

Decision Session - Executive Member for Transport

Tuesday, 18 November 2025

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, 18 November 2025. 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 Support Group no later than 4pm on Tuesday, 25 November 2025.

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

5. Residents Parking Bay and 'No Waiting at Any Time' Restrictions – Queen Street (10:22am)

Resolved: To implement the TRO and associated road marking & signage changes to include 2 additional parking spaces within the existing residents parking provision.

Reason: This meets the purposes in sections 1(1) (a) (c) (d) and (f) of the Road Traffic Regulation Act 1984 – namely:

- (a) avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such arising;
- (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians);
- (d) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property; and
- (f) for preserving or improving the amenities of the area through which the road runs.

This also meets the Council's duty under section 122(1) of the Road Traffic Regulation Act 1984, namely:

- a. Support the "convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway" (RTRA 1984, Section 122(1)). The changes proposed will provide parking amenity for the local residents in the layby, which will leave sufficient carriageway width, to not obstruct vehicular traffic in both directions.
- b. "Consider the effect on the amenities of any locality affected" (RTRA 1984, Section 122(2)(b)). The introduction of the residents parking bay, will improve the parking amenity for resident in the local area.
- c. Consider "any other matters appearing to the local authority to be relevant" (RTRA 1984, Section 122(2)(d)). Consideration has been given to the Council's Local Transport Strategy and the consultation responses.

**6. Residents Parking and Limited Waiting Restrictions
Advertised as 'R66 Wellington Street' (10:24am)**

Resolved: To progress the advertised R66 resident's priority parking scheme and limited waiting restrictions on Heslington Road to implementation by amending the York Parking, Stopping and Waiting Order.

Reason: This supports the CYC transport strategy and commitment to reduce traffic congestion by discouraging driving into the city centre.

Making this location a ResPark area removes the ability for commuters to park, whilst the limited waiting bays on Heslington Road ensure businesses are not adversely affected maintaining short stay parking for customers.

This will also increase parking accessibility for local residents, help reduce obstructive parking along a

key bus route and a key cycle route (the orbital route) and improve access around the area for refuse vehicles.

7. Proposed Diversion of Public Footpath Nether Poppleton 1 (10:32am)

Resolved: To approve the making of a public path order to divert part of public footpath Nether Poppleton 1 by creating a new public path and extinguishing the current public path, that public notice of the making of the order be given and:

- i. If no objections are received within the period specified, or if received objections are subsequently withdrawn, to authorise the confirmation of the order, as the council here has the power to confirm the order.
- ii. If objections are received and not withdrawn, then the matter will be referred back to the Executive Member to decide whether the proposal is abandoned or sent to the Secretary of State for a final decision.

Reason: This is in the interest of the landowner, and the council is satisfied that the legislative requirements for making an order have been met.

Subject to any matters that may be raised when the order is made and advertised, it is also considered that the proposal meets the legal criteria for confirming the order.

The proposed diverted path is a satisfactory alternative to the current one, the overall length of the route remains unchanged and the wider footpath will make the diversion more comfortable for walkers.

There have been no objections at pre-order initial consultation stage and there will be a no practical change in maintenance costs to the council as the

council are still responsible for the annual cutting of the footpath.

8. Walker Lane, Wheldrake – Proposed One-way Street (10:35am)

Resolved: To approve Option A and to take no further action, leaving the road as a two-way road.

Reason: This acknowledges the representations received in objection to the proposal.

The proposed changes conflict with commitments in the council's transport strategy by failing to provide additional benefit to pedestrians on the road, and potentially exposing them to faster oncoming one-way traffic; cyclists would also be inconvenienced as the proposed scheme also prevents contraflow cycling.

This decision leaves in place potential conflict between pedestrian and vehicles and a risk of road traffic collision with potential injury to pedestrians and or damage to properties/vehicles.

The Executive Member suggested that future attention could be given to traffic restrictions at the corner surrounding the junction where collisions had occurred.