith** also spoke in relation to Annex F6, as a resident of Danesmead Estate, expressing safety concerns, particularly regarding parking on the corner of the entrance to the estate.

**Mike Reynolds**, a local resident, spoke in relation to Annex I1 Kennedy Drive (Haxby & Wigginton) on parking and access issues, expressing concerns about safety and referring to blocked pavements on the drive.

**Councillor Kramm**, spoke, as Ward Councillor, in relation to the amendments under Annex N for Micklegate and referred to his written representations tabled for the Executive Member to consider.

The Executive Member was advised that further written representations had also been made by Councillor D'Agorne (in relation to Annex F6), Ian Bainbridge, from Danesmead Residents Association (again in relation to Annex F6), Councillor Hayes on Annex N affecting Micklegate Ward, and by Ward Councillors for Dringhouses & Woodthorpe, regarding proposed amendments in their area. A full list of written

representations received was tabled for the Executive Member's information.

Having taken into account all written and speaker representations made, the Executive Member

- Resolved:
- (i) To approve the recommended approach for each request, as identified in Annexes A to S, with the exception of:
    - F6 (Danesmead/Broadway West), where, in addition, authority be given to the Assistant Director (Transport, Highways & Environment) to provide a suitable additional length of yellow lines in relation to the corner of the estate entrance;
    - I1 (Kennedy Drive), to provide double yellow lines up to the end of driveways Nos 1 and 2;
    - J5 (Dodsworth Avenue), approved subject to it being kept under review;
    - N4(St Chad's Wharf, Off Bishopthorpe Road), to extend the provision of double yellow lines by a further 16m;
    - N5 (Knavesmire Road), deferred for a further report back on appropriate options around February 2018 when wider Knavesmire/racecourse issues could be addressed;
    - S3 (Foxwood Lane/Bellhouse Way Junction), approved subject to moving the street sign;
    - S5 (Askham Lane/Vesper Drive), recommendation to take no action agreed but, in addition, the Assistant Director (Transport, Highways & Environment) to write to the police constable in relation to action against obstruction caused by vehicles on grass

verges and regarding devolution of powers;

- S6 (Cranfield Place), recommendation to take no action agreed, subject to white bar markings outside the first four properties.

(ii) To consider at a subsequent Decision Session any objections to the legal advertisement of any changes to the Traffic Regulation Order;

(iii) To approve the implementation of any amendments to the Traffic Regulation Orders as set out in (i) above, provided there are no further objections raised in respect of the advertised changes.

Reason:

To ensure that appropriate changes are made to traffic restrictions to address concerns raised by residents.

Cllr I Gillies, Chair

[The meeting started at 2.00 pm and finished at 3.40 pm].