

**Notice of a public meeting of
Customer and Corporate Services Scrutiny Management
Committee (Calling In)**

To: Councillors Crawshaw (Chair), Baker, Hollyer, Hook
(Substitute for Cllr Fenton), Musson, Norman, Orrell and
Pearson

Date: Monday, 9 May 2022

Time: 2.00 pm

Venue: The George Hudson Board Room - 1st Floor West
Offices (F045)

AGENDA

1. Declarations of Interest

At this point in the meeting, Members are 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.

2. 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, in order to facilitate the management of public participation at our meetings. The deadline for registering at this meeting is 5:00pm on Thursday, 5 May 2022.

To register to speak please visit
www.york.gov.uk/AttendCouncilMeetings to fill in an online registration form. If you have any questions about the

registration form or the meeting, please contact Democratic Services. Contact details can be found at the foot of this agenda.

Webcasting of Public Meetings

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

During coronavirus, we've made some changes to how we're running council meetings. See our coronavirus updates (www.york.gov.uk/COVIDDemocracy) for more information on meetings and decisions.

3. Minutes (Pages 1 - 6)

To approve and sign the minutes of the meeting held on 7 February 2022.

4. Called-In Item: ePetition: CYC solve the University related parking, don't just MOVE it (Pages 7 - 26)

To consider the decision made by the Executive Member for Transport on 19 April 2022 in relation to the above item, which has been called in by Councillors Warters, Doughty and Rowley in accordance with the Council's Constitution.

A cover report is attached setting out the reasons for the call-in and the remit and powers of the Customer & Corporate Services Scrutiny Management Committee (Calling-In) in relation to the call-in, together with the original report and annexes, and the decision of the Executive Member.

5. Urgent Business

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

Democratic Services Officer:

Name: Fiona Young

Telephone: 01904 552030

E-mail: fiona.young@york.gov.uk

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.

This information can be provided in your own language.

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 własnym języku. (Polish)

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

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

 **(01904) 551550**

City Of York Council

Committee Minutes

Meeting	Customer and Corporate Services Scrutiny Management Committee (Calling In)
Date	7 February 2022
Present	Councillors Crawshaw (Chair), Fenton (Vice-Chair), Hollyer, Douglas (Substitute for Cllr Norman), Melly (Substitute for Cllr Musson), Orrell, Pearson, Rowley and Wann (Substitute for Cllr Baker)
Apologies	Councillors Baker, Musson and Norman

5. **Declarations of Interest / Dispensation**

The Chair announced at this point that a dispensation had been granted by the Chair of Joint Standards Committee, in consultation with the Monitoring Officer, to enable Members to take part in the meeting despite their participation in the vote at Full Council on 17 June 2019 on a motion to introduce a Pollinator Action Plan.

Members were then invited to declare any personal, disposable or pecuniary interests not included on their Register of Interests, which they might have in the business on the agenda. None were declared.

6. **Public Participation**

It was reported that there had been 5 registrations to speak at the meeting under the Council's Public Participation Scheme. All spoke in relation to Agenda Item 4 (the Called-in Item, supporting the calling-in).

Jenny Kent spoke against the Executive Member's decisions, on the grounds that they did not take account of the council's Pollinator Strategy nor its Climate Emergency declaration.

Nick Mole, of the Pesticide Action Network (PAN), offered the expert advice of PAN to help the council develop strategies to phase out the use of pesticides.

Robert Gordon, a campaigner for York Green Party, said that glyphosate was a threat to pollinators, plants and food production and the council should move to using it only in exceptional circumstances.

Geoff Beacon agreed with the comments of the previous speakers and advocated taxing the biggest polluters and helping to create green jobs in York.

June Tranmer highlighted the health implications of spraying alleys and streets in terraced areas and urged Members to look more carefully at other options such as hot foam.

7. Minutes

The Chair drew attention to his comments at the last meeting, as recorded in the minutes under the heading 'Opening Remarks', and noted their continued relevance to the current meeting.

Resolved: That the minutes of the meeting held on 6 December 2021 be approved, and signed by the Chair as a correct record, subject to the insertion of the word 'personally' after 'Councillor Wann' in the second sentence under the heading 'Opening Remarks'.

8. Called-in Item: Weed Treatment - Options

Members considered a report which set out the reasons for the call-in of the decisions made by Executive Member for Environment & Climate Change on 12 January 2022 in respect of Weed Treatment Options, along with the Committee's remit and powers in relation to the call-in.

The decisions were contained in the extract from the relevant Decision Sheet at Annex A to the report. The original report to the Executive Member Decision Session was attached as Annex B, and written submissions later received from two of the Calling-in Members were attached as Annex C. The decisions had been called in by Cllrs Baker, D Taylor, K Taylor, Vassie and Warters for the following reasons:

a) That [the decisions] fail to demonstrate any commitment to the aims of the council's adopted Pollinator Strategy, namely aim 2.3: 'reduce the impact of pesticides on pollinators and other wildlife';

b) The decisions of the Executive Member deliver no action whatsoever on reducing pesticide use until at least 2024, and possibly 2026, seven years after Full Council voted unanimously to call for action to protect pollinators and to reduce the use of pesticides;

c) The Decision Session report included no performance appraisal of the existing contract, or detailed options of alternatives to allow a meaningful comparison and confidence the local taxpayer is securing good value for money;

d) We believe that any weed control contract continuing the use of glyphosate must include annual glyphosate reduction targets (year on year for the period of the contract), including through reducing the number of sprays from the current 3 times a year to twice a year in the first year of any new contract;

e) City of York Council should be joining more than 80 other UK councils – including Hackney, Glastonbury, Doncaster, Brighton, Bristol, Guilford, Chichester, Folkstone, Chelmsford and Trafford – who've already committed to end pesticide use;

f) To recommend that if the council cannot find a contractor to agree to targets and changes of weed management that are consistent with the council's Pollinator Strategy, such as the use of strimming, weed brushing, and thermal lances or other methods that reduce or eliminate pesticide use, that an option is considered to bring the weed control programme back in-house."

Under the provisions of the council's constitution and the requirements of Local Government Act 2000, the following options were available:

- A – not to refer the matter to Executive, in which case the original decision would be confirmed, or
- B - refer the matter to Executive with specific recommendations.

At the invitation of the Chair, each of the five Calling-In Members addressed the committee in turn, explaining the reasons for the call-in and their individual positions on the use of glyphosate, and then responding to questions from Members. The Executive Member for Environment & Climate Change then addressed the committee to explain the reasons behind her decisions and respond to Members' questions. At this point, the Executive Member circulated a written 'concessions offer' intended to clarify and augment the original decisions. The meeting was then adjourned from 4pm to 4:11pm for a break

and for the Chair to take procedural advice, after which Members put questions to officers responsible for the report at Annex 2.

During the responses to questions, Members were informed that:

- Most highways authorities used glyphosate to control weeds on the highways.
- The extension option in the current contract enabled the council to terminate the contract after 2 years if they wished;
- The council determined the nature of the work required under the contract, and performance was externally monitored;
- In-house delivery would be challenging due to the need to recruit a large number of staff undertaking seasonal work;
- The use of quad bikes to carry out weed spraying was standard practice across the country;
- Officers had not been instructed to give the Pollinator Strategy more weight than the Highways Strategy;
- The Pollinator Strategy was about managing green spaces, not highways;
- Replacing glyphosate with manual weed control would be about 10 times more costly and have safety implications for highways.

After debate, Cllr Pearson moved, and Cllr Rowley seconded, that the 'concessions' document be formally noted. All voted in favour.

Cllr Fenton then moved, and Cllr Pearson seconded, that Option A be approved and the original decisions not be referred to the Executive. 5 Members voted in favour of this proposal and 4 voted against it. It was therefore

Resolved: (i) That the content of the 'concessions' document circulated at the meeting by the Executive Member for Environment and Climate Change, as reproduced below, be formally noted:

a) Supporting the policy ambitions set out in the Pollinator Strategy, to reduce the impact of pesticides on pollinators and wildlife, to commit to phasing out the use of glyphosate, focusing on

non-highway areas first then developing a plan for highways.

- b) To start work immediately with partners, such as Delta, Yorkshire Wildlife Trust and Pesticides Action Network (PAN) to further explore and evaluate the best alternative weed management approaches that would support the policy ambitions set out in the Pollinator Strategy, offering Climate Change Scrutiny Committee the option to feed into this work.*
- c) Full and openly transparent trials over the coming summer will be offered to all wards to evaluate the impact of fewer glyphosate treatments. 'Pilot' wards will have one less externally contracted weed spray and will have their fences, lamp posts and other street furniture strimmed once by the council's frontline teams, instead of the normal single spray carried out by the council's teams. This will therefore also support the work to phase out the use of glyphosate by the council's own public realm team. The changes for 'pilot' wards will generally apply to the whole ward, whilst ward councillors will be able to clarify specific areas that are excluded from any sprays, such as already excluded areas of river edges, play areas, parks, and existing wildflower community projects. Officers will ensure that these details are clearly identified before the season commences. Councillors from the wards undertaking the trial will be encouraged to actively engage with the Executive Member to further support alternative weed treatment work options as recommended by the external partners, for example through engaging parish councils and volunteers on other land. Officers will be instructed to write to all councillors offering the opportunity to opt in to the trial on council land and outlining further details of the proposal; this will be reported to the Executive Member at a decision session, in order to formalise the trial.*
- d) The procurement process for the new external contract will clarify that the council is on a journey to phase out glyphosate, and that as well as the reduced spraying in the 'pilot' wards the council*

will be considering further trials of alternative approaches as recommended in future years, and therefore the contract may change or be terminated.

- e) *The results of all the trials will be reported to the Executive Member in January 2023, together with an update on the work with partners (PAN, Defra and Yorkshire Wildlife Trust), offering Climate Change Scrutiny the option to consider pre-decision scrutiny as part of the ongoing work to phase out the use of glyphosate.*

Reason: To acknowledge and record the Executive Member's stated augmentations to her original decisions.

(ii) That Option A be approved and that the original decisions not be referred to the Executive for consideration.

Reason: In view of the concessions offered by the Executive Member there are no grounds to refer the decisions to the Executive.

Cllr C Crawshaw, Chair

[The meeting started at 2.04 pm and finished at 5.02 pm].



**Customer and Corporate Services Scrutiny
Management Committee (Calling In)****9 May 2022**

Report of the Director of Governance

Called-in Item: ePetition: CYC solve the University related parking, don't just MOVE it**Summary**

1. This report sets out the reasons for the call-in of the decision made by the Executive Member for Transport on 19 April 2022 in respect of the above item. The report also sets out the powers and role of the Customer and Corporate Services Scrutiny Management Committee (Calling-In) in dealing with the call-in.

Background

2. An extract from the Decision Sheet published after the Executive Member Decision Session on 19 April is attached as Annex A to this report. This sets out the decisions taken on the called-in item. The original report to the Executive Member, together with its annexes, is attached at Annex B.
3. The decision has been called in for review by the Customer and Corporate Services Scrutiny Management Committee (Calling-In) by Cllrs Warters, Doughty and Rowley, in accordance with the Constitutional requirements, for the following reasons:-

“The petition requested a solution to the University-related parking problem that the Executive Member and associated officers have by virtue of their earlier actions and decisions simply moved from one community to another.

The ‘decision’ on the 19th April was in reality to ignore the requests of the petition and to do nothing.

[We] find this unacceptable and request the call in of this decision.”

Consultation

4. In accordance with the requirements of the Constitution, the calling-in Members have been invited to attend and/or speak at the Calling-in meeting, as appropriate.

Options

5. The following options are available to the CCSMC (Calling-In) in relation to dealing with this call-in, in accordance with the constitutional and legal requirements under the Local Government Act 2000:
 - a) To decide that there are no grounds to make specific recommendations to the Executive in respect of the decision called in. If this option is chosen, the original decision taken on the item by the Executive Member will be confirmed and will take effect from the date of the CCSMC (Calling-in) meeting; or
 - b) To make specific recommendations to the Executive on the decision called in, in light of the reason given for post-decision call-in. If this option is chosen, the matter will be considered at a meeting of Executive (Calling-In).

Analysis

6. Members need to consider the reasons for the call-in and the original report to the Executive Member and form a view on whether there is a basis to make specific recommendations to the Executive in respect of the decision called in.

Council Plan

7. There are no direct implications for this call-in in relation to the delivery of the Council Plan and its priorities for 2019-23.

Implications

8. There are no known Financial, HR, Legal, Property, Equalities, or Crime and Disorder implications in relation to handling the call in of the issue under consideration.

Risk Management

9. There are no risk management implications associated with the call in of this matter.

Recommendations

- Members are asked to consider the reasons for calling in this decision and decide whether they wish to confirm the decision or to refer it back for reconsideration and make specific recommendations to the Executive on the decision called in.

Reason: To enable the called-in matter to be dealt with efficiently and in accordance with the requirements of the Council's Constitution.

Contact Details

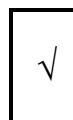
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Janie Berry
Director of Governance
Tel: 01904 555385

Report Approved



Date: 28/4/22

Wards Affected: Hull Road, Osbaldwick and Derwent

For further information please contact the author of the report

Annexes

Annex A – Extract from the Decision Sheet produced following the Executive Member Decision Session on 19 April 2022, setting out the decision made on the called-in item.

Annex B – Report of the Director of Transport, Planning & Environment to the Executive Member Decision Session on 19 April 2022.

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DECISION SESSION - EXECUTIVE MEMBER FOR TRANSPORT**TUESDAY, 19 APRIL 2022****DECISIONS**

Set out below is a summary of the decisions taken at the meeting of the Decision Session Executive Member for Transport held on Tuesday, 19 April 2022. The wording used does not necessarily reflect the actual wording that will appear in the minutes.

Members are reminded that, should they wish to call in a decision, notice must be given to Democracy Services by 5pm on the 21 September 2022.

If you have any queries about any matters referred to in this decision sheet please contact Robert Flintoft.

4. EPETITION: CYC SOLVE THE YORK UNIVERSITY RELATED PARKING, DON'T JUST MOVE IT

Resolved:

- i. Approved the increased engagement of the School Travel team with the Archbishop Holgate School and University of York.

Reason: To help educate and encourage staff and students to utilise alternative modes of transport and help reduce impact on nearby residential streets.

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**Decision Session
Executive Member for Transport****19 April 2022**

Report of the Director of Transport, Planning and Environment

ePetition: CYC solve the University related parking, don't just MOVE it**Summary**

1. The Transport team received a petition in January 2022 (led by Cllr Mark 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.
2. **Annex A** contains the detail of the petition, which relates to the issue of the introduction of the extension of the Badger Hill resident parking scheme with the increase in parking on residential streets in Osbaldwick with particular concern on Tranby Avenue and increase in levels around Hull road leading to Nursery Gardens.

Recommendations

3. **It is recommended** that the Executive Member approves the increased engagement of the School Travel team with the Archbishop Holgate School and University of York

Reason to help educate and encourage staff and students to utilise alternative modes of transport and help reduce impact on nearby residential streets.

Background

4. In July 2020 the Executive Member for Transport approved a consultation with residents regarding the expansion of the existing residents' parking area around the University, which the University had agreed to fund its implementation.
5. The Heslington East Campus Outline Consent Planning Conditions (Condition 10 and associated Section 106 Agreement) state what surveys are to be carried out and the consequences of what is to

be done if University of York related parking increases by more than 20% in the vicinity of the University of York Development. This is for a period of 15 years.

6. Consideration of extension of the Badger Hill resident parking zone was raised by Hull Rd ward Cllr Michael Pavlovic on behalf of residents in the area which was subject to regular parking surveys as a condition of the University of York planning consent. It was established that the level of displacement parking in the area met the threshold for funding from the University of York to mitigate the impact by paying for a scheme.
7. The University of York agreed to fund the implementation of the resident parking zone to incorporate the on-street parking survey complimenting the existing residents parking zone R39 and fund the administrative costs for the issue of permits and operation of the enforcement hotline.
8. A number of streets were identified from results of the surveys carried out over a number of years and consultation with residents. The further consultation process and implementation of any agreed set of schemes would be funded by the University of York under a Section 106 agreement. The initial subsidy will be funded in the same way.
9. In June 2021 the Executive Member for Transport agreed to make the Traffic Regulation Order (TRO) needed to introduce the extension of the resident parking zone R39 and the scheme was implemented on the ground in October 2021.
10. Subsequently, a number of representations around road safety issues have been made by residents in the area where the resident parking scheme had not been introduced relating to an increase in on-street parking. This was followed by a petition.

The Petition

11. The petition "City of York Council SOLVE the York University related parking, don't just MOVE it!" ran as an ePetition from 16 November 2021 to the 31 December 2021 on the petition section of the City of York Council website. The petition received 119 signatures.
12. The detail of the petition is in **Annex A** of this report. In brief:

- By agreeing and implementing the expanded resident parking area R39, the Council has displaced parking from one area to another create serious road safety issues;
- The displacement is focused in Osbaldwick with Tranby avenue affected and sections of Hull road leading to Nursery Gardens;
- It is speculated that the additional cars are students of the University of York and Archbishop Holgate school;
- For City of York and the University of York to revisit the travel plan conditional on the implementation of the expanded R39 scheme and for the University of York to open their car parks to be free to use for students and staff, which it states are currently empty;
- For City of York Council to engage with the Head Teacher of Archbishop Holgate School and advise of the need to allow students who travel by car to park on the school grounds;

Archbishop Holgate School

13. On the issue of Archbishop Holgate School, correspondence was exchanged with the Head Teacher post implementation relating to the impact of students of the school being displaced from nearer to the school by the enlargement of the resident parking zone and possibility of allowing students to park if there was an issue. The response was as follows:
- All staff who drive to work, without exception, park on the school site so this should not impact on the Badger Hill resident parking scheme. We will continue to ensure that this happens.
 - The vast majority of our Sixth Formers do not drive to school, but instead travel either by foot, bike or public transport which we strongly encourage. Not only is this better for the environment, but from a practical point of view we do not have space on the school site for them to park. Our bike racks are, without fail, full each day. If any of our students are parking in the local community we will continue to work with them to make them aware of their responsibilities to park lawfully and with thought and care for others. If provided with evidence of poor driving or inconsiderate parking by any of our students we will address that directly with them and their parents/carers.
14. In response to a request for the Council to provide more evidence of the school being the issue, the Council's Civil Enforcement Officers undertook a monitoring exercise of the local

area. It was unclear from the observations whether there was a significant number of students from the school parking in the problem areas.

15. If this is identified as an issue then, as stated above, education will be provided by the school to pupils making them aware of their responsibilities to park lawfully with thought and care for others. The representation also makes it clear that there is limited space.
16. In terms of planning applications relating to the school site, a New Sixth Form Building opened in in September 2009, which went through planning in 2008 (Planning application 08/01266/FULM). Although the provision of cycle parking is a condition for this application, there is not a condition requiring the submission and approval of a travel plan.
17. In the absence of such a travel plan there is no requirement (to stop 6th form students who are able to drive from driving to the school and parking in the surrounding areas (except for those within the Residents Parking Zones).

University of York Parking

18. The University of York, as outlined above, have been required to put in place mitigation (through the planning process) for the growth of the University of York and consequential increase in parked cars in the surrounding residential areas. The University of York transport consultant continue to undertake parking surveys, with the most recent surveys being commissioned to be undertaken on the 10th March, results of which are due within 3 months. If the surveys show parking levels to be above the thresholds (20% above 2009 baseline) in any zone a 2nd survey will be undertaken in November to ascertain whether the exceedances are caused by people who have business at the University of York.
19. During the Covid pandemic occupancy of the University of York car parks was low as there was a reduced number of students, staff and visitors.
20. A visual survey of University of York East Campus (capped to 1500 spaces) and West Campus car parks occupancy was undertaken by Council Officers in November 2021 (Annex B), which showed the majority of car parks to be fully occupied. The

exceptions to this were those not in use at the time (fully or partially not in use) and two of the pay and display car parks at Campus West, each of which was at approximately 60% occupancy. The University of York reintroduced parking charges in September 2021.

21. There are also several other Staff Permit Holders Only car parks for various faculties on Campus West. Various permits are available (see <https://www.york.ac.uk/about/transport-maps-parking/parking/staff/#permittypes>). The 'Standard' permit price is 0.6% of salary (capped at £400.00). Disabled permits are free of charge.
22. Students are encouraged not to bring their cars to the University of York and choose more sustainable forms of transport instead (see <https://www.york.ac.uk/about/transport-maps-parking/parking/student/>). A travel plan is in place to encourage this, and is currently undergoing its 5-yearly review/revision.

Addressing safety concerns

23. The introduction of resident parking in areas of the City inevitably leads to displacement of parked cars to neighbouring streets.
24. The Council received complaints from residents of Tranby Avenue and Cavendish Grove of dangerous and obstructive parking that was occurring near junctions, which was causing issues with access/egress from the streets. A proposal was created to introduce 'No Waiting at any time' restrictions in the affected areas (Annex C), the proposal was advertised on 14th January 2022. The information was sent to Ward Councillors, Parish Councils, and residents of the affected areas, Emergency Services and local Bus companies. The proposal received representation both in favour and objection and a report on the matter will be presented to the Executive Member for Transport on 17th May 2022.
25. An alternative is that residents in the affected areas can petition to have resident parking in their area.
26. The Council Civil Enforcement Officers will continue to monitor the local area for obstructive/dangerous parking and take enforcement action wherever possible. The School Travel team

will continue to engage with Archbishop of Holgate School and the University of York, to educate students and staff about parking options and also alternative travel options that are available.

27. The Council has for several administrations adopted an approach of incremental growth of resident parking zones across the City to respond to displacement of parking issues. Any consequential issues created by the approach have then been responded to with the same policy. The council has not adopted a blanket approach to resident parking zones, but responded to each community's issues and giving them an opportunity to engage and shape the restrictions which apply in their community.

Council Plan

28. This report is supportive of the following priorities in the Council Plan which focuses on the key outcomes that include:

- Getting around sustainably
- Good health and wellbeing
- An open and effective council

<http://www.york.gov.uk/downloads/file/2132/council-plan-2019-to-2023>

Implications

29. **Financial**

The recommendation can be delivered within the existing resources.

30. **Equalities**

Under Section 149 of the Equality Act 2010 a public authority must in the exercise of its functions 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. This is known as the Public Sector Equality Duty. A fair and proportionate balance must be found between the needs of people with protected characteristics and the interests of the community as a whole.

Initial views Equalities Impact Assessment (EIA) are listed below:

- Age – The decision in this paper will have a positive impact on young people as further work on travel planning may allow a review of options.
- Disability – Neutral
- 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.

A full EIA will be produced if a decision to change the current circumstances is put to Members for consideration in future. The Assessment will demonstrate how the Council is considering and mitigating, where possible, any disproportionate impacts of the highway changes on people with protected characteristics and meeting its Public Sector Equality Duty.

31. **Legal**

The Council has the power to determine parking restrictions under Part 6 of the Traffic Management Act 2004. The process in York normally includes both formal and informal consultation.

Risk Management

In compliance with the Council's risk management strategy there is a low risk associated with the recommendations in this report.

Contact Details

Author:

Dave Atkinson
Head of Highways and
Transport,
Highways and Transport

Chief Officer Responsible for the report:

James Gilchrist
Director of Transport, Planning and Environment

**Report
Approved**



7 April 2022

**Specialist Implication
Officers**

Finance – Patrick Looker (Service Finance Manager) Legal – Cathryn Moore (Legal Manager, Projects)

Wards Affected: Hull Road, Osbaldwick and Derwent

All

For further information please contact the author of the report

Background Papers: N/A

Abbreviations:

TRO – Traffic Regulation Order

Annexes:

Annex A: Petition detail
Annex B: Survey Report
Annex C: Tranby Avenue Map

Annex A: Petition detail

City of York Council SOLVE the York University related parking, don't just MOVE it!

We the undersigned petition the council to call upon City of York Council who have displaced this problem parking from one area to another, creating serious road safety issues in so doing to SOLVE the problem rather than simply moving it.

At the beginning of October City of York Council introduced an expanded Badger Hill Residents Parking Scheme, this scheme has had predictable consequences with displaced University related parking - staff and students relocated to Osbaldwick with Tranby Avenue badly affected as many residents have noticed.

Similarly sections of Hull Road leading to Nursery Gardens now see Archbishop Holgate's sixth formers dumping cars during the school day.

The obvious solution is for City of York Council in conjunction with York University to revisit the University Travel Plan imposed as a condition of the Heslington East Planning Approval and open up the University Car Parks to free use by all students and staff to take car parking out of residential streets and on to currently virtually empty University Car Parks.

City of York Council are also requested to engage with the Headteacher of Archbishop Holgate's School and advise of the need to allow sixth formers who travel by car to be able to park on the school grounds.

This ePetition ran from 16/11/2021 to 31/12/2021 and has now finished.

119 people signed this ePetition

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Survey of car park usage at University of York 11 November 2021

A visual survey of the occupancy of the University of York Car Parks was undertaken by Ian Stokes between 11:30 and 14:00 on Thursday 11 November 2021. The survey results are presented as 'approximate percentage occupied' or as otherwise indicated.

Car Park Locations are as shown in the following images:



Campus West car parks

**Survey of car park usage at University of York
11 November 2021**



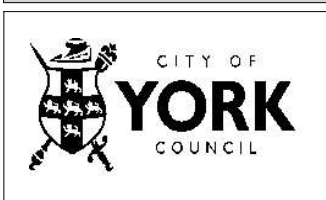
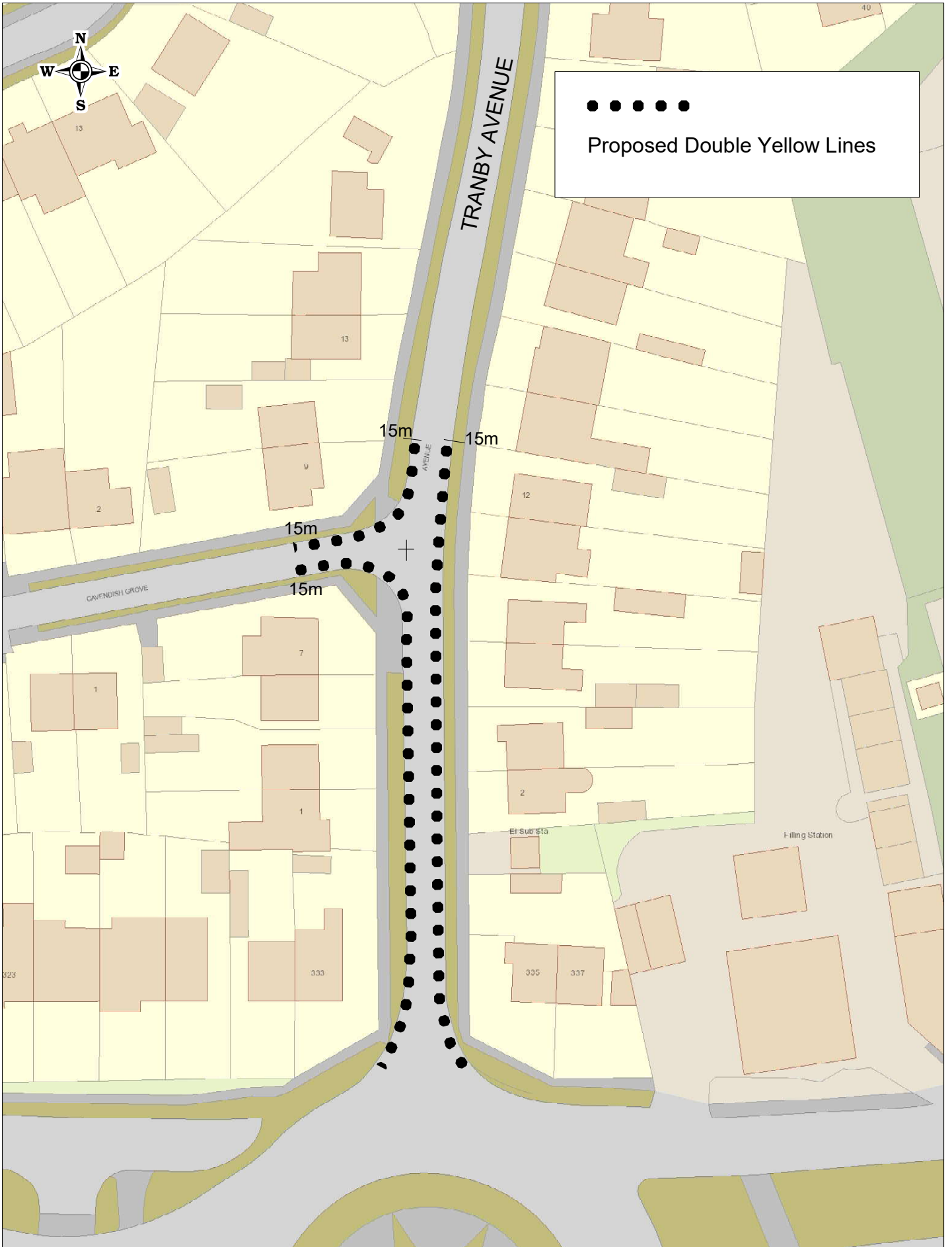
Campus East car parks

Campus West car park occupancy		
Car Park Ref. No.	Occupancy (%)	Comments
1.2	100	<ul style="list-style-type: none"> • Staff Permit Holders Only
2.1	0	<ul style="list-style-type: none"> • Not in use as a car park
2.2	97	<ul style="list-style-type: none"> • Staff Permit Holders Only • Some disabled spaces unoccupied
2.3	5	<ul style="list-style-type: none"> • Majority of car park taken up for site compound/storage
2.4	100	<ul style="list-style-type: none"> • Pay & Display
3.1	60	<ul style="list-style-type: none"> • Pay & Display
6.1	100	<ul style="list-style-type: none"> • Pay & Display
6.2	100	<ul style="list-style-type: none"> • Psychology car park with 5 reserved parking spaces
6.3	95	<ul style="list-style-type: none"> • Pay & Display • Occasional spaces unoccupied
6.4	60	<ul style="list-style-type: none"> • Pay & Display

There are several other Staff Permit Holders Only car parks for various faculties on Campus West

Campus East car park occupancy		
Car Park Ref. No.	Occupancy (%)	Comments
8.1	90	<ul style="list-style-type: none"> • York Science Park Permit Holders Only • Occasional spaces unoccupied
9.1	100	<ul style="list-style-type: none"> • Pay & Display and Park & Ride
9.2	95	<ul style="list-style-type: none"> • Pay & Display • Some spaces unoccupied

Note York Sports Village Car Park in Area 10 is for patrons only



Tranby Avenue/Cavendish Grove, York

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