

Decision Session - Executive Member for Transport and Planning

Thursday, 13 October 2016

DECISIONS

Set out below is a summary of the decisions taken at the meeting of the Decision Session Executive Member for Transport & Planning held on Thursday, 13 October 2016. 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 4pm 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 on 01904 551078 or judith.betts@york.gov.uk.

4. Directorate of Place Capital Programme - 2016/17 Monitor 1 Report

Resolved: (i) That the amendments to the 2016/17 Directorate of Place Capital Programme set out in Annexes 1 and 2 be approved.

(ii) That the reduction to the 2016/17 Director of Place Capital Programme be noted and the movement of funding to 2017/18, subject to the approval of the Executive.

(iii) That the list of the priority pedestrian crossing requests in Annex 3 of the report be noted.

Reason: To enable the effective management and monitoring of the Directorate of Place Capital Programme.

5. Holgate Road (Iron Bridge to Acomb Road) Cycle Scheme

Resolved: (i) That the objections to the TRO be noted, but the making of the TRO (subject to a 90 minute non-permit holder exception to the Community bay) be approved. It is further recommended that the implementation of the proposals as shown in

Annex A is authorised (with the exception of the parking proposals outside numbers 150-154).

- (ii) That the principle to the creation of a parking area in Chancery Rise (as shown in **Annex D**) along with the provision of a dropped kerb to facilitate vehicle access to the forecourt area at 150 Holgate Road (part of the scheme shown in **Annex C**) be approved. Linked to this, the advertisement of a TRO covering the removal of the existing restrictions on the affected part of Chancery Rise, along with the introduction of “no waiting at any time” restrictions to replace the existing on-road parking provision adjacent to 150-154 Holgate Road be authorised.
- (iii) That authority be delegated to the Director of City and Environmental Services to decide, following consultation with fellow Officers, about non-residential permit holders parking provision for 30 minutes in the parking space now approved for residential parking.

Reason: To enhance road safety by providing more continuity of the cycle lanes whilst maintaining good parking provision for local resident and businesses.

6. Monkgate Roundabout Cycle/Pedestrian Safety Scheme

- Resolved: (i) That the scheme be approved as shown in Annex A to the Officer’s report.
- (ii) That authority be delegated to the Director for City and Environmental Services to investigate the feasibility of the installation of additional signs for cyclists.

Reason: To improve facilities for cyclists and pedestrians and to reduce the number of accidents involving cyclists.

7. Knavesmire Primary Safe Routes to School - Bishopthorpe Road, Pedestrian crossing improvements

Resolved: That Option (ii) be approved:

For Officers to implement an amended scheme (Annex C in the Officer's report), and advertisement of the required traffic regulation orders, with implementation to follow if no substantive objections are received. Any objections will be reported back to the Executive Member for a final decision.

Reason: To improve pedestrian crossing facilities on Bishopthorpe Road at its junction with Campleshon Road.

8. Heslington Lane - Danger Reduction Scheme

Resolved: That Option (ii) be approved.

Implement the scheme as detailed in Annex A and B, but remove the lighting column opposite Holmefield Lane from the proposals. Also advertise the required speed limit and order with implementation to follow if no substantive objections are received. Any objections will be reported back to the Executive Member for a final decision.

Reason: To reduce the risk of road users colliding with the chicane which in turn reduces ongoing maintenance costs to the council. To improve the existing zebra crossing to better accommodate cycle users and improve the lighting for all users.

9. Acomb and Westfield Shopping Area Petitions

Resolved: (i) That the petitions at Paragraph 5 be noted.

(ii) That it be confirmed that a highway maintenance led approach is not the appropriate policy approach to achieve the expectations of the two petitions.

(iii) That further work is carried out to appraise the possibilities for a wider renewal and reinvigoration scheme for both locations and a report prepared for the Executive Member for Economic Development and Community Engagement.

Reason: To ensure that the concerns of the petitioners are addressed and council budgets are used effectively to contribute to the development of community improvements.