

## **DECISION SESSION - EXECUTIVE MEMBER FOR CITY STRATEGY**

**TUESDAY, 2 NOVEMBER 2010**

### **DECISIONS**

Set out below is a summary of the decisions taken at the Decision Session – Executive Member for City Strategy held on Tuesday, 2 November 2010. 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 4.00pm on Thursday 4 November 2010.

If you have any queries about any matters referred to in this decision sheet please contact Jill Pickering, Democracy Officer.

#### **4. 20 MPH ZONE PETITION FOR ALMSFORD DRIVE, ACOMB**

RESOLVED: That the Executive Member for City Strategy agrees:

- i) That no further action should be taken at the current time in relation to Almsford Drive but that it should be taken forward for consideration against other priorities in 2011/12.
- ii) To await further guidance from the Department for Transport before determining whether it should be progressed as a wider 20mph speed limit or as an extension to the 20mph zone.

REASON: To progress requests and petitions against agreed criteria to ensure that limited funding is allocated consistently

#### **5. 20MPH SPEED LIMIT PETITION FOR FULFORD CROSS AND DANESMEAD**

RESOLVED: That the Executive Member for City Strategy agrees to:

- i) Note the relative priority of the petition set out in the table (Annex A) in relation to other petitions and requests received.
- ii) No further action being taken at the current time in relation to Fulford Cross and Danesmead but that the streets be considered with others on the list when the resources for 2011/12 are being allocated.

REASON: To progress requests and petitions against the agreed criteria and in priority order and to enable those requests that do not comply with key elements of the criteria to be considered through other processes.

## 6. A19 FULFORD ROAD CORRIDOR IMPROVEMENTS

Option 1 - Retain the existing scheme with minor amendments which in effect would be a few additional lane arrows to highlight correct lane usage.

Option 2 - To remove the bus lane and revert back to the previous layout whilst retaining the new northbound cycle lane as shown on the plan in Annex A.

Option 2A - Similar to Option 2 but with an additional pedestrian refuge island crossing, primarily to cater for crossing movements between the barracks and the supermarkets.

Option 3 - To remove the bus lane and to reallocate the available road space to extend the southbound on-road cycle lane as shown on the plan in Annex C.

Option 3A - Similar to Option 3 but with continuous cycle lanes in both directions as shown on the plan in Annex D.

A further variation on Option 3 and Option 3A would be to provide an additional pedestrian refuge island, as discussed under Option 2A above.

RESOLVED: That the Executive Member for City Strategy agrees to:

- i) Note the contents of this report and its annexes.
- ii) Implement Option 3A as detailed in the report.
- iii) Extend the shared-use facility on the eastern side to the Heslington Lane junction.
- iv) Implement 'At Any Time' waiting restrictions on Moorland Road, Derwent Road and St Oswald's Road in the vicinity of the crossing points.
- v) Advertise any traffic orders associated with the proposed improvements and, subject to no objections being received, the order(s) be made. Any unresolved objections to be referred to the Executive Member for consideration.
- vi) Carry out further consultation as appropriate on the above in discussion with the Executive Member and respective ward councillors, and for any contentious issues to be referred back to the Executive Member

for consideration.

REASON:

To address safety issues and improve conditions on these parts of the Fulford Road corridor.