

Notice of a public meeting of

Decision Session - Executive Member for Transport

To: Councillor Ravilious

Date: Tuesday, 27 January 2026

Time: 11.30 am

Venue: West Offices - Station Rise, York YO1 6GA

AGENDA

Notice to Members – Post Decision Calling In:

Members are reminded that, should they wish to call in any item* on this agenda, notice must be given to Democratic Services by **4:00 pm on Tuesday, 3 February 2026.**

*With the exception of matters that have been the subject of a previous call in, require Full Council approval or are urgent, which are not subject to the call-in provisions. Any called in items will be considered by the Corporate Services, Climate Change and Scrutiny Management Committee.

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00 pm on Friday, 23 January 2026.**

1. **Apologies for Absence**

To receive and note apologies for absence.

2. Declarations of Interest (Pages 7 - 8)

At this point in the meeting, the Executive Member is asked to declare any disclosable pecuniary interest, or other registerable interest, they might have in respect of business on this agenda, if they have not already done so in advance on the Register of Interests. The disclosure must include the nature of the interest.

An interest must also be disclosed in the meeting when it becomes apparent to the member during the meeting.

[Please see attached sheet for further guidance for Members].

3. Minutes (Pages 9 - 14)

To approve and sign the minutes of the Decision Session held on Tuesday, 16 December 2025.

4. Public Participation

At this point in the meeting members of the public who have registered to speak can do so. Members of the public may speak on agenda items or on matters within the remit of the committee.

Please note that our registration deadlines have changed to 2 working days before the meeting. The deadline for registering at this meeting is at **5.00pm on Friday, 23 January 2025**.

To register to speak please visit www.york.gov.uk/AttendCouncilMeetings to fill out an online registration form. If you have any questions about the registration form or the meeting please contact the Democracy Officer for the meeting whose details can be found at the foot of the agenda.

Webcasting of Public Meetings

Please note that, subject to available resources, this public meeting will be webcast including any registered public speakers who have given their permission. The public meeting can be viewed on demand at www.york.gov.uk/webcasts.

5. Blake Street Safety Improvements (Pages 15 - 30)

The purpose of this paper is to present representations made following the advertisement and consultation of a Traffic Regulation Order (TRO) dated 3 December 2025, pertaining to proposed changes to Blake Street.

Representations were received during the statutory consultation process, therefore a decision is required from the Executive Member for Transport to progress the making of the TRO, and the subsequent implementation of the associated safety improvement measures.

6. Urgent Business

Any other business which the Executive Member considers urgent under the Local Government Act 1972.

Democracy Officer: Ben Jewitt
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For more information about any of the following please contact the Democratic Services Officer responsible for servicing this meeting:

- Registering to speak
- Business of the meeting
- Any special arrangements
- Copies of reports and
- For receiving reports in other formats

Contact details are set out above.

Alternative formats

If you require this document in an alternative language or format (e.g. large print, braille, Audio, BSL or Easy Read) you can:



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我們也用您們的語言提供這個信息 (Cantonese)

এই তথ্য আপনার নিজের ভাষায় দেয়া যেতে পারে। (Bengali)

Ta informacja może być dostarczona w twoim (Polish)
własnym języku.

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

(Urdu) یہ معلومات آپ کی اپنی زبان (بولی) میں بھی میا کی جاسکتی ہیں۔

Declarations of Interest – guidance for Members

(1) Members must consider their interests, and act according to the following:

Type of Interest	You must
Disclosable Pecuniary Interests	Disclose the interest, not participate in the discussion or vote, and leave the meeting <u>unless</u> you have a dispensation.
Other Registrable Interests (Directly Related) OR Non-Registrable Interests (Directly Related)	Disclose the interest; speak on the item <u>only if</u> the public are also allowed to speak, but otherwise not participate in the discussion or vote, and leave the meeting <u>unless</u> you have a dispensation.
Other Registrable Interests (Affects) OR Non-Registrable Interests (Affects)	Disclose the interest; remain in the meeting, participate and vote <u>unless</u> the matter affects the financial interest or well-being: (a) to a greater extent than it affects the financial interest or well-being of a majority of inhabitants of the affected ward; and (b) a reasonable member of the public knowing all the facts would believe that it would affect your view of the wider public interest. In which case, speak on the item <u>only if</u> the public are also allowed to speak, but otherwise do not participate in the discussion or vote, and leave the meeting <u>unless</u> you have a dispensation.

(2) Disclosable pecuniary interests relate to the Member concerned or their spouse/partner.

(3) Members in arrears of Council Tax by more than two months must not vote in decisions on, or which might affect, budget calculations,

and must disclose at the meeting that this restriction applies to them. A failure to comply with these requirements is a criminal offence under section 106 of the Local Government Finance Act 1992.

City of York Council	Committee Minutes
Meeting	Decision Session - Executive Member for Transport
Date	16 December 2025
Present	Councillor Ravilius, Executive Member
Officers in Attendance	Garry Taylor – Director of City Development Annemarie Howarth – Transport Projects Officer Darren Hobson – Principal Engineer Traffic Manager

29. Apologies for Absence (10:01am)

There were no apologies.

30. Declarations of Interest (10:01am)

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.

31. Minutes (10:01am)

Resolved: That the minutes of the Decision Session held on Tuesday, 18 November 2025 be approved and signed by the Executive Member as a correct record.

32. Public Participation (10:01am)

It was reported that there had been 7 registrations to speak at the session under the Council's Public Participation Scheme.

One registered speaker was unable to attend and one unregistered speaker was permitted to speak at the Executive Member's discretion.

Chris Walton spoke on item 5, as a resident of the area in support of the ResPark scheme, citing people from outside the area and students from St Peters school parking unfairly in the residential area. People parked to

work or shop in town; residents from nearby areas parked additional vehicles in this area to avoid paying fees in their own area.

Eric Graham spoke on item 5 as a resident of the area in opposition to the ResPark scheme, feeling it was no longer necessary. He noted that St Peters had started a bus scheme from various parts of the city which people did not know about when they were consulted. He had not seen a St Peters student in his street since June. He felt that this was a money-making exercise on the part of the council, as the amount of money paid by residents would generate the council a lot of money. Mr Graham was concerned about only having seven days of the decision session. He also expressed concern that the literature distributed by the council discriminated against those who were not computer literate.

Andrew Squires spoke on item 5 as a resident of the area discussing parking in his street by inexperienced sixth form students taking up space intended for residents, and damage had been caused to vehicles by cars accessing this awkward cul-de-sac.

Ciara Cecil spoke on item 5, supporting of the proposed scheme as a resident of the area. She discussed her concern that outside parking had led to no spaces for residents. As a parent she needed to park close to her house but often could not. There was also no parking for visiting workmen and overcrowding has led to residences being blocked.

Cherry Potter spoke on item 6, as a resident/owner of an HMO business who lived and ran a business housing people in the same building. She opposed the revocation of the Multiple Occupancy Permits since both her home and her business would be affected.

Andrew Mortimer spoke about general items in the remit of the Executive Member – resurfacing of Hull Road, the quality of which had been highlighted by the recent resurfacing of Tadcaster Road to a high quality. He also discussed 20mph zone for Windmill Lane and Millfield Lane.

The Executive Member addressed these points, acknowledging that ward councillors and residents had also highlighted the poor condition of these roads and she recognised this specific case. £10m was being put in to roads per annum and while it was not possible to bring all roads up to standard on this budget, Hull Road was definitely on the radar for next year.

Andy D'Agorne spoke on behalf of York Green Party, commenting on the council's transport policy. He suggested that bus services remained in a poor state and improvements for buses had been scrapped in favour of

funding the railway station frontage. He noted that York was still at the lowest rating of capability score. He also asked whether traffic marshals might be placed on Picadilly when the Castle car park closes, and warned that the £1m jubilee terrace/riverside path funds were depreciating.

The Executive Member addressed these comments, stressing that the council was on its way to delivering both a bus improvement plan and park and ride improvements. Rougier route consultations were underway and many of these issues stemmed from having a popular city that many people wished to visit, and bus prioritisation needed to be balanced.

She acknowledged that it had been disappointing for York to receive a capability score of 1, but this was in large part due to being unable to complete schemes such as the station frontage.

She advised that the Riverside path project was underway – although the collapse of the current riverside path needed to be managed as this progressed.

33. Residents parking extension to 'R65 Clifton Dale' (10:33am)

This report was presented by the Traffic Projects Officer, assisted by the Director of City Development, discussing the advertised extension to the area R65. She noted that during the informal consultation, the majority of residents had supported the proposed scheme. The scheme had been advertised within the zone and during the statutory consultation there had been five responses against and six in favour, and officers had recommended the scheme for implementation.

The Executive Member acknowledged the contributions of speakers and the responses to the consultation. She also acknowledged points raised regarding blue badges and other concessions.

She noted the concerns raised by one of the speakers that while the majority supported the scheme, people who didn't respond may have felt differently, stating that if people didn't respond the council could not make assumptions and she could only make decisions based on the views of the people who responded.

She also confirmed that standard practice had been followed here, in that seven days' notice is given of decisions to be made, with additional notice on the council's forward plan.

The Executive Member addressed the point raised about the St Peter's school bus service meaning there was no longer an issue with student parking, stating that this was not the only issue, and that there were further contributing factors. Additionally, the council had no control over whether or not St Peter's would continue to provide this service in the future.

She advised that the council did everything it could to avoid residents being digitally excluded, and paper permits are available in addition to online applications.

She also responded to a resident who had contacted her online, concerned about the fact they used hire cars and would not have a consistent registration for ResPark purposes. She confirmed with officers that residents would be able to change the registration on their parking permit.

The Executive Member asked officers about parking on Grove View and whether this would change; officers advised that this would remain as is.

The Executive Member concluded that on balance she was comfortable that the points in objection could all be mitigated; that points raised about parking getting worse were not solely on account of St Peter's student parking, but also the hospital, visitors, shoppers and businesses. She believed that ResPark would make the streets safer for families and aligned with the council's transport strategy, and she thereby

Resolved: To progress the advertised extended R65 resident's priority parking scheme and limited waiting bay on Compton Street to implementation by amending the York Parking, Stopping and Waiting Order 2014.

Reason: This supports the CYC transport strategy and commitment to reduce traffic congestion by discouraging driving into the city centre.

Making this location into a ResPark area removes the ability for commuters to park whilst the limited waiting bay on Compton Street ensures that local businesses are not adversely affected maintaining short stay parking for customers.

This will also increase parking accessibility for local residents.

34. Review of Statutory Consultation for the removal House of Multiple Occupancy (HMO) Parking Permits (10:43am)

This report was presented by the Principal Engineer Traffic Manager, who outlined the proposed scheme. He acknowledged the unique position of the speaker whose residence was also a House of Multiple Occupancy (HMO) business. He suggested that this resident would need to separate the household part from the HMO business (effectively creating two separate properties within the same building). He also acknowledged another resident who had contributed to the consultation, opposing the scheme on the grounds of cost, but whose comments had not been included in the original report document, noting that these had been published in supplement 2.

The Executive Member said this scheme had been designed to align council policy with national guidelines concerning HMOs. She acknowledged all concerns received via the consultation and in public participation, also acknowledging feedback received from the Guildhall ward councillor. The proposed permits would actually be issued at a residential rate for the first issued per residence, so would potentially work out cheaper for many households. ResPark holders can park anywhere within the whole ResPark area.

The Executive Member agreed that the situation of the speaker who lived in the building from which she operated an HMO business was unique when compared to other residents positions – and that in fact hers was the only such situation in York. She proposed a discussion with the speaker outside of the session to attempt to achieve an equitable solution.

Addressing further concerns expressed over the proposed scheme, the Executive Member confirmed with the Principal Engineer Traffic Manager that the current system of registration needed to be updated to allow more than one separate registration per household, and the scheme would not be put in place until assurances had been given that this was in place.

The Principal Engineer Traffic Manager added that the new arrangements proposed that each resident in an HMO would be able to apply for their own visitors permit rather than being restricted to one for the whole communal household, which would hopefully be more accessible for residents who needed additional permits.

The Executive Member therefore

Resolved: To approve an amendment of the York Parking Stopping and Waiting Order 2014 to remove the Multiple Occupancy Permit

and Discounted Multiple Occupancy Permit from the available permits within the residents parking scheme.

This will remove the permits from available permits, with all residents currently utilising the permit being moved to a household permit.

This will require a change to the online permit system, to allow for all households permit holders to apply for visitor permits, to ensure all residents of HMO's are able to have visitors not just the first permit holder.

The amendment to the Order will not be able to be made until the systems have been upgraded to allow more access to visitor permits.

Reason: The removal of the permit reduces the impact on the Residents Parking scheme from the increase in the properties that are Houses in Multiple Occupancy; if the Residents Parking scheme were to become oversubscribed it makes the scheme ineffective, as there would be too many vehicles for the available spaces.

Cllr K Ravilious, Executive Member

[The meeting started at 10.01 am and finished at 10.53 am].



Meeting:	Executive Member for Transport Decision
Meeting date:	27 January 2026
Report of:	Garry Taylor: Director, City Development
Portfolio of:	Cllr Ravilious: Executive Member for Transport

Decision Report: Blake Street Safety Improvements – Traffic Regulation Order & Implementation

Subject of Report

1. The purpose of this paper is to present representations made following the advertisement and consultation of a Traffic Regulation Order (TRO) dated 3 December 2025, pertaining to proposed changes to Blake Street (e.g. Loading ban; Disabled Parking formalisation; changes to One Way restrictions).
2. Representations were received during the statutory consultation process, therefore a decision is required from the Executive Member for Transport to progress the making of the TRO, and the subsequent implementation of the associated safety improvement measures.

Benefits and Challenges

3. The primary benefit of the proposed changes to Blake Street relate to road safety improvements through an anticipated reduction in the number of unauthorised vehicles accessing and manoeuvring within the upper section of this street during Footstreets hours (10:30–17:00), creating a safer environment for all. This will be realised through improvements to signage and the ability to enforce loading and waiting restrictions here.
4. Furthermore, safety for motorists and other more vulnerable road users will be improved at the junction (with Museum Street) and on Blake Street, ensuring that any vehicles required to exit Blake Street during Footstreets hours can do so safely and legally onto

Duncombe Place. This will be realised through making minor modifications to the One-Way restrictions at the upper section of Blake Street; and the Slip Road (to Duncombe Place).

5. Additionally, the scheme offers an opportunity to upgrade two existing sub-standard disabled parking bays and bring them up to current standards, both by enlarging them physically, but also by making them 24 hours per day.
6. Lastly, current damaged and sub-standard cycle parking within this area is to be removed and replaced with improved permanent cycle parking hoops, with the addition of new dedicated parking bays for inclusive/cargo cycles.

Policy Basis for Decision

7. The requested decision is in line with York's adopted Local Transport Strategy 2024 (LTS), and specifically the fifth Strategic Objective: "Enhance safety".
8. This decision is also underpinned by specific policies within the LTS, namely: (1.1) Provide Blue Badge parking spaces near significant trip attractors within the city centre, including the foot streets area; (1.2) Cycle parking at significant trip attractors within the city centre; (3.5) Safe streets; and (9.6) Use enforcement powers available to reduce the number of vehicles parking... at points where parking disrupts traffic movement or poses a safety risk.

Financial Strategy Implications

9. Costs associated with implementing the proposals outlined within this report will be funded via the project budget already identified within the 2025/26 Transport Capital Programme. There is no foreseen impact to long term operational, enforcement & administrative costs.

Recommendation and Reasons

10. The Officer recommendation is to progress the making of the proposed TRO [*The York Parking, Stopping and Waiting (Amendment) (No 14/69) Traffic Order 2025*; and *The York Traffic Management (Amendment) (No 14/17) Order 2025*], as set out in Annex A of this report; and implement the associated infrastructure

measures, as set out in Annex B. This will address specific safety concerns raised by the Road Safety Audit associated with the installation of the nearby Hostile Vehicle Mitigation (sliding bollards) on Blake Street.

Background

11. The installation of the Hostile Vehicle Mitigation (HVM) measures on Blake Street in 2024, with the bollards being located some 40 metres into Blake Street itself, has led to a greater number of private and commercial vehicles using the initial stretch of Blake Street for drop-offs and deliveries nearby. Current restrictions mean that during Footstreets hours (10:30–17:00), no vehicles should be entering Blake Street (*limited exceptions apply*).
12. During Footstreets hours, when the bollards are closed, vehicles which do currently contravene this restriction (deliberately or accidentally) are prevented from continuing along Blake Street (by the bollards) and are forced to exit back onto the Museum Street / Duncombe Place junction.
13. This activity is currently both illegal (as Blake Street is one-way inbound) and considerably unsafe, as vehicles are rejoining the junction without any traffic signal. The manoeuvre also places pedestrians and other road users at risk as they would not be expecting vehicles to exit Blake Street “the wrong way” at the junction.
14. Minor changes to the road layout are proposed and associated Traffic Regulation Order (TRO) has now been advertised (see Annex A), which will allow vehicles which do enter Blake Street to safely exit onto Duncombe Place at times when the HVM bollards are closed. Additionally, a No Loading ban would be introduced during these times so that legal enforcement can be undertaken on vehicles which persist within this area.
15. These proposed amendments to Blake Street include the following (and shown in the drawing at Annex B):
 - The removal of the existing one-way restriction between the junction and the HVM bollards, and replacement with a part one-way/two-way flow to enable vehicles in Blake Street to turn around and exit via the slip road onto Duncombe Place if the bollards are closed.

- The remainder of Blake Street, beyond the HVM bollards, remains as one-way.
- Reinstatement and improvement of 2 disabled spaces (24/7 access).
- Retention of the “no waiting at any time” restrictions (double yellow lines), with introduction of a loading ban (10:30–17:00) from Museum Street down to the HVM to support the current loading restrictions and to keep the area free of stationary vehicles and prevent blockage.
- Introduction of new permanent cycle parking hoops, individually installed, to replace current existing damaged stands. (Numbers of cycle parking has fluctuated here in recent years, but the existing facilities as of now is for 48 cycles – to be replaced with new facilities for 48 cycles).
- As above, recognition that some cycle parking in this area has likely been lost in recent years, and thus a commitment to explore opportunities for further cycle parking installations nearby, subject to a suitable location(s) being available.
- Additionally, the introduction of new dedicated parking bays (x2) for inclusive/cargo cycles.
- Reintroduction of advance signage positioned on St Leonard’s Place and Museum Street with Blake Street shown as a “Pedestrian Zone”.
- Replacement of the existing faulty gateway sign with an improved sign displaying all the existing entry restrictions.
- Existing entry restrictions shall remain in place. For clarity, these are: No vehicular entry into Blake Street 10:30–17:00 (note that Blue Badge holders are permitted entry during these times); No entry for motorised vehicles between 8:00–10:30 and 17:00–18:00, except for loading.

16. In addition to these safety measures, a scheduled maintenance scheme is currently in progress (from early January 2026), with Blake Street footways being repaired and the carriageway being resurfaced. We have worked to ensure where possible that we combine delivery of these two projects to minimise disruption for everyone. Expectation is that, subject to approval, the proposals outlined within this report will be implemented at the end of this complementary scheme, late February / early March 2026.

17. The Executive Member is asked to consider any objections to the advertised TRO and the consultation, to approve the recommended action for progression to implementation.

Consultation Analysis

18. A TRO notice of proposals (Annex A), dated 3 December 2025, was published and advertised for a period of five weeks (deadline for responses 7 January 2026). Additionally, Ward Members, businesses and residents of Blake Street received a letter notifying them of the proposals and statutory consultees (key stakeholders) were consulted, as is standard practice.
19. Representations were received from three parties: CYC Conservation team (internal response); York Civic Trust; and York Cycle Campaign. The comments raised and Officer responses to these are summarised below:
20. **CYC Conservation team**
The project includes significant new road signage. The location is within York's central historic core conservation area and is highly sensitive. Nearly every building in this location is listed and the signage is highly likely to negatively impact the setting of these buildings including the setting of York Minster.
21. **Officer Response**
We recognise that the location is highly sensitive – Our design did take account of this, in fact it was one of the principal guiding factors we considered trying to minimise the visual impact of the measures, keeping them as low key as possible, but whilst still achieving the required outcome. The majority of the signs are regulatory and will support the restrictions already in place. Dimensions and placement of these signs are strictly prescribed.

Advanced signage is being provided on the approaches (St Leonard's Place and Museum Street) to replace signs which were there historically, and which helped to advise motorists against entering Blake Street – and to reduce the amount of clear abuse which is occurring. The existing Toblerone sign, which legally should display the existing restrictions on access, has been inoperative for some time and is currently not adequate in providing the necessary message to advise motorists. This is being replaced with a new sign consistent with others placed at key entry points into the Footstreets zone.

Consideration was given to providing new signs in the form of low-level hooped signs (as used elsewhere in the sensitive city centre) but this was not possible due to the sign arrangements required, the type of signs required, and due to other necessary street furniture, which would obstruct visibility of these low-level signs. Where possible, we have utilised existing signposts and/or used existing street lighting columns/CCTV column for mounting of signs, thereby reducing as far as possible the need for new signposts. We also propose fixing larger signs on single posts with a side arm bracket to avoid having multiple posts at any one sign location.

22. **York Civic Trust**

The Trust stated that they recognised the need to resolve the unsafe and illegal vehicle movements currently occurring during Footstreets hours and welcomed the Council's intention to address this. They however did not support the proposal as shown due to the concern about the adverse impact on the public realm and heritage setting arising from the number of new signs and associated street furniture proposed; as well as the undesirable re-allocation of road space to vehicles on the Slip-Road; the counter-intuitive vehicle movements that this would introduce; and the acute turn-out onto Duncombe Place.

The Trust offered a comprehensive alternative layout, proposing a dedicated exit signal from Blake Street (sharing the St Leonards Place green phase) at the signalised junction; with changes to the carriageway widths; stop lines; pavements; and raised planted areas adjacent.

23. *Officer Response*

As per paragraph 21 above, we recognise the sensitivity of this particular location and have made every attempt to keep measures as low key visually as possible, whilst needing to comply with statutory sign regulations.

The alternative arrangement proposed by the Trust was initially explored by the project team during an earlier development stage but was subsequently discounted. Historically, a more extensive scheme such as this has been considered (under the *Reinvigorate York* programme, circa 2013) and a cost estimate (at the time) was in the order of several hundreds of thousands of pounds. To implement the alternative arrangement would require extensive modification to the layout of the junction with Museum Street,

including kerblines; and impact the wider route itself due to the operational impact of potentially having to introduce an additional traffic phase, especially at this location where the existing signals already operate at (and over) capacity for the busier parts of the day.

In this instance, the objective of this specific scheme is to resolve the issue of safety and illegal vehicle movements, and anything more extensive is outside of scope and budget.

24. York Cycle Campaign

Whilst they welcome the provision of improved cycle parking, the overall design represents a reduction rather than an improvement in safety for active travel. The proposal converts a substantial area of de-facto pedestrian space (i.e. the slip road) into carriageway in order to accommodate a very small number of vehicle movements by motorists willing to break the access rules, or driving inattentively and inadvertently breaking the rules. They support a safe exit for wilful rulebreakers and inattentive drivers but it must not be penalty-free. The conversion contravenes the Council's transport hierarchy. The area along Museum Street and Duncombe Place is exceptionally busy with pedestrians, and cyclists also become pedestrians when accessing cycle parking.

They are also concerned about the vulnerability of cycle racks to vehicle strikes and the use of low-quality "toast rack" designs (as proposed in the initial consultation) that introduce trip hazards – any cycle parking must be robust, high quality, and properly protected from vehicle movements.

The Campaign made a similar proposal to York Civic Trust, proposing that a more substantial scheme be undertaken within this area, and the Museum Street signals be amended to include vehicular departures from Blake Street.

25. Officer Response

The measures we are proposing to implement are designed to enhance the safety of the current layout and ensure that enforcement action can be taken to keep the number of vehicles to a minimum.

We have taken the Cycle Campaign's view on the proposed use of "toast racks" into consideration and will amend our proposals accordingly so that we now only install permanent and individually set hoops as part of this scheme. Number of cycles provided for will

remain the same as the current number (which currently exist *on-the-ground*). Additionally, there is the new introduction of 2x dedicated parking bays for inclusive/cargo cycles.

It is recognised that some cycle parking has been lost in this area in recent years, so as such, the project team will commit to exploring opportunities for further cycle parking installations nearby, subject to a suitable location(s) being available.

Options Analysis and Evidential Basis

26. The options available to the Executive Member are as follows:
 - 1) Implement the TRO, which will enable the associated adjustments to Blake Street to be progressed, leading to safety improvements and the ability to enforce the restrictions.
 - 2) Do not implement the proposed TRO changes, leaving the situation on Blake Street unchanged.
27. Should Option (1) above be progressed to implementation, then this would meet the purposes in Sections 1(1) (a) (c) and (d) of the 1984 Act – namely:
 - (a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising;
 - (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians)
 - (d) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property

This option meets the Council's duty under section 122(1) of the Road Traffic Regulation Act 1984 as it would:

- a. Support the “convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway” (RTRA 1984, Section 122(1)).

- b. "Consider the effect on the amenities of any locality affected" (RTA 1984, Section 122(2)(b)).
 - c. Consider "any other matters appearing to the local authority to be relevant" (RTA 1984, Section 122(2)(d)). [eg Consideration has been given to the Council's Local Transport Strategy and the consultation responses.]
28. Having balanced the considerations identified in this report, it is considered that it would be expedient to progress Option (1) to implementation.

Organisational Impact and Implications

29. The report has the following implications.
 - **Financial**, The modest costs associated with implementing the proposals will be funded via a £50k project budget already identified within the 2025/26 Transport Capital Programme. There is no foreseen impact to long term operational, enforcement & administrative costs.
 - **Human Resources (HR)**, None. Enforcement of the approved restrictions will fall to existing Civil Enforcement Officers.
 - **Legal**, The Council regulates traffic by means of traffic regulation orders (TROs) made under the Road Traffic Regulation Act 1984 which can prohibit, restrict, or regulate the use of a road, or any part of the width of a road, by vehicular traffic. In making decisions on TROs, the Council must consider the criteria within Section 122 of the Road Traffic Regulation Act 1984 and, in particular, the duty to make decisions to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians).

The statutory consultation process for TROs requires public advertisement through the placing of public notices within the local press and on-street. Formal notification of the public advertisement is given to key stakeholders including local Ward Members, Police and other affected parties.

The Council, as Highway Authority, is required to consider any objections received within the statutory advertisement period of 21 days, and a subsequent report will include any such objections or comments, for consideration. Where the Council does not "wholly accede" to any objection, it is required to

provide reasons for this in its notification of the making of an order to any person that has objected.

The Council has discretion to amend its original proposal if considered desirable, whether or not, in the light of any objections or comments received, as a result of such statutory consultation. If any objections received are accepted, in part or whole, and/or a decision is made to modify the original proposals, if such a modification is considered to be substantial, then steps must be taken for those affected by the proposed modifications to be further consulted

- **Procurement**, Any public works contracts required at each of the sites as a result of a change to the TRO (e.g. signage, road markings, etc.) must be commissioned in accordance with a robust procurement strategy that complies with the Council's Contract Procedure Rules and (where applicable) the Public Contract Regulations 2015. Advice should be sought from both the Procurement and Legal Services Teams (when appropriate.).
- **Health and Wellbeing**, There are no Health and Wellbeing implications.
- **Environment and Climate action**, There are no Environment and Climate Action implications.
- **Affordability**, There are no affordability implications.
- **Equalities and Human Rights**, The Council recognises its Public Sector Equality Duty under Section 149 of the Equality Act 2010 (to have due regard to the need to eliminate discrimination, harassment, victimisation and any other prohibited conduct; advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and foster good relations between persons who share a relevant protected characteristic and persons who do not share it in the exercise of a public authority's functions). The impact of the recommendation on protected characteristics has been considered as follows:
 - Age – Positive. The changes proposed should improve safety and accessibility and reduce the number of vehicles entering and manoeuvring within the tight confines, as well as removing obstructive illegal parking/vehicles waiting in

the area. The formalisation of the disabled parking bays and introduction of an additional dropped kerb and inclusive cycle parking is also a positive feature.

- Disability – Positive. As above, the scheme offers an improvement to the parking facilities for blue badge holders and people who use a cycle as a mobility aid and require parking for an inclusive or cargo cycle.
- Gender – Neutral.
- Gender reassignment – Neutral.
- Marriage and civil partnership – Neutral.
- Pregnancy and maternity – Potentially positive. As above, the proposed measures should create an environment which is safer for all residents and road users.
- Race – Neutral.
- Religion and belief – Neutral.
- Sexual orientation – Neutral.
- Other socio-economic groups including:
 - Carer - Impacts for this group are as those identified for the disability and age characteristics.
 - Low income groups – Neutral.
 - Veterans, Armed Forces Community – Neutral.

- ***Data Protection and Privacy***, There are no Data Protection and Privacy implications.
- ***Communications***, There are no communications implications.
- ***Economy***, There are no economy implications.

Risks and Mitigations

30. No foreseen risks to the authority.

Wards Impacted

31. Guildhall Ward.

Contact details

For further information please contact the authors of this Decision Report.

Author

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Report approved:	✓
Date:	15 January 2026

Co-author

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Report approved:	✓
Date:	15 January 2026

Annexes

Annex A: Traffic Regulation Order – Notice of Proposals
(3 December 2025)

Annex B: General Arrangement illustrating proposed alterations at
 Blake Street and Duncombe Place

CITY OF YORK COUNCIL
NOTICE OF PROPOSALS

THE YORK PARKING, STOPPING AND WAITING (AMENDMENT) (NO 14/69)
TRAFFIC ORDER 2025

Notice is hereby given that City of York Council, in exercise of powers under Sections 1, 2, 4, 32, 35, 45, 46, 53 and Schedule 9 of the Road Traffic Regulation Act, 1984 ("the Act") and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Schedule 9 of the Act, proposes to make an Order which will have the effect of:

1. Introducing 'No Loading Monday-Sunday 10.30am-5pm' restrictions on Blake Street, York, on its:
 - (a) north east side, from the projected south eastern kerbline of Museum Street and a point 43 metres south east from the said line;
 - (b) south west side, from the projected south eastern kerbline of Museum Street and a point 8 metres south east from the said line
 - (c) south west side, between points 21.2 metres and 43 metres south east from the projected south eastern kerbline of Museum Street.
2. Introducing 'No Loading Monday-Sunday 10.30am-5pm' restrictions on Duncombe Place Slip Road, York, on both sides, between the projected north eastern kerbline of Blake Street and the south eastern kerbline of Duncombe Place
3. Introducing a 24-hour Disabled Person's (Blue Badge) parking place in Blake Street, York, on its south west side, between points 8 metres and 21.2 metres south east from the projected south eastern kerbline of Museum Street, thereby revoking the existing 'No Waiting at any time' restrictions from within that length.

THE YORK TRAFFIC MANAGEMENT (AMENDMENT) (NO 14/17)
ORDER 2025

Notice is hereby given that City of York Council, in exercise of powers under Sections 1, 2, 4, and Schedule 9 of the Road Traffic Regulation Act, 1984 ("the Act") and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Schedule 9 of the Act, proposes to make an Order which will have the effect of:

- 1) Revoking the existing 'ONE-WAY' direction of travel in Blake Street, York between points 14 metres and 43 metres south east from the projected south eastern kerbline of Museum Street.
- 2) Introducing a 'ONE WAY' direction of travel in Duncombe Place Slip Road, York, to allow vehicles to travel in a north easterly direction of 'ONE WAY' traffic flow from its southern junction with Blake Street to its south eastern junction with Duncombe Place, thereby revoking the existing left turn only restriction from Duncombe Place into Blake Street and the restriction on vehicle access within the said length of road.

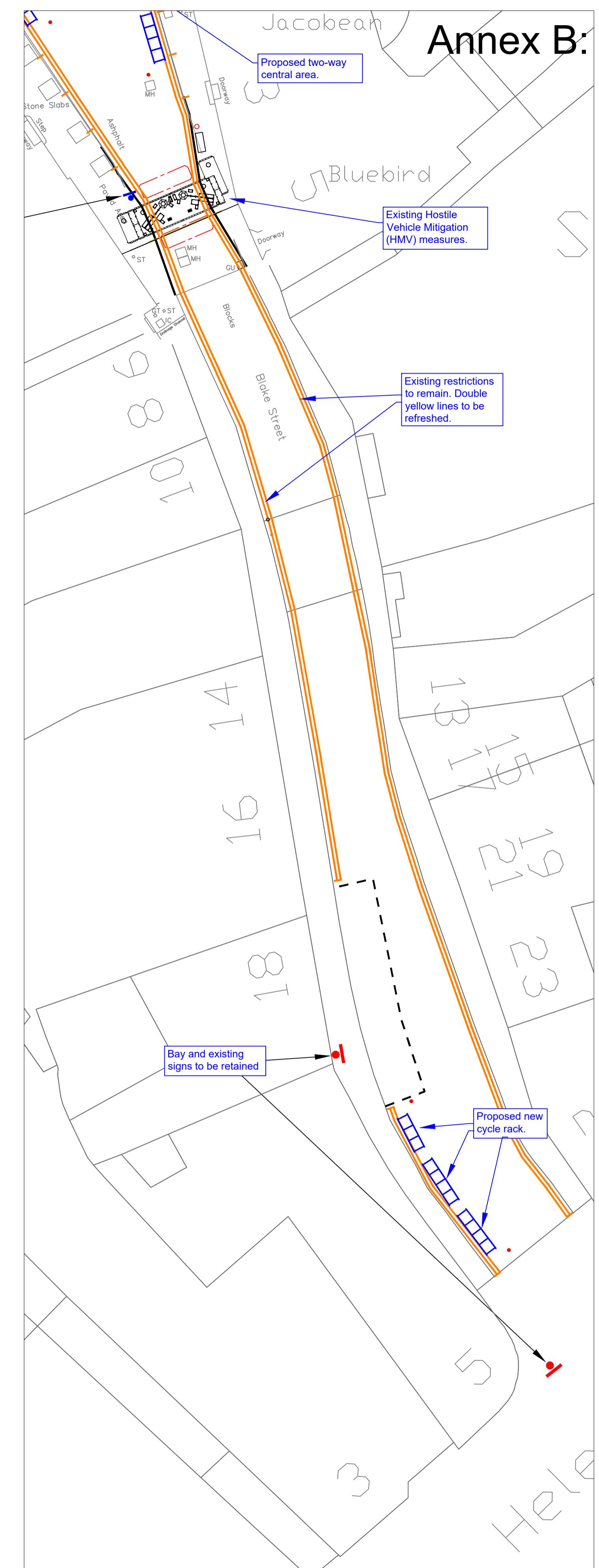
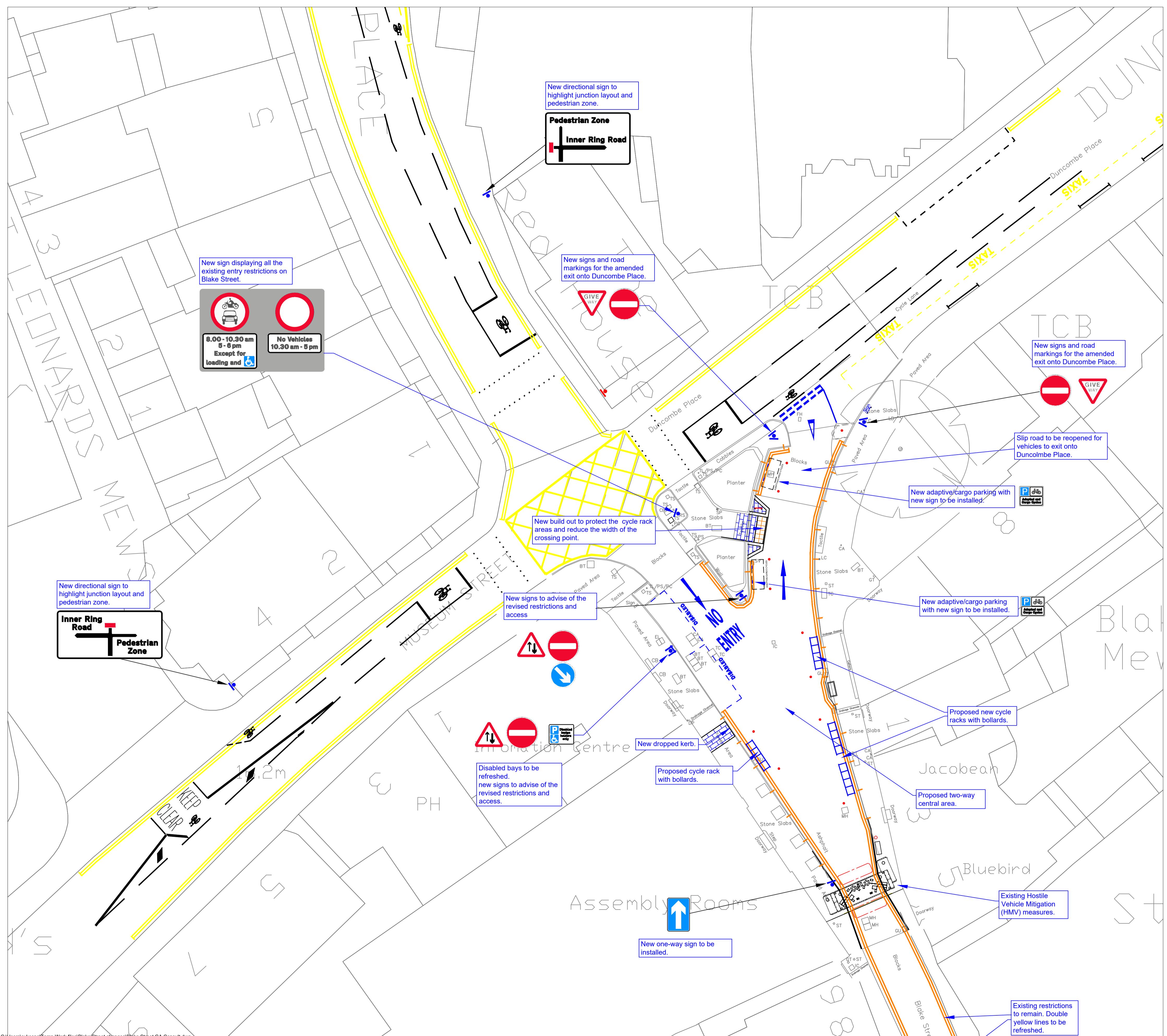
A copy of the draft Orders, Statement of Reasons for making and relevant maps can be inspected at the Reception, West Offices, Station Rise, York, during normal business hours. Objections or other representations specifying reasons for the objection or representation should be sent to me in writing to arrive no later than 7th January 2026.

Dated: 3rd December 2025

Director of City Development
 Network Management, West Offices, Station Rise, York, YO1 6GA
 Email: highway.regulation@york.gov.uk

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Annex B:



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