

Meeting:	The Executive Member for Transport Decision Session
Meeting date:	21/10/2025
Report of:	Garry Taylor
Portfolio of:	Cllr. Ravilious. Executive Member for Transport

Decision Report: Informal Consultation of Annual Review of Traffic Regulation Order Requests

Subject of Report

1. Approval is requested to advertise the proposed amendments to the Traffic Regulation Order (TRO) required to introduce the restrictions detailed in Annexes A to D. In addition, if there are no objections raised to the Statutory Consultation for the proposals, approval is requested to implement the amendments to the Traffic Regulation Order.
2. A decision is important as it provides the Council with the opportunity to progress the proposals to the Statutory Consultation for the amendment of the TRO, which is a legal requirement. The Statutory Consultation will allow for the Council to make a balanced decision on the implementation of any restrictions following representations made by all relevant stakeholders.

Benefits and Challenges

3. The benefits are that we meet our statutory obligation to consult with relevant stakeholders providing them with the opportunity to voice their opinions and take those forward when reaching a final decision.

4. The challenges are that should we not consult we are breaching our statutory obligations because of which we may be considered to have acted unlawfully in respect of due process.

Policy Basis for Decision

5. Considering this matter contributes to the Local Transport Strategy of 'Shaping a city that is accessible for everyone' and 'Improving Public Transport'.

Financial Strategy Implications

6. The report is requesting approval for Statutory Consultation, but should the proposal move on to implementation, then the implementation of any approved restriction will be covered by the signs and lines budget.

Recommendation and Reasons

7. It is recommended that the Executive Member consider the proposals, along with representations received from the ward councillor and make a decision from the options given.
 - a) Advertise the recommended proposals to amend the York Parking, Stopping & Waiting Order 2014 as set out in Annexes A to D and in the event that no objections are received to the proposals that authority be delegated to the Director of City Development to implement the proposed variations to the Order- Recommended
 - b) Take no further action- Not recommended
 - c) Advertise any of the alternative options to amend the York Parking Stopping & Waiting Order 2014 as set out in Annexes E or F- Not recommended

Reason: The proposals set out on Annexes A to D aim to address the issues of verge and footpath parking on Murton Way and Osbaldwick Link Road, and the bus access issues close to the junction of Osbaldwick Village and Osbaldwick Lane.

Background

8. The Council receives a large number of non-urgent requests for changes to the York Parking, Stopping & Waiting Order 2014 each year. Typically, these are for additional “no waiting at any time” (double yellow line) restrictions or minor changes to Residents’ Priority Parking (ResPark) Schemes. These requests are considered together on an annual basis; this saves officer time and money. It was agreed with the Executive Member to remove the requirement to present all requests at a decision session and leave the approval to advertise the Statutory Consultation to the Director if ward councillors agreed with the proposals. 130 areas were reviewed across the city. The individual ward items were then sent to councillors for an informal consultation and requested comments in support or objection to the proposed items.

Consultation Analysis

9. Cllr. Warters and the Parish Council originally raised the issue of vehicles parking on the verges near the junctions on Osbaldwick Link Road and Murton Way all day to access the nearby businesses. This was creating an issue with visibility for vehicles trying to access Osbaldwick Link Road and the footpath of Murton Way leading to the village of Murton.
During a previous review of Murton Way, representations from residents advised that the proposed restriction did not go far enough and requested an extension to the proposed restrictions. This request was reviewed following the installation of the previously approved restriction.
10. We received an objection from Cllr. Mark Warters regarding the proposed restrictions for Murton Way and Osbaldwick Link Road. Cllr. Warters also raised an issue of buses being unable to travel freely through the village of Osbaldwick and requested we consider introducing an Urban Clearway on Osbaldwick Village, Osbaldwick Lane and Murton Way. No comments in support or objection were received from Cllr. Martin Rowley of Osbaldwick & Derwent. The original proposal for Murton Way (both sections), Osbaldwick Link Road and the request for an Urban Clearway around the village of Osbaldwick and Murton Way are all considered below.

Options Analysis and Evidential Basis

11. **Option 1**- To approve the advertisement of the proposed restrictions set out and illustrated in Annexes A to D. This is the recommended option. Each of the areas and reasons are detailed below.

Osboldwick Link Road (Annex A)

Previously there were double yellow lines on Osboldwick Link Road, these were removed, as it was considered they were no longer required due to the nature of the businesses and the available parking at each site. Following the redevelopment of some businesses off Osboldwick Link Road and an increase in vehicle access to the sites, the issue of footpath parking started.

The proposed restriction will remove parking to the whole length of Osboldwick Link Road.

Murton Way in the direction of Murton Village (Annex B)

The parking in this location is occurring on the verge and footpath and removing access to the footpath for pedestrians. There is footpath to only one side of the carriageway.

The proposed Clearway restriction from the end of the existing No Waiting restriction to the village of Murton will remove all parking, including on the footpath and verge (with additional text signage).

Murton Way in the direction of Osboldwick village (Annex C)

During the previous consultation we received representations in support of the proposed restriction from residents, who also requested we extend the proposed No Waiting restriction (Double yellow lines) as the proposal would lead to vehicles parking close to the tactile crossing points and restrict visibility when exiting their driveways.

The proposed extension to the existing restriction will provide access to the tactile crossing points and improve visibility for pedestrians and vehicles using the Beckett Drive junction.

Osboldwick Village/Osboldwick Lane (Annex D)

Our Sustainable Transport team have reported bus access issues in the area of the junction of Osboldwick Village and Osboldwick Lane, including the straight section and round the bend of Osboldwick Lane. They report the issues can be at all times of the

day due to funerals/weddings at the church and parking opposite the church on Osbaldwick Lane.

The proposed No Waiting restriction (double yellow lines) will remove parking close to the junction and along Osbaldwick Lane. The Sustainable Transport team support the proposed restriction and have not reported access issues in any other location of the village.

Option 2- To approve the advertisement of the proposed restrictions set out and illustrated in Annexes A to C and to approve an Urban Clearway to Osbaldwick Village, Osbaldwick Lane and Murton Way (Annex E). This is not recommended.

An Urban Clearway requires two timings during the day, e.g 6-9am and 4-7pm. If the clearway was introduced to the whole of Murton Way, Osbaldwick Village and Osbaldwick Lane it wouldn't resolve the bus issue at the junction of the village and the lane as the parking also occurs out of those times. There is no Urban Clearway exemption for wedding or funeral vehicles in the TRO. There is an exemption for a wedding car and hearse on double yellow lines. An urban clearway would remove parking during the times of the restriction but does not resolve the issue at all other times of the day. Double yellow lines at the junction and then around the bend of Osbaldwick Lane addresses the issue in the specific area there is a problem.

Introducing an Urban Clearway would be to the detriment of all residents, local businesses and Blue Badge holders.

Option 3- To approve the advertisement of the proposed restrictions set out and illustrated in Annexes A and B and approve the advertisement of a No Waiting restriction (double yellow lines) from the end of the existing restriction on Murton Way to include the junction of Osbaldwick Village and along Osbaldwick Lane (Annex F).

This is not recommended.

This option would remove parking at all times and could lead to a displacement of parking to the centre of the village.

Option 4- Take no further action on all proposed restrictions in Annexes A to D.

This is not recommended as it does not resolve any of the concerns raised by residents, ward councillor or the Sustainable Transport team.

Organisational Impact and Implications

12.

- **Financial**, None, the report is requesting approval for Statutory Consultation, but should the proposal move on to implementation, then the implementation of any approved restriction will be covered by the signs and lines budget.
- **Human Resources (HR)**, None, the report is requesting approval for Statutory Consultation, but should the proposal move on to implementation, enforcement will fall to the Civil Enforcement Officers necessitating an extra area onto their workload. although they are already receiving reports of vehicles parked in the area and not currently able to enforce, which is creating work.
- **Legal**, The proposal would require an amendment to the York Parking, Stopping & Waiting Order 2014

The statutory consultation process for Traffic Regulation Orders requires public advertisement through the placing of public notices within the local press and on-street. It is a requirement for the Council to consider any formal objections received within the statutory advertisement period of 21 days. Formal notification of the public advertisement is given to key stakeholders including local Ward Members, Town and Parish Councils, Police and other affected parties.

The Council, as Highway Authority, is required to consider any objections received after formal statutory consultation, and a subsequent report will include any such objections or comments, for consideration.

The Council has discretion to amend its original proposals 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.

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 where appropriate.

- **Procurement**, None, the report is requesting approval for Statutory Consultation, but should the proposal move on to implementation in the future any lining works would be undertaken by the Council lining contractor.
- **Health and Wellbeing**, None
- **Environment and Climate action**, None
- **Affordability**, None
- **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 introduction of parking restrictions will remove obstructive parking and conflict of movement, which will make a safer environment for walking and cycling for all age groups;
 - Disability – Positive, the introduction of parking restrictions will remove obstructive parking and increase the available area for use by all user, whilst the introduction of 'No Waiting at any time' restrictions would allow for vehicles displaying a Blue Badge to park to park for 3 hours;
 - Gender – Neutral;
 - Gender reassignment – Neutral;

- Marriage and civil partnership– Neutral;
- Pregnancy and maternity - Neutral;
- Race – Neutral;
- Religion and belief – Neutral;
- Sexual orientation – Neutral;
- Other socio-economic groups including :
 - Carer - Neutral;
 - Low-income groups – Neutral;
 - Veterans, Armed Forces Community– Neutral

It is recognised that individual traffic regulation order requests may impact protected characteristics in different ways according to the specific nature of the traffic regulation order being considered. The process of consulting on the recommendations in this report will identify any equalities implications on a case-by-case basis which may lead to an individual Equalities Impact Assessment being carried out in due course.

- **Data Protection and Privacy**, The proposals were received by ward councillors and the report does not contain any member of the public's personal information.
- **Communications**, there are no Communications implications
- **Economy**, There are no Economy implications

Risks and Mitigations

13. No detrimental risks have been identified.

Wards Impacted

14. Osbaldwick & Derwent.

Contact details

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Background papers

Annexes

Annex A, Plan of proposed restrictions on Osbaldwick Link Road

Annex B, Plan of proposed restrictions on Murton Way to the village of Murton

Annex C, Plan of proposed restrictions on Murton Way (East of Osbaldwick Link Road)

Annex D, Plan of proposed restrictions on Osbaldwick Village and Osbaldwick Lane

Annex E, Plan of an Urban Clearway on Osbaldwick Village, Osbaldwick Lane and Murton Way.

Annex F, Plan of possible No Waiting restrictions on Osbaldwick Lane, Osbaldwick Village and Murton Way