

Notice of a public meeting of

Decision Session - Executive Member for Transport

To: Councillor Ravilious

Date: Tuesday, 10 February 2026

Time: 10.00 am

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

AGENDA

Notice to Members – Post Decision Calling In:

Members are reminded that, should they wish to call in any item* on this agenda, notice must be given to Democratic Services by **4:00 pm on Tuesday, 17 February 2026**.

*With the exception of matters that have been the subject of a previous call in, require Full Council approval or are urgent, which are not subject to the call-in provisions. Any called in items will be considered by the Corporate Scrutiny Committee.

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00 pm on Friday, 6 February 2026**.

1. Apologies for Absence

To receive and note apologies for absence.

2. Declarations of Interest (Pages 7 - 8)

At this point in the meeting, the Executive Member is 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. The disclosure must include the nature of the interest.

An interest must also be disclosed in the meeting when it becomes apparent to the member during the meeting.

[Please see attached sheet for further guidance for Members].

3. Minutes (Pages 9 - 12)

To approve and sign the minutes of the Decision Session held on Tuesday, 27 January 2026.

4. 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. The deadline for registering at this meeting is at **5.00pm on Friday, 6 February 2026**.

To register to speak please visit www.york.gov.uk/AttendCouncilMeetings to fill out an online registration form. If you have any questions about the registration form or the meeting please contact the Democracy Officer for the meeting whose details can be found at the foot of the agenda.

Webcasting of Public Meetings

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

5. Review of Statutory Consultation for introduction of 'No Waiting' restrictions on Baysdale Avenue, Cavendish Grove and Tranby Avenue (Pages 13 - 38)

This report reviews the responses received from residents in response to the Statutory Consultation for a proposed amendment to the Traffic Regulation Order (TRO). The proposed amendment to TRO was to introduce of parking restrictions on Baysdale Avenue, Cavendish Grove and Tranby Avenue.

The proposal was brought forward following a petition submitted to the Council by residents of the area, who had raised concerns about obstructive parking that had been occurring, especially during the University term time. The Petition requested the Council consider the introduction of a timed parking restriction.

6. Urgent Business

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

Democracy Officer: Ben Jewitt
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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.

Alternative formats

If you require this document in an alternative language or format (e.g. large print, braille, Audio, BSL or Easy Read) you can:



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Select 'Switchboard' from the menu.



We can also translate into the following languages:

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 (Polish)
własnym języku.

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

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

Declarations of Interest – guidance for Members

(1) Members must consider their interests, and act according to the following:

Type of Interest	You must
Disclosable Pecuniary Interests	Disclose the interest, not participate in the discussion or vote, and leave the meeting <u>unless</u> you have a dispensation.
Other Registrable Interests (Directly Related) OR Non-Registrable Interests (Directly Related)	Disclose the interest; speak on the item <u>only if</u> the public are also allowed to speak, but otherwise not participate in the discussion or vote, and leave the meeting <u>unless</u> you have a dispensation.
Other Registrable Interests (Affects) OR Non-Registrable Interests (Affects)	Disclose the interest; remain in the meeting, participate and vote <u>unless</u> the matter affects the financial interest or well-being: (a) to a greater extent than it affects the financial interest or well-being of a majority of inhabitants of the affected ward; and (b) a reasonable member of the public knowing all the facts would believe that it would affect your view of the wider public interest. In which case, speak on the item <u>only if</u> the public are also allowed to speak, but otherwise do not participate in the discussion or vote, and leave the meeting <u>unless</u> you have a dispensation.

(2) Disclosable pecuniary interests relate to the Member concerned or their spouse/partner.

(3) Members in arrears of Council Tax by more than two months must not vote in decisions on, or which might affect, budget calculations,

and must disclose at the meeting that this restriction applies to them. A failure to comply with these requirements is a criminal offence under section 106 of the Local Government Finance Act 1992.

City of York Council	Committee Minutes
Meeting	Decision Session - Executive Member for Transport
Date	27 January 2026
Present	Councillor Ravilius (Executive Member)
In Attendance	Helene Vergereau – Head of Highway Access and Development Richard Holland – Senior Transport Projects Manager

35. Apologies for Absence

Apologies were received from the Director of City Development, who was substituted by the Head of Highway Access and Development.

36. Declarations of Interest

The Executive Member was asked to declare, at this point in the meeting, any disclosable pecuniary interests, or other registerable interests she might have in respect of business on the agenda, if she had not already done so in advance on the Register of Interests. None were declared.

37. Minutes

Resolved: That the minutes of the Decision Session held on Tuesday, 16 December 2025 be approved and signed by the Executive Member as a correct record.

38. Public Participation

It was reported that there had been three registrations to speak at the session under the Council's Public Participation Scheme.

Andy D'Agorne spoke on item 5, stating that this proposal was contrary to the council's policy to prioritise active travel. He suggested that while updates to signage could help if backed by enforcement of the proposed loading ban; implementation of the other part of the scheme should be delayed in order to allow trial observation of the impact of these elements.

He noted that these other elements may reward abuse of existing traffic laws and the scheme would lead to increased conflict with cyclists approaching the bike park from Duncombe Place.

Anthony May spoke on behalf of York Civic Trust on item 5, stating opposition to measures which favoured illegal vehicle movements at the expense of pedestrians, cyclists and public realm. He welcomed the council's commitment to addressing risks to vulnerable road users caused by drivers entering Blake Street illegally, but suggested the proposed solution did not properly address the issues. He asked the Executive Member to consider the Civic Trust's less disruptive, alternative proposal, respecting the council's hierarchy and protecting the public realm; this involved putting two new signal heads on the junction so traffic could exit from Blake Street into the junction, avoiding the need to open the slip road, add to the barriers for pedestrians and cyclists, or impose additional signage.

Gwen Swinburn spoke on matters under the remit of the Executive Member; specifically, that the council had failed to lawfully operate the statutory parking challenge process, most notably within the Groves area. Citing section 18 of the Traffic Management Act, 2004, she said the council was obliged to respond to the petition that had been submitted on this issue and thus far they had not. She explained that this petition introduced several important considerations which so far remained unaddressed.

The Executive Member replied that she was aware of emails that Ms Swinburn had sent regarding this issue and would ensure that officers responded to her.

39. Blake Street Safety Improvements

The Senior Transport Projects Manager presented the report, discussing the plans for the scheme, stating that this was conceived principally as an enforcement and improved signage scheme, and implementation was planned after the current works being undertaken on Blake Street were completed.

The Executive Member responded by thanking officers and public speakers. She said this was a difficult scheme designed to protect a predominantly pedestrianised area. She stated she would be very keen to bring forward wider public realm issues in the area in the future, but that something did need to be done now and this was the best immediate solution.

She confirmed that this scheme would provide two new blue badge parking spaces in an area near the city centre which currently did not have many and also replaced cycle parking with better racks and some new cargo and inclusive cycle parking.

She expressed sympathy with speakers regarding some of the concerns raised. She clarified that the reason the slip road had been reopened was that it was difficult for larger vehicles to undertake a three-point turn in the street itself, and acknowledged that until the scheme was implemented, it would not be possible to know exactly what impact there would be in terms of the intended reduction in vehicle movements.

Having heard the proposals and also the public speakers, the Executive Member requested some amendments; she noted she wished to approve the TRO for the loading ban as proposed, but to undertake an ETRO for the Blue Badge parking bays and One-way system, with enforcement for 18 months to assess the impact.

The Executive Member also asked that there be monitoring of any pedestrian/cycle conflicts and protection to cycle racks in the interests of taking further measures.

The Executive Member therefore

Resolved:

1. To implement the permanent TRO as outlined in the recommendation with regard to the loading ban.
2. To implement an experimental TRO to provide blue badge parking bays and changes to the one-way system, with monitoring to take place over next 18 months.

Reason: This will enable the associated adjustments to Blake Street to be progressed, leading to safety improvements and the ability to enforce the restrictions.

This also takes into account public concern with elements of the scheme.

Cllr K Ravilious, Executive Member

[The meeting started at 11.52 am and finished at 12.13 pm].

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Meeting:	Decision Session for Executive Member for Transport
Meeting date:	10/02/2026
Report of:	Garry Taylor – Director of City Development
Portfolio of:	Executive Member for Transport

Decision Report: Review of Statutory Consultation for introduction of 'No Waiting' restrictions on Baysdale Avenue, Cavendish Grove and Tranby Avenue

Subject of Report

1. The report reviews the responses received from residents in response to the Statutory Consultation for a proposed amendment to the Traffic Regulation Order (TRO). The proposed amendment to TRO was to introduce of parking restrictions on Baysdale Avenue, Cavendish Grove and Tranby Avenue.
2. The proposal was brought forward following a petition submitted to the Council by residents of the area, who had raised concerns about obstructive parking that had been occurring, especially during the University term time. The Petition requested the Council consider the introduction of a timed parking restriction.
3. The report contains a recommendation for future actions.

Benefits and Challenges

4. The benefit of the recommend option is it will put in place restrictions that will remove parking that is occurring, as requested by the residents through the submission of the petition. This will remove the long term parking that is occurring on the street, that has led to the frustrations of the residents in the area.

5. The challenge of the recommendation is it will remove parking for all and will make it difficult for trades people/carers to park near properties on the street as and when required. The recommendation will not be well received by all residents as the representation showed they believe the University should do more alleviate the impact of staff and student vehicles on the local area.

Policy Basis for Decision

6. The Council Plan has seven priorities and the amendment of the parking bays on Tranby Avenue aims to comply with the following priorities:
 - i. Health & Wellbeing; the proposed restrictions will hopefully create an improvement in air quality in the area, through the removal of congestion due to the reduction in road space created by the parked cars, which will provide an improvement in the health and wellbeing of residents.
 - ii. Transport; through proposing a No Waiting Restriction on Tranby Avenue, the Council is looking to remove the long term parking from the road, which will help to provide a more efficient bus service and encourage greater use of a more sustainable form of traffic.
 - iii. Sustainability, the removal of the parked cars and reduction in congestion will help encourage more sustainable forms of transport and create a safer area for pedestrian and cyclists.
7. If the recommendation within the report is progressed to implementation, then there will be a positive impact on the local environment, through the reduction in vehicle driving on verge to pass the parked vehicles creating an improvement within the local area for residents.

Financial Strategy Implications

8. Should the proposed restrictions be progressed to implementation the additional signing and lining required will be funded from the department's signs and lines budget. The implementation of the restrictions would also put an additional pressure onto Civil Enforcement Officers for ongoing enforcement.

Recommendation and Reasons

9. The report recommends Option 1 from the available options listed in option analysis, which is to implement the proposal as advertised.
10. The proposed restrictions would help remove the long term parking that has been occurring, which originally initiated the submission of the petition to request the proposed restriction. The installation of the proposed restriction will allow the passage of the vehicles along the street and remove the parking on the bend that residents raised concerns about the potential danger during the consultation period.

Background

11. The Council were originally contacted about this matter in October 2021 following the introduction of the residents' Parking Scheme on Badger Hill. Following the introduction of the scheme there was an increase in parking levels on Tranby Avenue, which resulted with complaints of vehicles parking too close to the junctions of Hull Road and Cavendish Grove, as well as on Cavendish Grove near its junction with Tranby Avenue.
12. The Council created a proposal for the introduction of 'No Waiting at any time' restrictions on Tranby Avenue from its junction with Hull Road to a point 15 metre north of its junction with Cavendish Grove and on Cavendish Grove from its junction with Tranby Avenue to a point 15 metre west of its junction with Hull Road. The proposed amendment of the TRO was advertised on 14th January 2022 (Annex B), with the residents of adjacent properties, Ward Cllrs and the Parish Council made aware of the proposal and invited to comment on the proposal.
13. The consultation received 15 representations in objection and 4 in support and a report was taken to the Executive Member for Transport and Planning on 17th May 2022. The Executive Member made the decision to implement a lesser extent of restrictions than advertised, the reduced area offered protection of the junctions of Tranby Avenue/Hull Road and Cavendish Grove/Tranby Avenue.
14. The Executive Members decision was called in by Cllrs Doughty, Rowley and Warters, the matter was reviewed on Monday 27th

June 2022 at the Corporate Services, Climate Change and Scrutiny Management Committee (CCSMC), where the decision was made to not refer the matter to the full executive for further review.

15. The residents of Cavendish Grove wrote a letter to the members of the CCSMC to oppose to the introduction of double yellow lines within their street, the committee only had the power to either uphold the decision or refer to the Executive for further review. Therefore, an amendment to the approved decision was not within their remit, although following the meeting, discussions between Council Officers and Ward Cllrs were undertaken and a decision was made to hold off on the initial installation of lines on Cavendish Grove, with installation to be undertaken if the situation got worse for residents.
16. The petition submitted by residents requested the introduction of No waiting 10am-3pm Monday to Friday restrictions for Tranby Avenue, from its junction with Hull Road to point 10 metres north of its junction with Baysdale Avenue. It has been advised to the petition lead that any proposed restriction would need to include an area of No Waiting at any time restriction around the junctions of Cavendish Grove and Baysdale Avenue.
17. A report requesting approval to undertake the statutory consultation for a proposal to introduce parking restrictions was presented at a decision session with the Executive Member for Transport on Friday 19th July 2024. The proposal presented within the report to the Executive Member, was approved for Statutory Consultation.
18. The statutory consultation for the proposed amendment to the Traffic Regulation Order was undertaken on the 13th September 2024. A letter (Annex A) was sent to residents of properties adjacent to the affected restriction. The consultation documents were also shared with Ward Cllrs, Parish Councils and the required statutory consultees.
19. This report was delayed coming back to a decision session, as the University of York requirement to fund a Residents Parking scheme under the Section 106 Agreement was coming to an end. As the requirement would no longer be in place, it was unclear if the resident would want to continue with the Residents Parking scheme if there was a requirement to pay for the first permit or if

the University would continue to contribute to the continuation of the scheme.

20. If the Residents Parking scheme was not funded or the residents decided that they did not want to pay for the permits the residents parking scheme would have been removed, which would have had an impact on the parking situation on Tranby Avenue. The initial representation received from the residents of Tranby Avenue was due to the impact of the residents parking scheme it was therefore felt it was best to delay a formal decision on the outcome of the proposal until a resolution on the Residents Parking scheme was made.
21. The Council entered discussions with the University about extending their commitment to the Resident Parking Scheme. This would remove any potential financial impact on the residents of Badger Hill and negated the requirement to enquire with the residents about their desire to keep the scheme with the financial impact. The University were inclined to continue with the financial commitment to the Resident Parking scheme and have now agreed to continue for another five years.

Consultation Analysis

22. The statutory consultation for the proposed amendment to the Traffic Regulation Order was undertaken on the 13th September 2024. A letter (Annex A) was sent to residents of properties adjacent to the affected restriction. The consultation documents were also shared with Ward Cllrs, Parish Councils and the required statutory consultees.
23. The consultation received representations in objection and support, although the ones in support did still have concerns about the proposal. The main theme of the representations received, both in objection and support, was that the University should do more to remove the impact of the term time parking from the street. There were several requests for the University to open up their car parks, to help alleviate the problem.
24. This has been mentioned in previous communications with residents, the car parking within the University land was always intended to be paid for parking, to reduce car travel. Providing free car parking could encourage more car trips, so the overall impact

could be worse than the current displaced parking that is occurring.

25. The representations received in favour (Annex B), from residents were encouraged by the proposal but were concerned that the issue will be pushed to other areas. One representation stated that they did not believe having to walk an extra minute or two is not a disincentive to parking in the area as a whole.
26. There was also a request to understand why a residents parking scheme had not been considered/proposed. No proposal for a resident parking scheme has ever been proposed, as all previous correspondence with resident of the area, they have advised that they would not be in support of a scheme.
27. A resident did also raise a concern about the danger of the vehicles parked on the bend for vehicles passing through the road.
28. The main area of concern within the objections received is that the residents do not feel that the University are doing enough to solve the issue that they have created. The responses state that the parking issue only occurs during the term time, so a year long restriction would have a negative impact on the residents. There was a suggestion that the restriction should only be in place for part of the year, to reduce the impact on residents. This would be difficult due to the signage requirements, as it would need to state the dates of the restriction, which would create a large sign.
29. There was also a couple of representations from residents who were concerned about the impact on elderly residents of the street as the proposal would mean that they would need to walk further to their car if they did not have off street parking, which may result in the resident not going out as much. One representation also raised a concern about the ability for trades vehicles to parking in the proposed area and how it would make property maintenance/improvement works more difficult and potentially costly.
30. The proposal would allow for parking at certain times of the day, so works vehicles would be able to park at the beginning and end of the day to drop off/pick up materials/tools required for the works. there will be inconvenience, as works vehicles would need to find alternative parking during the middle of the day, which is likely to lead to short term displacement to other areas of Osbaldwick.

31. One of the objectors did propose that the use of Grimston Bar Park & Ride site should be used for student parking. There is currently a restriction on how users of the Park & Ride leave the site, as they are required to leave via bus service or bike and vehicles are not currently able to be left over night.
32. The ward Councillor also submitted an objection to the proposal (Annex D), in which he echoed the feelings of the residents and encouraged the University to open up their car parks and encourage the students and staff from the University to use the available car park. The war Councillor described the situation during term times as intolerable and leading to much inconvenience to Council taxpaying residents and other highway users. It was also noted that at the time of the consultation the area of proposed restriction was clear as it was outside of the term time for the University
34. In the original representation received from the ward Councillor, he enquired about the potential of implementing a temporary parking restriction, similar to the restriction put in place for the Great Yorkshire Show in Poppleton. The temporary traffic order for the parking restriction in Poppleton for the Great Yorkshire show is in place for the for a loner period than the event, as it is included in a temporary traffic order for a number of different events within the authority boundary. The ward Councillor would like a temporary order to be put in place with No Waiting Cones to show the area of restriction when it is put in place.
35. It was proposed that the restriction would be put in place at different periods throughout the University term time, to help remove the regular long term parking from the street. This would be difficult to manage as it was unclear who would be responsible for managing the restriction or how the residents would be made aware of when the restriction would be put in place. There would also need to be a process put in place to inform the Council Civil Enforcement Officers of when the suspension is put in place to ensure that there is enforcement of the restriction, to make sure that suspension of the parking on the street is enforced.
36. A temporary restriction should not be put in place to manage permanent issue that is occurring. The representations received did state that the issue was not all year round and only associated

to the term times of the University, but it is an issue every year, so it is a regular issue on the street.

Options Analysis and Evidential Basis

37. Option 1 – Implement as advertised (recommended)
The proposed restrictions would help remove the long term parking that has been occurring, which originally initiated the submission of the petition to request the proposed restriction. The installation of the proposed restriction will allow the passage of the vehicles along the street and remove the parking on the bend that residents raised concerns about the potential danger during the consultation period.
38. Option 2 – Implement a lesser restriction (not recommended)
The removal of a section of the single yellow line would provide a lesser restriction in the area, either through unrestricted parking or limited time parking bay. This would allow for an availability of parking near the properties should the residents require carers or trades people, but the concern would be that these spaces would not be available when required as they would still provide an availability of parking and are likely to be utilised for the long term parking that is currently occurring.
39. Option 3 – Temporary parking Restriction (not recommended)
This option would allow for a responsive approach to the parking issue on the occasion that the parking on the street was becoming obstructive to the ability to pass and repass along the street. This approach would lead to confusion about the availability of parking for residents. There would also be a long term cost to this approach for the yearly temporary restriction and the placement of the cones on the occasion that the restriction is put in place.
40. Option 4 – Take no further action (not recommended)
This option would mean that the issue is still there and original petition requesting restrictions would go unanswered. This would leave the area unrestricted and allow the parking to continue.

Organisational Impact and Implications

41. This report has the following implications:

- **Financial:** If the proposed restriction does progress to implementation the ongoing enforcement of the additional restrictions will need to be resourced from the parking department's budget.
- **Human Resources (HR):** If the proposed restrictions are progressed to be implemented on street, enforcement will fall to the Civil Enforcement Officers.
- **Legal:**
 - Road Traffic Regulation Act 1984 & the Local Authorities Traffic Orders (Procedure) (England & Wales) Regulations 1996 apply.

When considering whether to make or amend a TRO, CYC as the Traffic Authority needs to consider all duly made objections received and not withdrawn before it can proceed with making an order.

A TRO may be made where it appears expedient to the Council to do so for the reasons set out in section 1 of the Road Traffic Regulation Act. These are:

- (a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or
- (b) for preventing damage to the road or to any building on or near the road, or
- (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or
- (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, or
- (e) (without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot, or

- (f) for preserving or improving the amenities of the area through which the road runs or
- (g) for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality).

In deciding whether to make a TRO, the Council must have regard to its duty as set out in section 122(1) of the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) as well as the provision of suitable and adequate parking facilities on and off the highway so far as practicable while having regard to the matters specified below:

- (a) the desirability of securing and maintaining reasonable access to premises;
- (b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
- (bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy)
- (c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
- (d) any other matters appearing to the Council to be relevant.

The Council is under a duty contained in section 16 of the Traffic Management Act 2004 to manage their road network with a view to securing the expeditious movement of traffic on the authority's road network, so far as may be reasonably practicable while having regard to their other obligations, policies, and objectives. This is called the network management duty and includes any actions the Council may take in performing that duty which contribute for securing the more efficient use of their road network or for the avoidance, elimination, or reduction of road congestion (or other disruption to the movement of traffic) on their road network. It may involve the exercise of any power to regulate or

coordinate the uses made of any road (or part of a road) in its road network.

- **Procurement**, any change, or additional signage has to be procured in accordance with the Council's Contract Procedure Rules and where applicable, the Public Contract Regulations 2015.
- **Health and Wellbeing**, No Health and wellbeing implications.
- **Environment and Climate action**, No environment and climate implications.
- **Affordability**, No affordability implications.
- **Equalities and Human Rights**: No direct equalities and human right implications have been identified.
- **Data Protection and Privacy**, contact: information.governance@york.gov.uk - every report must consider whether to have a Data Protection Impact Assessment (DPIA) and this section will include the compliance requirements from the DPIA or explain why no DPIA is required.
- **Communications**, No communications implications.
- **Economy**, No economy implications.

Risks and Mitigations

42. In compliance with the Council's risk management strategy there is an acceptable level of risk associated with the options listed for consideration.

Wards Impacted

43. Osbaldwick and Derwent Ward.

Contact details

For further information please contact the authors of this Decision Report.

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Report approved:	Yes/No
Date:	DD/MM/YYYY

Co-author

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Job Title:	Traffic Management Team Leader
Service Area:	City Development
Telephone:	01904 551367
Report approved:	Yes/No
Date:	DD/MM/YYYY

Background papers

<https://democracy.york.gov.uk/documents/s158945/Cavendish%20Grove%20Tranby%20Avenue%20and%20Morre%20Avenue-Osbaldwick%20Lane%20Junction.pdf>

<https://democracy.york.gov.uk/documents/s160202/Call%20In%20Cover%20Report.pdf>

<https://democracy.york.gov.uk/documents/s177506/Tranby%20Avenue%20Parking%20June%202024%20v.1.pdf>

Annexes

- Annex A: Residents Letter – Tranby Avenue Cllr
- Annex B: Representation in favour
- Annex C: Representation in Objection
- Annex D: Email communication with Ward Cllr



To the Occupiers of:
333 & 335 Hull Road
1 – 10 Cavendish Grove
1 – 33 (odd) & 2 – 46 (even)
Tranby Avenue

Place Based Services

West Offices
Station Rise
York
YO1 6GA

Contact: Darren Hobson
Tel: 01904 551367
Email: darren.hobson@york.gov.uk
Ref: ADB/DH/546

Date: 13th September 2024

Dear Occupier

Proposed Waiting Restrictions – Baysdale Avenue, Cavendish Grove and Tranby Avenue

It is proposed to introduce 'No Waiting at any time' restrictions in Baysdale Avenue, Cavendish Grove and Tranby Avenue and 'No Waiting from 10am-3pm Monday to Friday' in Tranby Avenue to the extent described in the 'Notice of Proposals' (Notice) and as set out in the plans. This is proposed to minimise obstruction and maintain safety at the location. Should you require any further information in regard to this item then please contact the project manager, Darren Hobson, telephone (01904) 551367, email darren.hobson@york.gov.uk.

I do hope you are able to support the proposals, but should you wish to object then please write, giving your grounds for objection, to the Director of Economy and Place at the address shown on the Notice of Proposals, to arrive no later than the date specified in the Notice.

Yours faithfully

D. Hobson

Darren Hobson
Traffic Management Team Leader

Enc. Documentation

Cc – Cllr M. Warters & Cllr M. Rowley

**CITY OF YORK COUNCIL
NOTICE OF PROPOSALS**

**THE YORK PARKING, STOPPING AND WAITING (AMENDMENT) (NO 14/61)
TRAFFIC ORDER 2024**

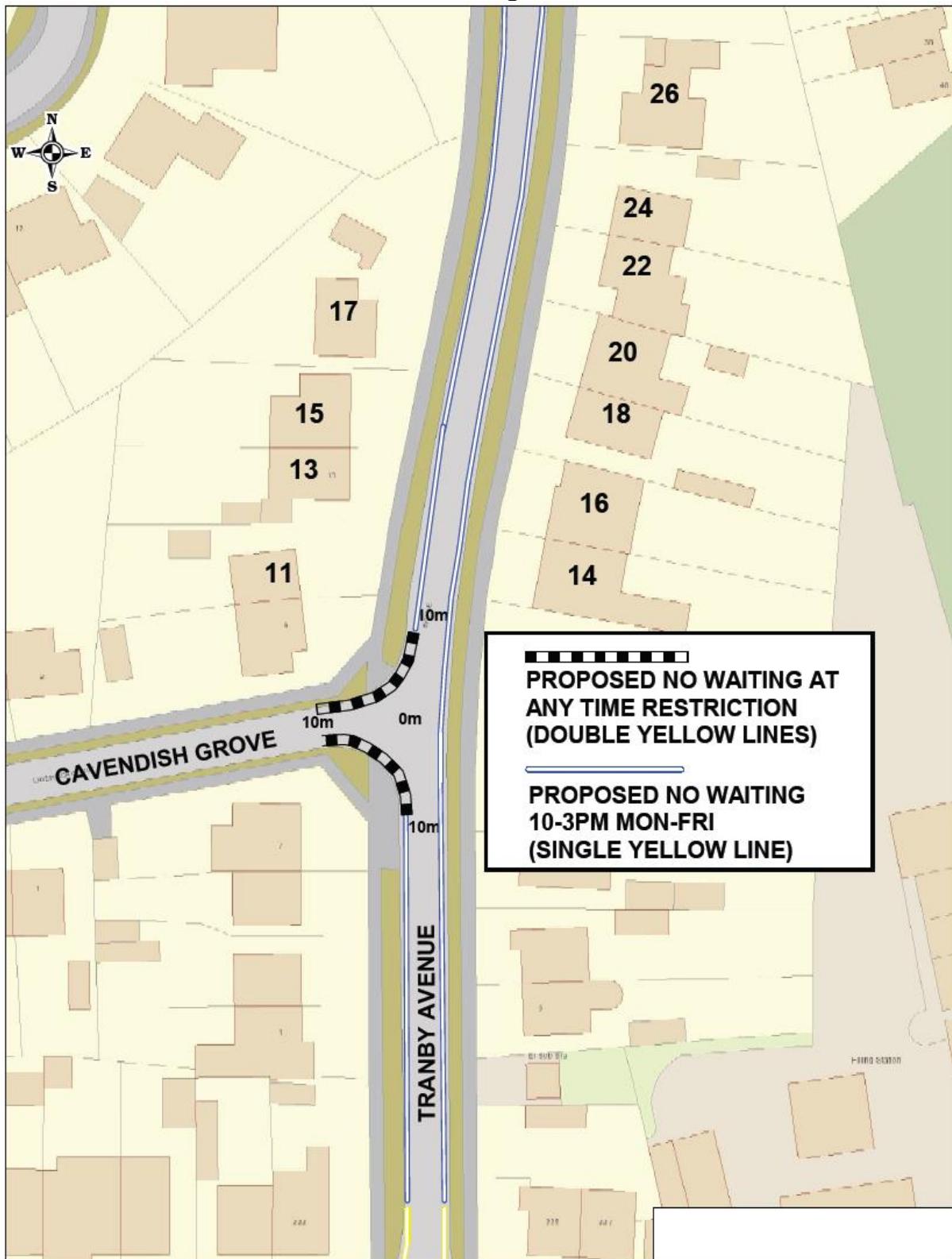
Notice is hereby given that City of York Council, in exercise of powers under Sections 1, 2, 4, 32, 35, 45, 46, 53 and Schedule 9 of the Road Traffic Regulation Act, 1984 ("the Act") and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Schedule 9 of the Act, proposes to make an Order which will have the effect of:

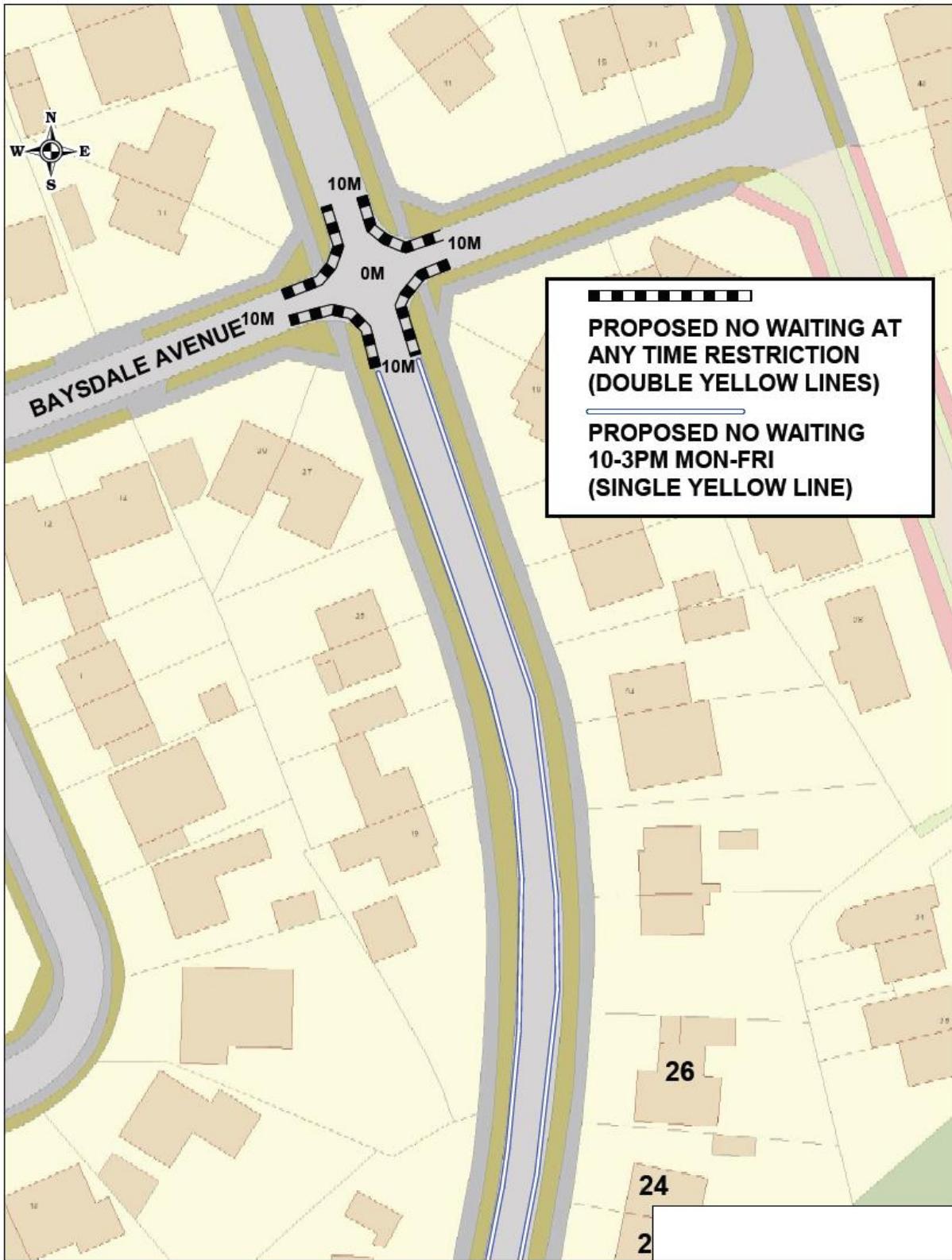
1. Introducing 'No Waiting at any time' restrictions in Murton as follows:
 - (a) Cavendish Grove, on both sides, between the projected western kerbline of Tranby Avenue and a point 10 metres west of the said line,
 - (b) Tranby Avenue, on its west side, between a point 10 metres north of the projected northern kerbline of Cavendish Grove and a point 10 metres south of the projected southern kerbline of Cavendish Grove.
2. Introducing 'No Waiting at any time' restrictions in Osbaldwick as follows:
 - (a) Baysdale Avenue, on both sides, between a point 10 metres west of the projected western kerbline of Tranby Avenue and a point 10 metres east of the projected eastern kerbline of Tranby Avenue,
 - (b) Tranby Avenue, on both sides, between a point 10 metres north of the projected northern kerbline of Baysdale Avenue and a point 10 metres south of the projected southern kerbline of Baysdale Avenue.
3. Introducing 'No Waiting from 10am-3pm Monday to Friday' restrictions in Tranby Avenue, Murton & Osbaldwick, on its:
 - (a) east side, between a point 20 metres north from the projected northern kerbline of Hull Road and a point 10 metres south of the projected southern kerbline of Baysdale Avenue,
 - (b) west side, between a point 20 metres north from the projected northern kerbline of Hull Road and a point 10 metres south of the projected southern kerbline of Cavendish Grove,
 - (c) west side, between a point 10 metres north from the projected northern kerbline of Cavendish Grove and a point 10 metres south of the projected southern kerbline of Baysdale Avenue.

A copy of the draft Order, Statement of Reasons for making it and relevant maps can be inspected at the Reception, West Offices, Station Rise, York, during normal business hours. Objections or other representations specifying reasons for the objection or representation should be sent to me in writing to arrive no later than 4th October 2024.

Dated: 13th September 2024

Director of Place
Network Management, West Offices, Station Rise, York, YO1 6GA
Email: highway.regulation@york.gov.uk





Although I don't live on Tranby Avenue I saw your letter to a friend of mine who lives on Tranby Avenue. I live on Bransdale Crescent and does affect me when driving up and down Tranby Avenue. Your proposals are encouraged but it will not solve the problem. Putting yellow lines and restrictions on Tranby and Baysdale will only push the problem further down Tranby and include Bransdale Crescent and other residential streets.

More works need to be done with getting the University to open up their car parks. This is the main cause of the problem.

Thank you for your letter of 13th September (ADB/DH/546) outlining the proposed waiting Restrictions in the areas mentioned above.

My family are residents of Tranby Avenue, outside of the areas where the proposed restrictions will be implemented. However, it appears inevitable that the parking issues currently seen closer to Hull Road will migrate further down Tranby Avenue under the current proposals. We do already see increased parking directly outside our house during University term time anyway, in some cases seeing cars parked for weeks at a time.

We are not necessarily against the proposals, but do think there needs to be mitigation for the obvious result that the parking issues will spread elsewhere, particularly when the restrictions affect such a geographically small area (i.e., having to walk an extra minute or two is not a disincentive to parking in the area as a whole).

We would be interested to know why a residents' parking permit scheme is not being proposed, if you are able to let us know. We would not be averse to such a scheme, and suspect that an Osbaldwick wide scheme would have greater efficacy for all residents than the current proposals. Given the evident link to University term times, the permit scheme could be lifted over the summer recess.

I am writing about cars parked on Tranby Avenue and the entire Osbaldwick area. It causes a lot of problems, it is a main road when you come off the roundabout! The road is not a car park. The problem also appears that it is on a bend, and buses also run on this route. I hope someone will take an interest in this and report it. Double yellow lines might be helpful but someone should definitely check this.

I am writing to object to point 3 "No waiting from 10-3 Monday - Friday' restrictions in Tranby Avenue Murton and Osbaldwick on a) b) and c) due to the fact that this will only push the parking issue further into Cavendish Grove or neighbouring streets. The inconvenience of not been able to have visitors within this restricted times will also impact not only the residents of Tranby Avenue but all the surrounding streets.

The issue with parking is only a problem on the blind bend on Tranby Avenue and is only an issue during university term times.

The council should instruct the university to look at alternatives (i.e. allowing free parking in their car parks or on the streets around campus on Heslington East rather than penalising residents in neighbouring areas.

I am increasingly fed up with the lack of action by both the council and university to resolve this without impacting council tax paying residents in any way.

We are the residents of Tranby Avenue and we strongly object to the waiting restrictions,
single yellow line, proposed for Tranby Avenue for the following reasons;
It will massively inconvenience our elderly visitors who travel in daylight hours only and are unable to walk far.

It will prevent us from being able to have work carried out on our property as workmen will not be able to park outside. This will put them off working for us or increase their fees to cover the cost of moving vans about regularly and struggling to carry heavy objects to our property.

It will massively inconvenience us that we cannot park outside our own house when we need to.

It will put potential buyers off properties in this restriction zone or reduce the value of our Homes.

We are concerned for our elderly/infirm neighbours who need regular carer visits. It will not solve the problem; cars will start parking just beyond this zone. There is plenty of evidence of this in York. Look at Badger Hill and the area near Fulford golf club.

The university need to take responsibility for the parking issue and provide free parking on their site, there is ample space for it, This is the only solution that will work, otherwise you are just moving the problem about but not fixing it.

It does seem acceptable to mark the junctions with double yellow Lines, although drivers should be aware of the highway code and not park too close the junctions.

I agree with Councillor Waters. The traffic issues on Tranby Avenue are caused by the university exporting car parking from campus and imposing it on the Osbaldwick community. As such the university ought to solve the problems. In the absence of the any willingness of the university to date to solve the problem the formal parking restrictions have been proposed.

The proposed restrictions will cause great inconvenience to the residents. As such they should be as "light touch" as possible. The use of an order for temporary parking restrictions looks to be the method with the least imposition on local

residents. As such I would suggest that it is worth exploring. I agree that the issue of notifying residents would need full consideration but with modern communication technology should not be insurmountable.

If this can allow a more dynamic response to car parking issues then the community will benefit. CYC will also benefit by developing a more responsive method of tackling parking issues which could be used across the city.

I note that university term is only just underway. There is still plenty of opportunity for the parking issues to recur.

This is an opportunity for CYC to act in the interest of the residents it there to serve. However, to reiterate my opening comment, the university should solve the problems it causes and CYC should primarily put pressure on the university to do so.

I am writing to object to the proposed waiting restrictions as described in the letter dated 13th September 2024 my reasons are as follows :-

Firstly I have lived on Tranby Avenue since the late 70's and there has not been any problem with traffic flow until recent years and there is currently no problem outside of university term times. It is clear therefore that the expansion of the university and student cars are the cause of the traffic chaos. In addition from my own observations the majority of the cars are being parked by students who appear to actually live on campus as they leave the car walk upto the campus and do not return for several days.

I firmly believe that the problem should be solved by the University who have empty car parks and additional ample land to allocate to parking. However as they are clearly taking no action despite numerous requests to accommodate their students or staff with cars, and although I cannot comprehend why they cannot be made to do this, then we are left with the current proposals.

My view is that the current proposals although solving the parking problem at the Hull Road end of Tranby Avenue are far too restrictive and make no allowance for any resident with a yellow line outside their house to have any visitors, delivery persons or workmen to come to the house between 10 am and 3 pm without penalties being imposed. It should be possible to allow some waiting time within the time period stated perhaps 60-90 minutes with no return. I also consider that it should be possible to have no restrictions outside of term times. If this cannot be implemented then I do strongly object to any single yellow lining. It should also be noted that it is my opinion that yellow lines at the top end of Tranby Avenue will only lead to problems further down the street and on any street elsewhere in the vicinity.

I have no objection to the proposed double yellow lines and perhaps the double yellow lines at the junction of Hull Road and Tranby Avenue could be extended by a few feet as turning in from York it is a bit of a blind corner and there is little room to stop if a car is parked at the top of the road.

I am writing to object to the proposed waiting restrictions referenced above as described in the letter dated 13th September 2024.

I am broadly in support of waiting restrictions to manage the unacceptable car parking, due to university students and staff. The current proposals are, however, too restrictive to achieve the ends required.

The parking and traffic flow on Tranby Avenue present no problems outside of university terms. We have currently been enjoying a summer free of parking and traffic concerns. Therefore making the restrictions apply throughout the whole year would be over restrictive.

I would propose that the parking restrictions are effective during university term times only. The definite dates to cover these could be negotiated in detail, however, something like October 1st - December 10th, January 5th - March 31st, April 20th - May 31st would be an outline suggestion.

This proposal would have a number of benefits

1. It would reduce the inconvenience imposed on residents by the waiting restrictions. The restrictions will make it very difficult for residents to receive weekday daytime visitors who wish to park. It will also reduce the inconvenience for residents who sometimes need to park on the road for short periods (e.g. due to building works etc).
2. It would remove restrictions during the Christmas and Easter periods when residents are most likely to receive extra visitors.
3. It would free up York City Council parking enforcement resources at times of year when the city centre is most under pressure from tourist parking, i.e. Christmas, Easter and Summer.
4. It would make the restrictions commensurate with the problem to be solved. The present proposed restriction is beyond what is required. The residents of Tranby Avenue are well able to manage traffic issues when the university imposition is not present.

The waiting restrictions should also have a guaranteed proposal to continue to monitor parking and traffic on Tranby Avenue. I suspect that the overall effect will be to shift the problem further down the road. This will merely move all the difficulties and dangers of the parking problems to another section of road. It should be noted that Tranby Avenue is a route for students at Archbishops Holgate School and a number of young people live on Tranby Avenue. The university parking presents a potential danger to their safety in particular along with all the residents. Any injury caused by parking issues will clearly be the responsibility firstly of the university which is causing them and secondly of the council which is not acting to control the university imposition.

I am clear that the need for these restrictions arises due to the shameful failure of

York City Council to act in the interests of residents who are the major stakeholders in the quality of life in Osbaldwick. The university should be required to solve the problem it is causing. At the moment the major stakeholders in the area are being burdened with inconvenient restrictions to solve a problem imposed on them by the University.

I also note that the council resource of Grimston Bar park and ride area is under used a lot of the year. It would also be possible for the council to allow student and staff parking in a designated area of the area during term times. As above this would free up the park and ride area to be most available during the busiest periods of the year. At the moment the Osbaldwick residents are paying council tax to fund an under used council resource which could be more fully utilised to solve the university caused parking problems. It would also optimise utilisation of a council resource. This would at least represent some attempt by the Council to act in the interest of residents rather than the interests of the university.

With regard to the proposed restrictions I can't think of any better way of summing up my feelings and that of many residents than by copying the excellent objection submitted by a Tranby Avenue resident (copied below).

Since the chaos endured during the previous academic year when University related parking was intolerable along part of Tranby Avenue and Cavendish Grove leading to much inconvenience to council taxpaying residents and other highway users the situation appears to have changed somewhat.

Recently O'Neills on behalf of the University of York confirmed that on an average day there are 500 empty parking spaces on the University Campus and following constant pressure from residents and myself it appears that the University is encouraging students and staff to park where they should - on the campus.

The current situation on the streets where parking restrictions are proposed is virtually clear.

Therefore, I would suggest taking into account the points made in the attached objection that CYC look at dealing with this matter in a different way.

I note amongst the list of current CYC 'Temporary Parking Suspensions' that the one in Poppleton supposedly taking into account the Yorkshire Show (one week in July) is in operation for five months.

If it is possible to have such suspensions of parking in place for that length of time then I would like to see the use of temporary parking suspensions used on Tranby Av and Cavendish Grove to correspond with University of York term times, implementation and enforcement of which to take place upon request should there be a problem - which currently there isn't.

It needs to be remembered that previous problems on Tranby Av and Cavendish Grove were created by CYC Highway Regulation moving the problem from Badger Hill without dealing with the actual issue.

It should not be for council taxpaying residents to be inconvenienced in any way with regard to this problem and I would hope the use of temporary parking restrictions can be considered in response to any future problems, costs associated with such measures should be picked up by the University of York but if that is not acceptable then the Parish Council might be able to step up.

I look forward to CYC supporting such a trial.

Thank you for your comments on the proposed amendment to the parking restrictions on Tranby Avenue.

I can confirm that your comments and the forwarded correspondence will be included within the Report to the Executive Member for Transport.

The Order for the Temporary Parking Suspension in Poppleton for the Yorkshire Show is part of an Order which covers several events across the city, which is why there is an extended time period on the restriction.

The concern I would have with a Parking Suspension been put in place to manage the parking on the street is how and when the decision would be made to put it in place, if it was put in place to react to an increase in parking at a certain time there would not be any time to notify the residents. If this proposal would be taken forward it would require a full consideration of how such a process would operate and be managed.

Thank you for your reply and for explaining the situation around the Poppleton restrictions, my only query on that would be who has applied for and funded the restrictions?

I could envisage such restrictions being a solution to the Tranby Av/Cavendish Grove issue in that the temporary restrictions could be advertised and applied for during University term times which would give everyone chance to comment and notice of what could happen.

The restrictions to become operative to react to problem parking during term times should the need arise, if there is no need then the cones don't need to go out.

I really think CYC owe it to residents to seriously consider this suggestion because as I say again this situation is not of their making, if it could be used here then I am sure it could be used in other areas that suffer from University related parking, the legality of using such temporary restrictions has clearly been established with the Poppleton situation.

There are a large number of residents BCC'd in who may wish to comment.

The cost of the cones for the parking suspension is paid for by the Council, this has always been the case due to issue the parking of a large number of vehicles on Station Road, Poppleton has on vehicle movements through the area.

The proposal will be included within the report to the Executive Member for Transport to consider.

Any chance of an indication of those costs please.

Very much the same reasoning could be applied to the Tranby Av situation with regard to vehicle movements in the area.

The cost for the deployment of cones would be £250 on each occasion.

Thanks for the reply,

£250 a time to put out the cones seems reasonable to me, especially given that deployment once in the University year may well suffice in achieving the aim of removing University related parking from the area.

So if a Temporary Traffic Restriction was made for the period October 1st to May 31st flexibility within in that order would exist to put the cones for any periods it was felt they were needed?

The current situation would not necessitate deployment for example, should the parking situation deteriorate then for example if cones had to go out until the Christmas break then I'm sure Osbaldwick and Murton PCs would meet the cost of the cones being put out in the interests of their parishioners.

With a Temporary Traffic Restriction presumably the situation could and would be reviewed every year as it would need renewing? So clearly in the interests of residents who have not created this problem and the free passage of other road users this option ought to be taken by CYC.

This type of approach could then be used in other situations and would demonstrate CYC's willingness to support council tax paying residents rather than just promoting revenue raising Respark schemes.

I look forward to the Exec. Member for Transport Decision Session when this matter is determined.

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