

Decision Session - Executive Member for Transport

Monday, 20 January 2025

Decisions

Set out below is a summary of the decisions taken at the meeting of the Decision Session Executive Member for Transport held on Monday, 20 January 2025. 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 Monday, 27 January 2025.

If you have any queries about any matters referred to in this decision sheet please contact Ben Jewitt.

5. Review of proposed R67 Resident's Priority Parking Scheme consultation in the Huntington Road area

Resolved: To approve Option 3, advertising an amendment to the Traffic Regulation Order to introduce new Resident's Priority Parking restrictions to the whole consultation area, and to also include Haleys Terrace within the proposed scheme, and to operate 24 hours Monday to Sunday.

Reason: From the response received, a majority (60%) of respondents were in favour of the proposal but the low response rate meant it was not possible to interpret non-engagement as either supporting or opposing the proposal. The Executive Member will work with Ward Councillors to increase the response rate on the statutory consultation for a clearer view of local residents views on this matter.

6. Proposed diversion of public bridleway, Heworth (Without) No 1 and 2

Resolved: To approve Option 1, which authorises the making of a public path order to divert part of public bridleway Heworth (Without) 1 and 2, by creating a new public path and extinguishing the current public

path, that public notice of the making of the order be given and if no objections are received within the period specified, or if received objections are subsequently withdrawn, authorises the confirmation of the order. If objections are received and not withdrawn, then the matter will be referred back to the Executive Member to decide whether it is sent to the Secretary of State for a final decision.

Reason: This option is in the interests of the landowner, and the council is satisfied that the legislative requirements have been met. Those in support of the order have commented that the new section of bridleway will be more pleasant for horse riders and walkers, although some may be wary of using a circuitous woodland path for personal safety reasons. The increased length of the bridleway is seen as a positive change as is the increased width which will enable all users to safely pass one another while using the path – an ongoing issue with the existing path. There were no objections at pre-order consultation stage.

7. Black Dike Lane - Danger Reduction Scheme

Resolved: To approve Option 1, comprising:

- (i) A complete refresh of all road markings along Black Dike Lane and replacement of all faded or damaged signs, as well as hedge trimming to improve visibility of the signage;
- (ii) The introduction of additional signs and road markings to further reinforce the existing signs and markings and better highlight existing hazards to ensure motorists drive appropriately in compliance with the signed speed limits, and to dissuade larger goods vehicles from using Black Dike Lane; and
- (iii) The reduction of the 60mph speed to 30mph under an Experimental Traffic Regulation Order for up to 18 months, after which a further decision will be sought about whether to make the ETRO permanent.

- (iv) The reduction of the 30mph speed limit to 20mph under an ETRO for up to 18 months, after which a further decision will be sought about whether to make the ETRO permanent.

Reason: To carry out a number of complimentary measures to improve road safety on Black Dike Lane and Manor Close.