
Meeting	Decision Session - Executive Member for Transport
Date	18 January 2021
Present	Councillors D'Agorne and Widdowson
Apologies	

46. 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. None were declared.

47. Minutes

Resolved: That the minutes of the Decision Session of the Executive Member for Transport held on 1 December 2020 be approved and signed by the Executive Member as a correct record.

48. Public Participation

It was reported that there had been six registrations to speak at the meeting under the Council's Public Participation Scheme. However, due to technical issues one speaker was unable to participate in the meeting.

Cllr D Smalley thanked officers for work that had been undertaken regarding item 4 and the proposal to invest in the junction. He highlighted support at a Ward Meeting for the introduction of a right turn, as well as, the introducing a hatched area to stop traffic leaving towards the ring road blocking Hurricane Way and improved signage to assist drivers to be in the correct lane at the junction. It was requested that anti idling signage be introduced in the area and that the TSL program include parish councils in consultations in future schemes.

Cllr S Waudby also spoke regarding item 4, as a Ward Member, highlighting delays in traffic at the junction and the requests for a right turn at the junction from residents. She highlighted that

the new Clifton Moor Gate estate would add additional traffic in the. While option 2 came with additional expenditure she requested that the option 2 be support believing that with a new estate being developed that it would be a missed opportunity to not progress with option 2 in the report.

Cristian Santabarbara spoke on behalf of York IWGB and requested amendments be made to the York footstreet restrictions, to allow cyclists working in the gig economy to cycle through the footstreets area as part of their work. He noted current restrictions left workers in danger of fines and lose of work due to time lost on delivers due to having to travel through the city of foot. He also highlighted the role cycle carriers had had during the pandemic to allow restaurants to remain open and the increased number of services carriers had performed for residents including those shielding.

Andy Shrimpton spoke on behalf of the York Cycle Campaign regarding item 10 and welcomed the Council committing to £650,000 match funding in the Active Travel Fund. He noted the importance of public consultations ahead of the proposed schemes and recommended the council involve independent experts to run the consultation. He requested that the Executive Member maintain greater oversight of the schemes than was proposed in the report to ensure the schemes delivered fit within the wider transport strategy. He noted the importance of a pipeline of future walking and cycling schemes, but requested that objectives be more tightly defined and commitment to reach net zero by 2030 and car free by 2023 be included.

Cllr R Melly highlighted the positive impact the E-Scooter trial had had so far, but requested that further work be undertaken to allow E-Scooters and E-Bikes to be used beyond the outer ring road to support residents living further away from the city centre from benefiting from their use. In relation to item 10 she noted that Government had supported the schemes but did not award full funding and enquired as to why this was and whether it would be a problem in relation to delivery. Finally she noted the need for schemes to be undertaken urgently, such as Acomb Road which had been resurfaced in the summer of 2020 but had not yet had new road markings installed.

Officers noted that in relation to Government funding for the Active Travel Fund, that the Council did not receive all the funding it had applied for. Firstly this was because the Council

had applied for additional funding over and above its nominal funding allowance. While the Council received 95% of its bid for funding, it was noted that, the inclusion of some advisory cycle lanes in the Council's proposed schemes did not meet the Department for Transport's required mandatory cycle lanes.

49. TSAR Traffic Signal Refurbishment - Clifton Moorgate / Hurricane Way YK2239

Officers introduced the report noting the recommendation for the Executive Member to support Option 1. It was stated that the additional £200,000 cost for Option 2 did not justify the additional expenditure and would cause HGV's to be redirected to a roundabout which was deemed unsuitable for HGV use. The prospect of a new housing development north of the outer ring road was raised, it was confirmed that should the scheme go ahead then alterations could be made if required to the junction. If required changes to the junction could then be made with Section 106 contributions from the developer.

It was confirmed that a Hatchet Area and anti-idling signs could be explored as part of the scheme. A list of upcoming Traffic Signal Refurbishment could also be shared with Parish Councils and Ward Members, to ensure they can engage in consultations as part of a schemes progression.

Resolved:

- i. Approved Option 1 to refurbish all on site Traffic Signal Equipment and realign the pedestrian / cyclist crossing over Hurricane Way so that it meets current guidance.

Reason: To achieves the core aim of replacing the life-expired traffic signal asset such that it can continue be operated and repaired economically whilst also providing slight improvements to cycling and walking infrastructure.

50. Update on E-sooter Trials

Officers were joined by Jessica Hall from Tier Mobility to introduce the item. It was noted that the recommendation was to

expand the trial to include E-Bikes and allow both E-Scooters and E-Bikes to travel as far as the outer ring road. It was confirmed that extending the range of E-Scooters and E-Bikes could be considered and that the current range of the E-Scooters and E-Bikes had been determined for part of the trial.

It was confirmed that E-Bikes would have number plates like the E-Scooters. Virtual parking bays were proposed to be introduced as part of the trial to reduce the impact on the public highway.

Resolved:

- i. To expand the service area that e-scooters can be hired and used, including a phased increase in e-scooters up to 700. Introduce e-bikes as outlined in the body of the report. This would see implementation of e-bikes across the city using the same parking bays as currently used for e-scooters. The e-bikes would look to be introduced in Q1 of 2021.

Reason: To continue the Department for Transport's micro-mobility trial and develop more sustainable travel options in the city.

51. Haxby Road, New Earswick – Triple Cushion Replacement Trial

Officers introduced the results and evaluation of a trial road layout on Haxby Road, New Earswick, and introduced the recommendations for concluding the trial and completing the scheme. The Executive Member considered the feedback received and agreed to make the trial measures permanent with minor changes.

Resolved:

- i. Approved the suggested amendments in Option 3 and as shown in Annex B, which is to make the trial measures permanent with minor changes.

Reason: To improve on the existing layout and allay some safety concerns about the southbound direction.

There could also be minor reductions in noise and vibration nuisance to residents.

52. Draft Vehicle Crossings Policy

The Executive Member enquired about an equalities assessment for the Draft Vehicle Crossings Policy, officers confirmed that the report asks for us to begin an consultation which would include an impact assessment and the opportunity hold targeted engagement on any equalities impact with those engaged in the footstreets consultation.

Resolved:

- i. That the draft policy be subject to public consultation. The draft policy would then become final if no objections are received at the end of the consultation period (3 months) or would be presented to the Executive Member for decision if objections are received;
- ii. That the council ensure it does specific engagement on equalities issues as part of the public consultation.

Reason: To support the decision making process for vehicle crossing applications submitted to City of York Council.

53. Progress towards determining all outstanding DMMO applications

Officers introduced the report and the Executive Member confirmed his support for the recommendation to share the report with the Local Government Ombudsman.

Resolved:

- i. Noted the content of the report and gave authorisation for it to be forwarded to the Local Government Ombudsman.

Reason: To report to the Local Government Ombudsman the progress the Council has made to reducing the backlog of undetermined DMMO applications.

54. Consideration of Objections in respect of No Waiting on the Verge Regulation order on Intake Lane, Dunnington

Officers introduced the report and updated the Executive Member that the proposal would introduce a no waiting area at any time on both sides of the road. It was also noted that a cheaper sign post had been identified and therefore if approved would be selected for the new signage.

Resolved:

- i. Approved option one and over-ruled the objections and implement the proposal as advertised and install regulatory signs on posts identified by Ward Members.

Reason: To provide a solution to prevent parking on the grass verge whilst allowing legitimate vehicle access across the verge.

55. Active Travel Fund (ATF) Programme

The Executive Member welcomed the progress made regarding the Active Travel Fund programme and the proposed draft Local Cycling and Walking Infrastructure Plan. Officers outlined the report and give an update on the match funding alongside the awarded £800,000 that had been awarded by the Department for Transport. The progress in creating the Local Cycling and Walking Infrastructure Plan was also update. Discussion took place regarding the strategic value of developing a pipeline of compliant schemes.

It was noted that the Department for Transport required to be informed of which schemes the Council will to take forward by March 2021 and delivered by the end of March 2022. It was also identified that it was expected that the opportunities to bid for further funding for future years programs would be available.

Resolved:

- i. Noted the progress with scheme delivery;
- ii. To make a £600k commitment in-principle, with a final match funding budget set following scheme costing and preparation;
- iii. The Executive Member endorsed the proposed Consultation Plan;
- iv. That CYC develops a pipeline of compliant future schemes through working with stakeholder groups to develop and LCWIP;
- v. That delegation is given to officers for the responsibility to make decisions about how to resource the ATF programme in consultation with the Executive Member.

Reason: To allow the City of York Council to determine the most efficient distribution of match funding once more is known about the cost and delivery timescales for the programme as a whole and to ensure that the best possible schemes are progressed. As well as, assist City of York Council in attracting central government funds for active travel projects which will assist in meeting City of York Council's climate emergency strategy to decarbonise transport and improve air quality and health.

56. Urgent Business

It was confirmed that the Council had received a request from the IWGB Couriers Union York for the introduction of a permit, to allow cycle couriers the ability to access the cities extended footstreets area. The Executive Member outlined that further discussion was required with officers and other Executive Members before he would be able to make a decision.

Cllr A D'Agorne, Executive Member for Transport
[The meeting started at 10.02 am and finished at 11.52 am].

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