



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

**17<sup>th</sup> May 2022**

Report of the Director of Transport, Environment and Planning

**Consideration of results from the consultation about Parking restrictions in relation to Cavendish Grove, Tranby Avenue and Moore Avenue/Osbaldwick Lane junction**

**Summary**

1. To report the consultation results in response to the proposed 'No Waiting' at any time restrictions for Cavendish Grove, Tranby Avenue and Moore Avenue/Osbaldwick Lane junction and to determine what action is appropriate.

**Recommendation**

2. The Executive Member is asked to:
  - a. It is recommended that a less restriction is implemented, to provide junction protection on Tranby Avenue at its junction with Hull Road and Cavendish Grove with its junction with Tranby Avenue.  
Reason: The Junction protection will increase safety at these locations and also allow York Council Civil Enforcement Officers the ability to enforce obstructive parking near the junctions, which was the original complaint. This will also respect the views of the residents and not remove their ability to park in the area if required.
  - b. It is recommended that approval be given to implement as proposed for the Moore Avenue/Osbaldwick Lane Junction.  
Reason: The introduction of restrictions at this location will provide clearer sight lines for pedestrians using the tactile crossing while crossing this junction and improve pedestrian safety.

### **Background - Cavendish Grove & Tranby Avenue**

3. We received complaints from residents of Cavendish Grove and Tranby Avenue about vehicles parking near to junctions and causing issues for vehicles entering and exiting the streets. Tranby Avenue is a bus route and resident did state that buses were having to enter Tranby Avenue from Hull Road on the wrong side of the road.
4. We hand delivered consultation information on 14<sup>th</sup> January 2022 (Annex A) to provide residents with information on the proposal and offer them the opportunity to provide representation on the proposal.
5. The Council received a petition in January 2022 (led by Cllr Warters), which requested that City of York council investigate and seek to resolve parking related issues in the geographic area of the University of York. This was considered at the April Executive Member for Transport Decision Session, this has been called in and will be considered at Customer and Corporate Services Scrutiny Management Committee on the 9<sup>th</sup> of May.

### **6. Resident Comments**

During the consultation we received 15 representations in objection (Annex B) and 4 in support (Annex C) to the proposed restrictions. The majority of representations in objection to the proposal were in relation to three main factors, which are:

- That restrictions are not required at the junctions as this is covered by the requirements of the Highway Code, restricting vehicles from parking within 32 feet of a junction, which can be enforced by North Yorkshire Police for obstructive parking.
- The issue of vehicles parking in this location has come about due to the introduction of a nearby residents parking scheme that has been introduced.
- The University of York should offer free parking in their car parks for staff and students and not rely on nearby streets at the inconvenience of residents.

7. There was also concerns that the introduction of restrictions would lead to residents removing front gardens and grass verges to create 'concrete gardens', which would be in contradiction to a recent initiative that the Parish Council has taken forward. There is also a concern that the introduction of these proposed restrictions would move the issue further in to the village and eventually lead to the introduction of a residents

parking scheme, which is not something that the residents would be open to.

8.

The representations received in favour of the proposal were in relation to the danger that the vehicles parking on the street are creating and there was some requests to extend the length of proposal, to increase safety at the bend and near the bus stop on Tranby Avenue. There was a request for planters to be placed in the verges to help protect and stop the over running of the grass verge that is currently happening.

### **Officer Comments**

9.

The representations in objection are correct that the vehicles parking within 32 feet of a junction can be enforced by North Yorkshire police but this is not currently happening and as the highway authority has been made aware of the current situation we cannot ignore the matter and allow the parking that is obstructing the junction to continue.

10.

The Resident Parking Scheme was introduced and paid for by the University of York due to the requirement of a legal agreement under Section 106 of the Town & Country Planning Act 1990 in association with a Planning Application. The Highway Authority undertook the legal work to facilitate the introduction of the Residents Parking Scheme in line with the requirements of the Section 106 Agreement due to the Parking levels on the associated streets. A survey of parking levels in the University of York (Annex D) has been undertaken and it shows that parking levels within the University of York Car parks are utilised (with exception of some parking that was out of use at the time of the survey).

11.

**Option 1:** Implement the restrictions as proposed.

This is not the recommended option as it does not represent the views of the residents and negatively affects their ability to have visitors.

12.

**Option 2:** Implement a lesser restriction to provide junction protection on Tranby Avenue at it junction with Hull Road and Cavendish Grove with its junction with Tranby Avenue. (Recommended Option)

This is the recommended option as the Junction protection will increase safety at these locations and also allow York Council Civil Enforcement Officers the ability to enforce obstructive parking near the junctions, which was the original complaint. This will also respect the views of the residents and not remove their ability to park in the area if required.

13. **Option 3: No Further Action**

This is not the recommended option, as the potential danger associated with vehicles having to enter/exit the roads on the wrong side of the road will still remain.

**Background - Moore Avenue/Osbaldwick Lane Junction**

14. A resident raised an issue of vehicles parking very close to the junction leading to pedestrians having difficulties clearly seeing oncoming traffic when crossing the junction. Two site visits witnessed vehicles parked entirely on the footpath and very close to the junction.
15. We hand delivered consultation information on 22<sup>nd</sup> October 2021 (Annex E) to provide residents with information on the proposal and offer them the opportunity to provide representation on the proposal.

**Residents Comments**

16. During the consultation process we received two representations, one representation in support and one in objection of the proposal. The representation in support stated:

I am in total support of this as it gets ridiculous at the school drop off and leaving times. Also, I would like to put on record that I would like the yellow lines extending slightly more than the 10 metres as I have a drive with a dropped kerb that is unusable due to cars parking opposite on Moore Ave.

17. The representation received in objection stated:

My objection is based on the need for a wider review of the traffic issues in this area, especially Osbaldwick Lane where there is a significant problem with vehicles parking on the footway. This is dangerous for pedestrians, causes blockages and prevents the proper use of bus stops in the area. The introduction of Yellow Lines at the junction of Moore Avenue and Osbaldwick Lane in isolation will only make matters worse. These yellow lines are needed but must be done in conjunction with a

package of changes that deal with the bigger problem.

### **Officer Comments**

18. Both representations received agreed that these restrictions are required to improve pedestrian safety at this location but one is requesting that more is done in the local area. A request for more safety improvements should not put a stop to proposed restrictions which will increase safety, just as the implementation of this proposal will not put a stop to any further improvements in the area.
19. **Option 1:** Implement the restrictions as proposed (Recommended Option).  
This is the recommended option because it allows for the introduction of restrictions at this location, which will provide clearer sight lines for pedestrians using the tactile crossing while crossing this junction and improve pedestrian safety.
20. **Option 2:** No Further Action  
This is not the recommended option as the safety concerns related to pedestrian visibility at the junction would still be there.

### **Consultation**

21. The consultation documentation is reproduced within this report as Annex A and Annex E.

### **Council Plan**

22. The Council Plan has Eight Key Outcomes:
  - Well-paid jobs and an inclusive economy
  - A greener and cleaner city
  - Getting around sustainably
  - Good health and wellbeing
  - Safe communities and culture for all
  - Creating homes and world-class infrastructure
  - A better start for children and young people
  - An open and effective council

The recommended proposal contributes to the Council being open and effective as it responds to the request of the residents to solve

the problems they are experiencing.

### **Implications**

23. This report has the following implications:

**Financial** –The cost of implementation will be covered by the developers.

**Human Resources** – If implemented, enforcement will fall to the Civil Enforcement Officers necessitating an extra area onto their work load.

**Equalities** – None identified within the consultation process.

**Legal** – The proposals require amendments to the York Parking, Stopping and Waiting Traffic Regulation Order 2014: Road Traffic Regulation Act 1984 & the Local Authorities Traffic Orders (procedure) (England & Wales) Regulations 1996 apply

**Crime and Disorder** – None

**Information Technology** – None

**Land** – None

**Other** – None

**Risk Management** - There is an acceptable level of risk associated with the recommended option.

### **Contact Details**

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**Date:9/5/222**    Approved: **X**

**Wards Affected: Osbaldwick and Hull Road**

**For further information please contact the author of the report.**

**Annexes:**

Annex A: Residents Consultation Letter Cavendish Grove Tranby Avenue

Annex B: Representations of Objection

Annex C: Representations in Favour

Annex D: Survey Report

Annex E: Residents Consultation Letter Moore Avenue-Osbaldwick Lane