

Meeting	Decision Session - Executive Member for Transport
Date	27 January 2026
Present	Councillor Ravilious (Executive Member)
In Attendance	Helene Vergereau – Head of Highway Access and Development Richard Holland – Senior Transport Projects Manager

35. Apologies for Absence

Apologies were received from the Director of City Development, who was substituted by the Head of Highway Access and Development.

36. Declarations of Interest

The Executive Member was asked to declare, at this point in the meeting, any disclosable pecuniary interests, or other registerable interests she might have in respect of business on the agenda, if she had not already done so in advance on the Register of Interests. None were declared.

37. Minutes

Resolved: That the minutes of the Decision Session held on Tuesday, 16 December 2025 be approved and signed by the Executive Member as a correct record.

38. Public Participation

It was reported that there had been three registrations to speak at the session under the Council's Public Participation Scheme.

Andy D'Agorne spoke on item 5, stating that this proposal was contrary to the council's policy to prioritise active travel. He suggested that while updates to signage could help if backed by enforcement of the proposed loading ban; implementation of the other part of the scheme should be delayed in order to allow trial observation of the impact of these elements.

He noted that these other elements may reward abuse of existing traffic laws and the scheme would lead to increased conflict with cyclists approaching the bike park from Duncombe Place.

Anthony May spoke on behalf of York Civic Trust on item 5, stating opposition to measures which favoured illegal vehicle movements at the expense of pedestrians, cyclists and public realm. He welcomed the council's commitment to addressing risks to vulnerable road users caused by drivers entering Blake Street illegally, but suggested the proposed solution did not properly address the issues. He asked the Executive Member to consider the Civic Trust's less disruptive, alternative proposal, respecting the council's hierarchy and protecting the public realm; this involved putting two new signal heads on the junction so traffic could exit from Blake Street into the junction, avoiding the need to open the slip road, add to the barriers for pedestrians and cyclists, or impose additional signage.

Gwen Swinburn spoke on matters under the remit of the Executive Member; specifically, that the council had failed to lawfully operate the statutory parking challenge process, most notably within the Groves area. Citing section 18 of the Traffic Management Act, 2004, she said the council was obliged to respond to the petition that had been submitted on this issue and thus far they had not. She explained that this petition introduced several important considerations which so far remained unaddressed.

The Executive Member replied that she was aware of emails that Ms Swinburn had sent regarding this issue and would ensure that officers responded to her.

39. Blake Street Safety Improvements

The Senior Transport Projects Manager presented the report, discussing the plans for the scheme, stating that this was conceived principally as an enforcement and improved signage scheme, and implementation was planned after the current works being undertaken on Blake Street were completed.

The Executive Member responded by thanking officers and public speakers. She said this was a difficult scheme designed to protect a predominantly pedestrianised area. She stated she would be very keen to bring forward wider public realm issues in the area in the future, but that something did need to be done now and this was the best immediate solution.

She confirmed that this scheme would provide two new blue badge parking spaces in an area near the city centre which currently did not have many and also replaced cycle parking with better racks and some new cargo and inclusive cycle parking.

She expressed sympathy with speakers regarding some of the concerns raised. She clarified that the reason the slip road had been reopened was that it was difficult for larger vehicles to undertake a three-point turn in the street itself, and acknowledged that until the scheme was implemented, it would not be possible to know exactly what impact there would be in terms of the intended reduction in vehicle movements.

Having heard the proposals and also the public speakers, the Executive Member requested some amendments; she noted she wished to approve the TRO for the loading ban as proposed, but to undertake an ETRO for the Blue Badge parking bays and One-way system, with enforcement for 18 months to assess the impact.

The Executive Member also asked that there be monitoring of any pedestrian/cycle conflicts and protection to cycle racks in the interests of taking further measures.

The Executive Member therefore

Resolved:

1. To implement the permanent TRO as outlined in the recommendation with regard to the loading ban.
2. To implement an experimental TRO to provide blue badge parking bays and changes to the one-way system, with monitoring to take place over next 18 months.

Reason: This will enable the associated adjustments to Blake Street to be progressed, leading to safety improvements and the ability to enforce the restrictions.

This also takes into account public concern with elements of the scheme.

Cllr K Ravilious, Executive Member

[The meeting started at 11.52 am and finished at 12.13 pm].

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