

## **Decision Session - Executive Member for Transport and Planning**

**Thursday, 13 September 2018**

### **Decisions**

Set out below is a summary of the decisions taken at the meeting of the Decision Session, Executive Member for Transport and Planning held on Thursday, 13 September 2018. 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 Louise Cook and Catherine Clarke (job-share).

#### **4. Thoresby Road – Speed Management Scheme**

Resolved: That option 3 be approved and the decision be deferred pending the implementation of the parking scheme and the site be referred back to the Speed Management Partnership for consideration.

Reason: The parking scheme could have a direct impact on vehicle speeds along Thoresby Road, potentially leading to increased abuse of the limit and so should be concluded before the site is reviewed again to ensure any scheme to address the issue is warranted and can have the desired effect.

#### **5. York Outer Ring Road Improvements - Proposed A1237 Monks Cross Junction Upgrade - Report on Public Engagement**

Resolved: That the Executive Member

- (i) confirms that the results of the public engagement process have been considered and incorporated in the design where possible.

Reason: To enable the detailed final design of the Monks Cross junction upgrades to proceed and be completed.

(ii) notes the general arrangement design for the junction upgrade and give approval for preparations and implementation of construction (Annex 1 of the report).

Reason: To enable arrangements to be made to commence construction of the Monks Cross junction upgrade.

(iii) notes the ongoing acquisition of land and negotiation of terms and conditions by the Assistant Director Transport Highways & Environment.

Reason: To enable the acquisition of land in a timely manner in order to adhere to the York Outer Ring Road (YORR) programme.

(iv) endorses the appointment of the City of York Council's Delivery Team for the civil engineering and associated works to undertake the Monks Cross junction upgrade.

Reason: To enable a timely appointment of a contractor which eliminates the need to go through lengthy and costly tendering processes.

## **6. Advertising Boards ("A" Boards) on the Public Highway**

Resolved: That the Executive Member approves:

- (i) the continuation of the prohibition policy on 'A' Boards consistent with the policy and the geographical area remaining the same (BID boundary)
- (ii) the continuation of the licensing procedures available to any business situated along Micklegate, as again defined in the policy street map. The licensing fee will be included in the annual review of fees and charges.
- (iii) that outside of the BID boundary, no formal policy is to be introduced. However, in line with extant duty and responsibility (under the provisos of the Highways Act 1980 and the Equality Act 2010) that officers will continue to monitor and take any appropriate action with regards to 'A' Boards, considered to be impacting on the use of the public highway, in all other areas within the authority boundary

- (iv) that officers ensure that the continuation of the policy within the BID boundary is communicated through appropriate channels, including directly with the BID, Make it York and York Retail Forum.

Reason:

- (i) To continue to provide adequate control of the many and varied obstructions (particularly for those with impaired mobility for example, blind and/or partially sighted) temporarily located on the public highway. This taking into account of the Council's responsibilities under the Highways Act 1980, the Equality Act 2010 and Town & Country Planning Act 1990.
- (ii) To mitigate the impact on the visual amenity of the conservation area and setting of the many listed buildings in the city centre.
- (iii) To contribute to the removal of street clutter, improve the street scene and public realm.

## **7. Hempland Avenue - Speed Management Scheme**

Resolved: That the Executive Member approve Option 3, junction realignment only, to progress the scheme to consultation with local residents, ward members and other local interest groups and for any objections to be reported back to a future Executive Member for Transport and Planning Decision Session for a decision on implementation.

Reason: To provide a suitable speed reduction measure which can be monitored post implementation without introducing potentially unpopular vertical traffic calming measures or extra sign clutter within an existing 20mph limit.

**8. Public Rights of Way - Proposed improvements to the rights of way network in vicinity of Knapton**

Resolved: That the Executive Member:

- (i) authorises the making of concurrent extinguishment and creation orders under sections 118 and 26 of the Highways Act 1980.
- (ii) authorises the confirmation of the orders as unopposed orders if no objections are received, or are received and withdrawn.
- (iii) agrees that, if objections are received and not withdrawn, to bring the proposal back to a future Decision Session for further consideration.

Reason: To legally put in place the proposed improvements.

**9. Micklegate - Changes to Traffic Regulation Order**

Resolved: That the Executive Member agreed:

- (i) that an experimental Traffic Regulation order (TRO) be introduced for a maximum of 18 months and that if variations during the experimental period are required, the Assistant Director for Transport, Highways and Environment be given delegated authority to approve changes.

Reason: to determine the benefits of restricting motor vehicles in Micklegate, allowing the local community the opportunity to experience the changes before making representations and to enable any rapid variations to, including abandoning, the experiment.

- (ii) that Option 3 be approved as the initial starting point of the experimental TRO. This involves introducing a plug No entry except for pedal cycles restriction at Micklegate Bar only. This would permit access to Micklegate from the George Hudson Street junction which would address concerns about access raised by some residents and businesses during the closure for the works.

Reason: this option will have the least impact on the local community, is the least costly to implement and will have virtually no adverse impact on the historic street scene.

- (iii) That the consultation letter drop area be extended to the area shown on the plan in Annex A of the report and temporary signs be put in place to advise drivers of the web address for information.

Reason: to encourage greater public participation in the consultation process for the experiment.