

AGENDA SUPPLEMENT

Decision Session - Executive Member for Transport

To: Councillors Ravilious

Date: Tuesday, 10 February 2026

Time: 10.00 am

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

The Agenda for the above meeting was published on **Monday, 2 January 2026**. The attached additional documents are now available for the following agenda item:

4. **Public Participation** (Pages 5 - 6)

Annex A: Written representation was received regarding an unscheduled item under the remit of the Executive Member for Transport.

As the writers are unable to attend the meeting, the Executive Member agreed to receive this submission, so there is an acknowledgement of the comments for this meeting.

5. **Review of Statutory Consultation for introduction of 'No Waiting' restrictions on Baysdale Avenue, Cavendish Grove and Tranby Avenue** (Pages 7 - 10)

Annex F: Two written representations were received in response to the notification of the Executive Member Decision Session.

As the writers are unable to attend the meeting due to prior commitments, the Executive Member has agreed to receive these submissions, so there is an acknowledgement of the comments for this meeting.

This agenda supplement was published on **Friday, 6 January 2026**

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Sent: 05 February 2026 12:31

To: Democratic Services

Subject: Written submission Transport Exec 10/2

Written Statement – Transport Executive Member Session

I spoke at your last Decision Session regarding the Groves statutory parking challenge. I was told officers would engage with the petitioners.

Since the statutory petition was deposited last July, there has been no substantive engagement, beyond several apologies and a single brief email.

Despite the existence of a valid statutory petition, the procedural requirements set out in statutory guidance issued under section 18 of the Traffic Management Act 2004 have not been met, to include but not limited to:

- No Terms of Reference have been agreed with, or discussed with, the petitioners.
- No scope has been defined identifying which Traffic Regulation Orders, charging arrangements, or enforcement practices are under review.
- No engagement has taken place with the lead petitioner or the Groves Association to define the review, as required in the guidance.

Instead, officers have proceeded unilaterally, determining what they consider to be “in scope” and “out of scope”. This approach is not permitted by the statutory guidance.

A statutory parking review is not an internal officer exercise; it must be undertaken with petitioners from the outset.

As a result, the Groves community has been almost entirely excluded from the current consultation activity. As at now, the lead petitioner and the Groves Association remain excluded, and only 8 businesses and 7 institutions have been identified as Groves premises, out of approximately 97 Groves businesses (or around 120 including boundary premises).

Ward councillors were instructed not to share information with the community.

In the absence of a lawful statutory review and meaningful engagement with this (and each) challenger community, the current consultation cannot provide a lawful evidential basis for Member decision-making and cannot remedy the underlying failures.

There are also equality implications. A substantial proportion of Groves businesses, including those operated by people from ethnic minority backgrounds, were excluded without any Equality Impact Assessment at a formative stage.

We therefore ask the Executive Member to note formally that:

1. The Groves statutory parking challenge has not been processed in accordance with statutory guidance.
2. No lawful statutory review is currently in existence.
3. The current consultation exercise cannot cure these defects.

The only lawful course is to pause, reset, and recommence the statutory review process in accordance with statutory requirements, including early engagement with petitioners and agreed Terms of Reference.

Tracy Ostle -Chair Groves Association

Gwen Swinburn Lead petitioner – Groves Statutory Parking Challenge

Sent: 04 February 2026 11:29

To: Benjamin Jewitt; Darren Hobson

Subject: Council meeting re: parking on Tranby Avenue

Hello,

I am a resident on Tranby Avenue and received a letter re: the meeting on the 10th of February. I won't be able to attend the meeting but just I would just like to say, that as residents who are living on a section of the street close to the roundabout and where the issue of student parking is the worst, we really appreciate the proposed action of finally putting in the parking restrictions. I know there are a lot of opinions to the contrary and people saying the university should do 'something' about it but I don't think that's a realistic solution, and it definitely would not solve anything fast. The proposal has already been years in consultation so I would be great if there was finally some concrete action on the matter.

Thank you,

Best wishes,

Liina Conricode

Sent: 04 February 2026 19:15

To: Ben Jewitt; Parish Council Osbaldwick; Parish Council Murton; Gwen Swinburn; Steve Galloway; Guy Close

Subject: Exec Member for Transport Decision Session 10 February 2026

For a matter of such annoyance and importance to council tax paying residents in a part of Osbaldwick at one time I would not only have attended and spoken in person but would have brought a good number of residents along to speak as well.

However, residents are as cynical as I am now with the dubious value of trying to engage with a council that is not listening and so called 'consultation' is merely presentation of the preferred option pursued by staff.

It has to be stated at the outset that this parking problem on Tranby Avenue and Cavendish Grove has been deliberately created by City of York Council Highway Regulation, when the problem of University related parking was not solved on Badger Hill but simply moved over Hull Road into Osbaldwick.

All sensible suggestions to CYC such as encouraging York University to encourage parking on the vast University car parks, opening up the Grimston Park&Ride to 24hour parking, introducing temporary traffic restrictions as are used in Poppleton or

taking a holistic approach to parking matters in Osbaldwick by introducing an urban Clearway along the whole No.6 Bus route to operate only at morning and evening peak hours, which would solve the problem of long term dumped University related vehicles on Tranby Avenue and business related parking in other problem areas of Osbaldwick have been ignored by CYC Highway Regulation.

All measures that would have minimal impact on council tax paying residents.

Therefore I can only conclude that CYC in pursuing proposals to inconvenience residents as much as possible in an attempt to solve a problem of CYC's own making are hellbent on creating as much chaos on the streets as possible in furtherance of the stated political aim of the current CYC ruling group of imposing Respark (Residents parking schemes) across the whole of York.

I am totally opposed to residents anywhere in this ward having a 'parking tax' imposed upon them because of the flawed ideology that runs through the Highway Regulation department.

Solutions to problems should be sought and not merely the movement of problems along the highway network unless of course that is the real aim.

I urge the Exec. Member to properly consider Annex D and the correspondence I had with CYC Highway Regulation over using the same method as CYC employ on Station Rd. Poppleton and that is a temporary parking suspension at certain times of the day and year to cover the University terms only.

Pursuing such an approach would prove me wrong on the assertions I have made regarding the motivation behind Highway Regulation 'management' of highway parking matters and would cause the minimum inconvenience to the people who actually live on Tranby Avenue and Cavendish Grove.

As for the costs of putting traffic cones or notices up, offer to make this the responsibility of Osbaldwick Parish Council as local contractors who live in Osbaldwick with all necessary traffic management certificates would be only too happy to help at much less cost than the CYC figure, it does seem to be rather unfair though to raise cost issues when the temporary traffic restriction in Poppleton and cone setting out is met by CYC though?

As for not using temporary parking suspensions to solve 'permanent' problems CYC are content to do this at Poppleton for five months at a time every year.....so why can't the same solution be used in Osbaldwick for a comparable if not shorter period when the University has students on campus?

I look forward to seeing how the Exec. Member decides on this issue.

Councillor Mark Warters

Osbalwick & Derwent Ward.

4th February 2026.

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