
Meeting	Decision Session - Executive Member for Transport
Date	22 June 2020
Present	Councillor D'Agorne (Executive Member)

72. 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.

The Executive Member confirmed that he had two personal non-prejudicial interests in agenda item 5, The Groves Area Experimental Traffic Regulation Order, in that:

- He had attended a consultation evening in February, where he joined Ward Members and officers to answer questions from the general public.
- His partner, Cllr Craghill, had registered to speak at this Decision Session on behalf of all Guildhall Ward Councillors.

73. Minutes

Resolved: That the minutes of the meeting held on 19 March 2020 be approved as a correct record and be signed by the Executive Member at a later date.

74. Public Participation

It was reported that there had been 7 registrations to speak at the meeting under the Council's Public Participation Scheme and a number of written representations had also been received.

All the registered speakers spoke on agenda item 5, The Groves Area Experimental Traffic Regulation Order and they addressed the Executive Member when he considered that agenda item.

Brian Houghton the Chair of Trustees of Door 84 Youth and Community Centre spoke in objection to the proposal. He highlighted the affects the experiment would have on their business and all the services they offered. He addressed various concerns with the proposals, including transport and access difficulties. He confirmed that they had eight different building user organisations on the premises and their own club and the impact would be felt by all.

Hilary Platt from Bell Farm Community Association lodged their disagreement with the current road closures planned and she questioned why surrounding areas that would be impacted adversely by the road closures had not been included in the consultation. She noted that the experiment would increase traffic along Dodsworth Avenue, Huntington Road and Haxby Road and she highlighted some residents concerns, including the impact on emergency vehicles accessing the hospital.

Ann Stacey, Chair of The Groves Association spoke in support of the experiment. She confirmed that these proposals had emerged from a series of consultations with residents. She addressed the current speed and volume of traffic in the area, which caused high pollution levels and she highlighted the health and wellbeing benefits the experiment would bring for residents.

Darryl Martin and his son, local residents, spoke in support of the experiment. They expressed their concerns regarding the volume of traffic around Park Grove Primary School and how some drivers ignored the no entry sign at the junction on Park Grove that connected it to Brownlow Street and Neville Terrace.

Chris Thorpe, a local resident, spoke in support of the proposed traffic experiment. He addressed the volume and speed of traffic passing along the residential streets and he recognised the inconvenience that some drivers would encounter as a result of the proposed changes but felt that the importance of residents' welfare, mental health and quality of life must be recognised and acknowledged when balanced against slightly longer vehicle journeys.

Carrie Coltart a local resident spoke in support to the proposals and raised her concerns regarding the current traffic levels in the area. She confirmed that during the pandemic traffic levels had reduced in the Groves making it a much more pleasant

place to live. She felt the experiment would improve school drop off and collection and would allow an improved play environment for pupils.

Cllr Craghill, Ward Member, confirmed she was speaking on behalf of all three Guildhall Ward Councillors to express their support to improve the street environment in the Groves. She confirmed the experiment would improve air quality, road safety and support more walking, cycling and community activity. She acknowledged that this proposal had arisen from a long process of community engagement.

The following written representations were also received and considered regarding agenda item 5, The Groves Area Experimental Traffic Regulation Order.

Mr M Norman, a local resident, wrote in objection to the proposal. He raised concerns regarding the proposed traffic partition of streets, the loss of resident's parking spaces, the proposed one way and two way streets in the Groves area. He felt the scheme should be delayed until further consideration was given to the practicality on the ground of the proposed/revised scheme and that traffic and pedestrian flow projections were fully established for all the roads affected.

Mr D Norman, son attends Snappy and Door 84 on Penley's Grove Street, wrote in objection to the proposal. He highlighted his concerns regarding access changes to Door 84 and Snappy and felt the proposed experiment would make it very difficult for users with disabilities to attend.

P Feldman and G Bull, local residents, wrote in support of the proposed experiment and felt that an 18-month experimental period would allow flexibility and time to identify issues that would inevitably arise. They raised issues with the current volume and speed of the traffic through the Groves and the safety issues at the crossing to and from Groves Lane.

Mr and Mrs Euesden, local residents, confirmed they remained strongly in favour of the proposed scheme, which they felt would bring many benefits to the community as a whole. They were satisfied that the concerns of the residents of St John's Street had been considered and addressed.

75. TSAR Traffic Signal Refurbishment - Hull Road/Osbaldwick Link Road

The Executive Member considered a report that outlined the proposed alterations to the life expired traffic signalling equipment at Hull Road/Osbaldwick Link Road.

The Executive Member acknowledged the written representations he had received and he confirmed that the site was located in the Hull Road Ward and those Ward Councillors had been consulted.

The Transport Systems Project Manager and the Smart Transport Programme Manager presented the report explaining that the TSAR (Traffic Signal Asset Renewal) programme was the means by which life expired traffic signal assets across the city were refurbished.

The suggested changes and consultation process, highlighted within the report and in Annex A and B, were discussed and it was noted that based on consultation feedback amendments had been made.

The Executive Member considered the options put forward in the report and he thanked officers for their update.

Resolved: That Option 1, the proposed crossing refurbishment as shown in the drawing at Annex B of the report, be approved.

Reason: This option achieves the core aim of replacing the life-expired traffic signal asset such that it can continue to be operated and repaired economically.

76. The Groves Area Experimental Traffic Regulation Order

The Executive Member considered a report that provided an amended proposal to close the Groves residential area to through traffic following the decision of the Executive Member for Transport on 24 October 2019, to approve this subject to detailed design and further consultation. The report highlighted a revised proposal, taking account of that consultation, and requested the agreement of the Executive Member to implement an 18 month Experimental Traffic Regulation Order.

The Assistant Director of Transport, Highways and Environment provided an update where it was noted that no property within the Groves would have vehicle access removed.

The Executive Member considered the options within the report and noted the alterations made to the original proposal, as highlighted by the Principal Traffic Projects Officer and at paragraph 23 of the report. It was noted that these changes would be reviewed and could be rapidly adapted during the experiment.

The Experimental Traffic Regulation Order process was discussed and it was noted that it followed a strict national legal process that must be followed for the experiment to be conducted correctly.

The public consultation process and responses were noted and in response to questions from the Executive Member, the Transport Projects & Delivery Manager confirmed that:

- Residents would be consulted during the trial and would be able to offer their views on the measures.
- Discussions with emergency services had taken place and options were being reviewed as part of any permanent works to ensure access for emergency vehicles was maintained.

The Executive Member considered the recommendations within the report and officers confirmed that the work would commence following contracted highway works on Haxby Road.

The Executive Member stated that this approach was taking place across the whole country and he agreed it was important that officers continued to work with the local community, local residents, emergency services and all road users to understand any impacts.

Resolved:

- i) That the outcome of the consultation carried out in February 2020 and the proposed method for further consultation as the project was implemented be noted.

Reason: To comply with City of York Council public engagement expectations and to comply with the legal requirements of taking forward Traffic Regulation Orders.

- ii) That Option 3 be agreed – items a to m - the implementation of an 18 month Experimental Traffic Regulation Order (Exp. TRO).

Reason: Because an Exp. TRO provides the greatest flexibility in cases where it was anticipated there may need to be adjustments made at short notice and in a timely fashion to improve the scheme.

- iii) That the start date be within the next few weeks, taking account of practical arrangements such as ordering signs and notifying residents and businesses of the start date.

Reason: In order to secure funding through the Emergency Active Travel Fund that required expenditure within 8 weeks to facilitate reallocation of road space to walking and cycling and facilitates social distancing.

Cllr A D'Agorne, Executive Member for Transport
[The meeting started at 11.08 am and finished at 12.05 pm].