

Decision Session - Executive Member for Transport and Planning

Thursday, 9 June 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, 9 June 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 Democratic Services 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. Review of Enhancements to the University Road Pedestrian Crossing and Cycle Route Scheme

Resolved: That the findings of the report be noted and the scheme be retained in its present form.

Reason: Council Officers and the University consider that the existing layout is improving the safety of all road users, in particular university students crossing University Road, and encouraging greater use of the new cycle route. The suggestion to relocate the bus stop into the lay-by is not supported by bus operators or the University.

5. City and Environmental Services Capital Programme - 2015/16 Outturn Report

Resolved: That the progress in delivering schemes be noted and the proposed funding carryovers be approved, as set out in paragraphs 23 to 31 of the Officer's report.

Reason: To enable the effective management and monitoring of the council's capital programme.

6. Objections received to the Advertised Residents Priority parking Scheme to include Aldreth Grove, Cameron Grove, St Clements Grove, Norfolk Street and Bishopthorpe Road (Part)

Resolved: That the objections be overturned and the scheme be implemented as advertised- to introduce a 24 hour Community Residents Priority Parking area (to be known as R58) to include Aldreth Grove, Cameron Grove, St Clements Grove, Bishopthorpe Road (No's 106 to 154) and Norfolk Street to have two dual zone bay to include R6 and R58.

Reason: This is in line with a well established procedure when dealing with requests for new Residents Parking Schemes. From past experience if one street is left unrestricted, in the middle of a zone, residents generally tolerate the increase of parking within that street for a short time before seeking to become part of a residents parking zone, this is normally due to the increase of parking taking place being the only unrestricted street in an area.

7. Review of the York City Walls Restoration Programme Phase 1

Resolved: That the findings of the report be noted and the scheme programme be approved.

Reason: Council officers and the appointed structural engineer have identified and ranked the urgent structural defects affecting the Bar Walls. In particular three schemes have been identified for repairs this financial year, Micklegate Bar Roof, Monk Bar Steps, Tower 32.

8. Concrete Column Replacement Programme

Resolved: That the findings of the review be noted and the column replacement programme in its present form be approved.

Reason: Council Officers and the specialist structural engineer consider that the identified columns represent a credible risk of structural failing or collapse. The manufacturers' serviceable life of a concrete column is 20 years. The City of York Council has not installed any concrete columns since 1997 and there are no records of installation dates. However from testing information some columns date back to 1970.

9. Review of York Street Lighting LED Lantern Replacement Programme

Resolved: That the findings of the report be noted the LED lantern conversion programme for 2016/17 be approved.

Reason: The rationale is to reduce energy costs and improve the carbon footprint. Upgrading the older technology lighting with LED units will achieve energy savings on an annual basis. This should offset any increase in future energy costs. Changing our remaining street lighting stock to LED technology will achieve an annual energy saving year on year.

10. Better Bus Area Fund - Clarence Street Bus Improvement Scheme

Resolved: (i) That the progress with the scheme be noted and the proposal to proceed with the revised, better value and less disruptive scheme be supported.

(ii) The scheme shall be amended so that the cycle feeder lane remains in place on Lord Mayor's Walk and that a separately signalled left turn out of Clarence Street is not delivered at this stage but the operation of the junction is kept under review and a report brought back to enable a further decision to be taken if warranted by increased demand in the area.

Reason: To deliver a higher capacity junction whilst maintaining the existing cycle lane arrangements.