

**Decision Session – Executive Member for
Transport and Planning**

7 February 2019

Report of the Corporate Director of Economy and Place

Petition – St. John Street

Summary

1. The purpose of this report is to consider a petition (Annex A) by residents of St. John Street requesting that City of York Council make their street one way and supporting new bollards to make the road narrowing, narrower.

Recommendations

2. The Executive Member is asked to approve:

Option 3 – Monitor the outcome of the works at the road narrowing. If it appears large vehicles are continuing to use the street as a through route, consider the feasibility of implementing No entry except for cyclists at the St. John Street / High Newbiggin St. Junction for bringing back to a subsequent Decision Session meeting.

Reason: To evaluate the works proposed to take place and the practicality of any further works.

Background

3. St John's Street has an access only restriction on it. This was put in place many years ago (1970's) in order to try to prevent through traffic and commuter parking in the residential area. Access only restrictions rarely succeed due to the level a combination of driver ignorance of what the restriction means and the high level of police staff resources to enforce. For these reasons access only restrictions are rarely put forward as a solution to these types of problem.

4. Work is currently being progressed at the St. John's Street / High Newbiggin Street (car park access road) to make improvements to the road narrowing which is aimed to emphasise the restriction and to slow vehicles down as they enter the street, especially large vehicles.
5. St. John's Street is a signed and well used cycle route from Lord Mayor's Walk towards the Haxby Road area, avoiding a busy part of the Inner ring road and Clarence Street / B1363. This cycle route would be lost if the street was made one way, unless there was also an exemption for cyclists to legitimately use the street in both directions.
6. It should also be noted that short one way streets in relatively quiet residential areas do tend to suffer from a noticeable level of abuse resulting in complaints. However enforcement can only be carried out by the Police and they are often unable to allocate sufficient resources to achieve the desired level of compliance.

Consultation

7. If a Traffic Regulation Order were to be taken forward there would be the usual statutory consultation process that would have to be progressed.

Options

8. The options available are :
 - Option 1 – To note the petition and take no action. This is not the recommended option.
 - Option 2 – Carry out feasibility work on the potential for a one way street. This is not the recommended option because the practicality and impact on vulnerable road users of such a proposal has not been determined.
 - Option 3 – Monitor the outcome of the works at the road narrowing. If it appears large vehicles are continuing to use the street as a through route, consider the feasibility of implementing No entry except for cyclists at the St. John Street / High Newbiggin St. Junction for bringing back to a subsequent Decision Session meeting. This is the recommended option.

Council Plan

9. A council that listens to residents with the use of evidence-based decision making.

Implications

10. **Financial** Funding would need to be identified for this.

Human Resources (HR) There are no HR implications

Equalities There are no equalities implications

Legal There are no legal implications

Crime and Disorder There are no crime and disorder implications

Information Technology (IT) There are no IT implications

Property There are no property implications

Other There are no other implications

Risk Management

11. There are no risk management implications.

Contact Details

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Report

Approved

✓ 24.01.19

Specialist Implications Officer(s) N/A

Wards Affected: Guildhall

For further information please contact the author of the report

Background Papers: None

Annexes: Annex A: Copy of front page of the petition