

DECISION SESSION - EXECUTIVE MEMBER FOR TRANSPORT AND PLANNING

THURSDAY, 12 MAY 2016

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, 12 May 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.

4. **CONSIDERATION OF OBJECTIONS FOR PROPOSED AMENDMENTS TO THE YORK PARKING, STOPPING AND WAITING TRAFFIC REGULATION ORDER 2014**

Resolved; That;

St Olaves Road (Clifton Ward)

Resolved: That a decision on the advertised proposed as requested be deferred to the annual review.

Reason: To allow for further points raised at the meeting to be investigated.

Aintree Court/Mayfield Grove (Dringhouses and Woodthorpe Ward)

Resolved: That Option a) to implement the proposal of no waiting at any time restrictions on Mayfield Grove for 10m either side of the Aintree Court junction, plus 25m into Aintree Court be approved.

Reason: To remove obstruction issues from around the immediate junction area.

Broadway, (junction with private access road from shops and flats) Fishergate Ward

Resolved: That Option a) to implement a short length of “no waiting at any time” (double yellow line) restrictions and protect the tactile dropped kerb (provided for pedestrian crossing) with white keep clear bar marking be approved.

Reason: To protect the junction area and pedestrian crossing areas from obstructive parking and improve sight lines.

Hartoft Street and Access Road to rear of Lastingham Terrace, Fishergate Ward

Resolved: That Option b) To uphold objections and implement an amended restriction of shorter lengths as outlined in the report be approved.

Reason: We are able to improve road safety in the area whilst reacting positively to the concerns of residents the proposals will affect.

Moorland Road (Disabled Parking Amenity), Fishergate Ward

Resolved: That Option b) that no further action be taken at this time and that the disabled parking space be left on the street as an advisory bay.

Reason: We consider the advisory bay to be working effectively which allows us to react positively to the concerns of residents.

The Outgang, Heslington, Fulford and Heslington Ward

Resolved: That option b) to take no further action be approved.

Reason: This allows the Parish Council to explore other options.

Granville Terrace (off Lawrence Street), Guildhall Ward

Resolved: That option a) to propose limited lengths of “no waiting at any time” (double yellow line) restrictions at the sensitive corners on Granville Terrace only be approved. The restrictions limited to 5m to leave as much parking amenity for residents as possible.

Reason: To remove obstruction issues from around the junction and bend areas and improve manoeuvrability for larger vehicles.

Junction of South Lane and Headland Close, Haxby and Wigginton Ward

Resolved: That option a) to propose lengths of “no waiting at any time” (double yellow line) restrictions to prevent vehicles parking too close to the junction of South Lane/Headland Close be approved.

Reason: To remove obstruction issues around the junction area.

Junction of Fourth Avenue and Bad Bargain Lane, Heworth Ward

Resolved: To uphold objections and take no further action at this time. The junction will be referred back to the 2016 review with other areas of concern.

Reason: To allow for other options to be explored in the review.

Wood Street, Heworth

Resolved: That Option a) to extend waiting restrictions by 5m to give a 10m length of junction protection and provide an adequate turning circle to give vehicle access to a property be approved.

Reason: To improve safety of junction with Cinder Lane and give legitimate vehicle access to rear of 66 Heworth Green.

West Bank, Holgate

Resolved: That Option a) to extend the no waiting at any time restrictions by 20m both sides of the road to cover the give way position and the pedestrian crossing point on the road hump be approved.

Reason: Improves the safety of highway users by allowing the priority system to work efficiently.

Junction of Nunthorpe Crescent and Nunthorpe View, Micklegate Ward

Resolved: That 7.5 m of no waiting time restrictions both sides of the junction be implemented.

Reason: To take into account points raised at the meeting and also to take the views of residents into account without compromising road safety.

Butcher Terrace Area, Micklegate Ward

Resolved: That Option a) that the following amendment be approved:

1. Butcher Terrace/Finsbury/Street- 5m of No waiting at any time on all four corners of the junction
2. Butcher Terrace/Finsbury Street- 5m of No waiting at any time on the unrestricted corner of the junction

Reason: The proposed restriction already takes into account the pressure for parking amenity in the area whilst removing obstruction issues from the junction area and pedestrian crossing points.

Angram Close, Rawcliffe and Clifton without

Resolved: That Option a) to implement lengths of “no waiting at any time” (double yellow line) restrictions to prevent vehicles parking within the turning head and retaining access to the cycle network path.

Reason: To prevent vehicles from obstructing turning head area and cycle path network.

5. PETITION-MILL LANE HEWORTH WARD

Resolved: That Option 1 be approved-

To carry out a vehicle count/speed survey and undertake diffusion tube monitoring prior to construction of the new link road and again within 12 months after completion at a cost of £1250.

Reason: To gauge the current number and speed of vehicles using the highway. To also obtain air quality information for Mill Lane. This information can then be used to identify any changes that may be required once the new link road is completed.

6. SCHOOL CROSSING PATROL IMPROVEMENTS - FLASHING AMBER WARNING LIGHTS (WIG-WAGS)

Resolved: That Option (i) to approve the Wig Wag policy as described in Paragraph 20 of the Officer's report.

- Wig-Wags (flashing amber warning lights) in association with the school warning sign (Diag No. 545) should be used to indicate the presence of a School Crossing Patrol unless the patrol operates on a controlled crossing.
- The lights should only be active during the patrol's working hours.
- Wig-Wags may be used at sites without a School Crossing Patrol in extenuating circumstances, i.e. busy city centre school site which is not easily identifiable as a school.

That approval be given for a programme of work shown in Annex A of the Officer's report. Including approval to carry out a procurement exercise based on providing a remote management system for the control of the Wig-Wag units.

Reason: To rationalise the use of Wig Wags in relation to the school crossing patrol service and introduce a responsive online system to manage the activation of the lights, whilst improving safety and reducing ongoing maintenance costs.

**7. SPEED MANAGEMENT ENGINEERING PROGRAMME
2015/16- PROGRESS UPDATE**

Resolved: That;

Option (i) be approved;

- The Chaloners Road Scheme be omitted from the speed management programme.
- The deferral of Danebury Drive, Acomb to the 16/17 speed management programme.
- The introduction of a new VAS on York Road, Strensall and the inclusion of investigatory work into crossing points on York Road including consideration of a zebra crossing close to Barley Rise.
- Note the five schemes which are being progressed under officer delegations as no objections were received.
- That the implementation of schemes, shown in Annexes B, C, F and G of the Officer's report be approved.
- That the advertising of speed limit orders to progress the proposals shown in Annexes A, D and E with implementation to follow if no substantive objections are received be approved. Any measures which receive objections would be reported back to the Executive Member for a final decision.

Reason: To deliver changes to the highway network with the aim of reducing vehicle speeds and reducing the likelihood and consequences of collisions for all road users.