



**Notice of a public  
Decision Session - Executive Member for Transport**

**To:** Councillor D'Agorne (Executive Member)

**Date:** Tuesday, 22 March 2022

**Time:** 10.00 am

**Venue:** The Thornton Room - Ground Floor, West Offices (G039)

**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 Democracy Services by **5:00 pm on 24 March 2022**.

\*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 Customer and Corporate Services Scrutiny Management Committee.

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00pm on Friday 18 March 2022**.

**1. Declarations of Interest**

At this point in the meeting, the Executive Member is asked to declare:

- any personal interests not included on the Register of Interests
- any prejudicial interests or
- any disclosable pecuniary interests

which he may have in respect of business on this agenda.

- 2. Minutes** (Pages 3 - 14)  
To approve and sign the minutes of the meeting held on 14 February 2022.

**3. Public Participation**

At this point in the meeting members of the public who have registered to speak can do so. 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 is 5.00pm on Friday 18 March 2022 Members of the public can speak on agenda items or matters within the remit of the committee.

To register to speak please visit [www.york.gov.uk/AttendCouncilMeetings](http://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](http://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](http://www.york.gov.uk/COVIDDemocracy)) for more information on meetings and decisions.

- 4. Consideration of objections received for 2020 Annual Review of Traffic Regulation Order Requests** (Pages 15 - 142)

This report seeks the Executive Member to consider the representations received, in support and objection, to advertised proposals to amend the Traffic Regulation Order.

- 5. Update on action agreed by Executive for City Centre Accessibility** (Pages 143 - 180)

This purpose of this report is to provide and update on the City Centre access action plans as agreed at 18 November 2021 Executive meeting.

**6. Coppergate Temporary Traffic Regulation Order** (Pages 181 - 200)

The current single direction flow of motorised traffic along Coppergate with a segregated contraflow cycle route was installed as an emergency active travel measure and provided under a Temporary Traffic Regulation Order (TTRO) as part of the coronavirus (COVID) response. This report seeks the Executive Members approval to make the current arrangements permanent, note the improved arrangements which have been implemented for a segregated cycle lane, and that upon completion of the bus study a further report is brought forward about the future operation of all traffic on Coppergate.

**7. Directorate of Place 2022/23 Transport Capital Programme – Budget Report** (Pages 201 - 218)

This report sets out the programme of works to be delivered through the Directorate of Place Transport Capital Programme in 2022/23.

**8. Urgent Business**

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

Democracy Officer:

Robert Flintoft

Contact details:

- Telephone – (01904) 555704
- Email – [Robert.flintoft@york.gov.uk](mailto:Robert.flintoft@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 (Polish)  
własnym języku.

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

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

 (01904) 551550

## Coronavirus protocols for attending Committee Meetings at West Offices

If you are attending a meeting in West Offices, you must observe the following protocols.

**Good ventilation is a key control point, therefore all windows have been opened to allow adequate ventilation, they must be left as set prior to the start of the meeting.**

If you're displaying possible coronavirus symptoms (or anyone in your household is displaying symptoms), you should follow government guidance. You are advised not to attend your meeting at West Offices.

### Testing

The Council encourages regular testing of all Officers and Members and also any members of the public in attendance at a Committee Meeting. Any members of the public attending a meeting are advised to take a test within 24 hours of attending a meeting, the result of the test should be negative, in order to attend.

Test kits can be obtained by clicking on either link: [Find where to get rapid lateral flow tests - NHS \(test-and-trace.nhs.uk\)](https://www.nhs.uk/conditions/coronavirus/coronavirus-test-kits/), or, [Order coronavirus \(COVID-19\) rapid lateral flow tests - GOV.UK \(www.gov.uk\)](https://www.gov.uk/order-coronavirus-rapid-lateral-flow-tests).

Alternatively, if you call 119 between the hours of 7am and 11pm, you can order a testing kit over the telephone.

### Guidelines for attending Meetings at West Offices

- Please do not arrive more than 10 minutes before the meeting is due to start.
- You are not required to wear a face covering whilst in West Offices. CYC supports the decision of those who wish to do so.
- Visitors to enter West Offices by the customer entrance and Officers/Councillors to enter using the staff entrance only.
- Ensure your ID / visitors pass and lanyard is clearly visible at all time and worn around the neck.
- Regular handwashing for 20 seconds is recommended.
- Please use the touchless hand sanitiser units on entry and exit to the building and hand sanitiser within the Meeting room.
- Bring your own drink if required.
- Only use the designated toilets next to the Meeting room.

### Developing symptoms whilst in West Offices

If you develop coronavirus symptoms during a Meeting, you should:

- Make your way home immediately
- Avoid the use of public transport where possible
- Follow government guidance in relation to self-isolation.

You should also:

- Advise the Meeting organiser so they can arrange to assess and carry out additional cleaning
- Do not remain in the building any longer than necessary
- Do not visit any other areas of the building before you leave

If you receive a positive test result, or if you develop any symptoms before the meeting is due to take place, **you should not attend the meeting.**

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City of York Council

Committee Minutes

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Meeting	Decision Session - Executive Member for Transport
Date	14 February 2022
Present	Councillors D'Agorne and Widdowson

#### **41. Declarations of Interest**

The Executive Member was asked to declare, at this point in the meeting, any personal interests, not included on the Register of Interests, or any prejudicial or disclosable pecuniary interests that he might have had in respect of business on the agenda.

Councillor D'Agorne noted that he had a personal interest in item 4. Consideration of Objections for ResPark for Broadway West, as he was a resident of Broadway West. Therefore it was confirmed that Councillor Widdowson was in attendance to consider that item.

#### **42. Minutes**

Resolved: That the minutes of the Decision Sessions of the Executive Member for Transport held on 16 November 2021 and 18 January 2022 be approved and signed by the Executive Member as a correct record.

#### **43. Public Participation**

##### Public Participation

It was reported that there had been 11 registrations to speak at the meeting under the Council's Public Participation Scheme. However, two were unable to attend the meeting.

Tony May questioned the Council's current policy of pedestrian crossing signal technology. He spoke in favour of the far side crossing signals being used and asked if sufficient consideration was used when considering signals at junctions and those not at junctions.

Roger Pierce spoke on behalf of Walk York who he noted preferred far side crossing signal technology. He noted the results of a public consultation which showed a preference in York for far side signals. He also outlined concerns that some blind or partially sighted residents had noted that they found far side signals better to use.

David Skaith raised concern about the current layout of Blossom Gate Junction for pedestrians. He noted the long wait for pedestrians at the large junction and that the narrowness of areas to wait to cross meant it was difficult to see the near side crossing technology.

Cllr Melly expressed concern about the reduction in the Acomb Road Active Travel Scheme. She noted that when meetings with Ward Councillors had taken place they had not included the reduction of the scheme and raised concerns that the remainder of the scheme was being outlined for a different program which had no budget or timeline for when work would begin.

Rob Ainsley noted that York Cycle Campaign were disappointed in the reduction of the Acomb Road Active travel Scheme and noted that the Council should deliver long continuous schemes instead of broken up routes. He also noted that Active Travel England providing funding would expect full schemes that promoted cycling by delivering good cycle infrastructure.

Cllr Lomas stated that residents in Acomb Ward wanted to cycle on safe routes and noted her disappointment in the Acomb Road Active Travel Scheme being reduced. She noted that this would leave the most dangerous part of the route for cyclists outside of the scheme. She also suggested that the scheme shouldn't be reduced if complaints had been made by Westfield Ward Councillors to the scheme.

Cllr Waller outlined that Westfield Ward Councillors were not opposed to the Acomb Road Active Travel Scheme but noted that a public consultation was required on the scheme. He noted work the Ward Councillors had undertaken locally around cycling and a report provided to the Council in June 2020. He also raised concerns that York High School and Westfield Primary were not listed for consultation on the scheme.



Kristian Gregory noted their disappointment in the reduction to the Acomb Road Active Travel Scheme. He outlined that the benefit of these cycle schemes should be to deliver safe long interrupted routes, however, the reduction would leave areas of danger along the route that would discourage residents from cycling.

Cllr K Taylor noted his frustration about the York Road and Acomb Road Active travel Schemes. He stated that he felt Councillors in Westfield Ward had opposed the Acomb Road Active Travel Scheme and therefore the scheme had be reduced. He asked that the Executive Member reinstate the whole scheme.

### Written Comments

Written comments below were received regarding agenda item 7. Position on use of signalled controlled pedestrian crossing technology:

Diana Robinson noted support for far side pedestrian crossing signals and noted the challenges of visibility of busy crossings with near side signals.

Chris Webb outlined his support for the use of far side pedestrian crossing signals and noted that a majority of those consulted had also supported far side signals.

Written comments below were received regarding agenda item 8. Active Travel Programme – Project Scope:

Jim McGurn on behalf of Get Cycling wrote that he felt insufficient progress had been made on the A19 cycle scheme.

Cllr Craghill wrote in relation to the junction of Ogleforth, Goodramgate and Aldwark. She noted concerns of the use of terms such as 'out of scope' and asked that an holistic approach be used for potential schemes outside the Active Travel Programme bring together different potential funding pots.

Barry Treanor noted his disappointment that the length of the Acomb Road scheme had been reduced. He also noted on the A19 Bootham Cycle Scheme that he felt too much of the Active Travel budget was being spent on design work for this area and noted previous designs that had been rejected.

Dorinda Gear wrote in relation to a number of schemes. she noted disappointment in reduction of the length of Acomb Road scheme, as well as, concern that she felt insufficient progress had been made on Active Travel schemes.

John Mackle noted disappointment that the Acomb Road scheme had been reduced in length and noted dangerous parts of the route for cyclists which would be left out of the scheme.

Mark Roman asked that the Council go to design stage for the whole of the Acomb Road scheme and asked that progress be made on A19 Cycle Scheme rather than new planning and survey work being undertaken.

Neal Hawman noted disappointment in current progress of the Active Travel Programme and that he felt the ambition of the schemes were decreasing.

Tim Pheby also noted disappointment in the progress of the programme and requested that the progress of the schemes in annex 1 be colour coded to show those on schedule. He also made a number of other comments regarding the schemes.

#### **44. Consideration of Objections for ResPark for Broadway West**

Councillor D'Agorne left the room for this item and Councillor Widdowson considered the report and noted that the objections received had been addressed by officers and agreed to confirm the decision to make the Traffic Regulation Order (TRO) needed to introduce the Residents Parking scheme.

Resolved:

- i. Confirmed the decision to make the Traffic Regulation Order (TRO) needed to introduce the Residents Parking scheme set out in the report and annexes. The proposed restrictions affect Broadway West and include 296 Fulford Road. They would be added to an extended Residents' Priority Parking Zone R63.

Reason: To positively respond to original petitions and further comments received, supporting Residents Parking controls in Broadway West, which the Executive Member considered in 2021 and to implement a scheme that reflects the majority view gained from more recent consultation in the area.

- ii. Approved the removal of the section of street being the initial length Westfield Drive from the scheme.

Reason: To respond to the views expressed on the configuration preferred by some residents.

- iii. Approved the extension of the zone as drafted to include those properties on the west side of Fulford Road (even numbers) 298 to 314.

Reason: To respond to the views expressed on the configuration preferred by a local resident whose property fronts a section of Fulford Road that is subject to no waiting at any time.

#### **45. Update on E-scooter trials**

Councillor D'Agorne noted that the initial decision to participate in the Department for Transport (DfT) trial for micro-mobility had been made in consultation with Councillor Widdowson, and he confirmed that he would consider the item in consultation with Councillor Widdowson.

Officers introduced the report noting that the trial of E-Scooters and E-Bikes had peaked with usage of 20,000 commutes in a month. They confirmed that the trial had been extended again by the DfT, however, the Council would need to implement a permanent Traffic Regulation Order (TRO) for the scheme as the Experimental Traffic Regulation Order (E-TRO) would expire on 6 April 2022 and could not be extended without being made permanent.

Members noted the success the trial had had in the city and noted their thanks to the provider Tier who had worked closely with the Council to roll out the scheme. It was noted that the Council would need to monitor cycle parking spots in the city to ensure sufficient spaces were available for cyclists.

Resolved:

- i. Approved the continuation with the micro-mobility trial, in line with the DfT extension and that the current operator (TIER) will remain the sole provider in York until the end of the trial period.

Reason: Continuation of the trial in York until the 30th November 2022 in line with the DfT's expectations provides important feedback to the creation of national guidelines. It allows the approx. 6,000 current users making 20,000 trips a month to continue using the sustainable methods of transport to get around the city.

- ii. Approved the generation of a permanent Traffic Regulation Order (TRO) for the scheme as the Experimental Traffic Regulation Order (E-TRO) will expire on 6 April 2022.

Reason: The experimental Traffic Regulation Order that allows Escooters to the list of permitted vehicles allowed to travel wherever cycles are permitted expires on 5 April 2022 and cannot legally be extended.

- iii. Confirmed that e-bikes to use CYC cycle racks with capacity restrictions so that there is plenty of space for other cycles at all times.

Reason: Allowing e-bikes (not e-scooters) to use cycle racks around the city will encourage adoption of cycling by making journey start and end points convenient and accessible to more people. This will also make e-bikes accessible to residents living in York's outer villages such as Haxby & Poppleton where scooter parking has not been easy to identify.

**46. Consideration of results from the consultation with residents of Mount Vale Drive, Mount Vale Gardens and Towton Avenue**

The Executive Member considered the proposal for a 'No Waiting' at any time restrictions for Mount Vale Drive, Mount Vale Gardens and Towton Avenue. He noted the objection that had been received and that temporary measures had not resulted in increased speeds. Noting the report the Executive Member agreed to the implementation.

Resolved:

- i. Approved the implementation of the as proposed 'No Waiting' at any time restrictions for Mount Vale Drive, Mount Vale Gardens and Towton Avenue.

Reason: To introduce required restrictions to ensure that waste services vehicles can continue to access Mount Vale Gardens and Towton Avenue safely to undertake their statutory duties. This will also help reduce the risk of damage to the kerb line from vehicle over run.

**47. Position on use of signalled controlled pedestrian crossing technology**

Officers introduced the report and outlined the Council's current policy which favoured near side crossing technology, however, they confirmed that each crossing was a case by case consideration for technical officers. The Executive Member highlighted the benefits mentioned by public participants for far side signals and enquired as to whether the council could use near and far side crossing technology at certain junction. Officers confirmed that legislation prevented them from using both signals at one crossing.

The Executive Member agreed to note the report but highlighted that the Council would need to continue to monitor the impact of any crossing signals used. He also asked that in order to create a more accessible city that officers consider how to prevent near side signals from being blocked from view at busy junctions, as well as, addressing some of the long waiting times at inner ring road junctions.

Resolved:

- i. Noted the report.

Reason: To remain updated on the Council's policy for the installation of pedestrian controlled traffic signal crossings.

#### **48. Active Travel Programme – Project Scope**

The Executive Member considered the report and noted the need for the Council to get the scope correct for its list of Active Travel Programme. It was clarified that the report was looking at the scope for the different proposed programmes before design work was undertaken. It was therefore confirmed that schemes would still go out to public consultation when individual schemes were being advertised.

Several of the individual schemes were discussed by the Executive Member. He also noted the comments made during public participation and from the written representatives, and added that he had had discussion with Ward Councillors about schemes such as Acomb Road. Following discussions with officers he also recommended the changes outlined in the resolved below to the following schemes, amended additional text highlighted in yellow.

Resolved:

- i. Approved the project outlines including the extension of the Acomb Road scheme to include the section from Beckfield Lane to Hebden Rise, with a number of individual changes to the documents detailed below to the Active Travel Programme – Project Scope:

Annex 2 - A19 Cycle Scheme the objectives be revised to state: "Improve junctions for cyclists **(without detriment to pedestrians)** – Make changes to the junctions of Clifton Green / Water End and Rawcliffe Lane / Shipton Road to improve the amenity for cycling **(and where possible for walking)**". That the scope be revised to state "Consideration of solutions to enable safe

pedestrian access to, and use of, existing bus stops (including meeting needs of disabled passengers).”

Annex 3 – Acomb Road Cycle Scheme the geographical scope of the project be amended and now reaches “between Beckfield Lane and the Fox junction”. It was confirmed that design work for the scheme could commence on the entire geographical scope, however, construction work west of Hebden Rise may occur in a later phase than the other elements, dependent upon consultation outcome and interactions with the Acomb Regeneration scheme.

Annex 6 - A1237 Section over the River Ouse it was decided that a reduction in speed limit can be considered to achieve the project objectives. This can include consideration of a reduction in speed limits in the adjacent location of Great North Way. It was noted that the scoping document would not require changes to project outline required, consideration of speed limit reduction was already identified within the document.

Annex 7 - City Centre North South Cycle Route that the project description be revised to state: “Create a clear, legible, attractive alternative route for cyclists instead of the footstreets or the inner ring road.” Also that the scope be revised to: “Consideration of LTN 1/20. Green scoring solutions are preferred, however non green scoring solutions can be considered if they achieve the stated objectives. This includes the location of Ogleforth / Aldwalk junction”

Annex 8 – City Centre Bridges that the scope revised to state “Consideration of solutions that require changes to traffic regulation orders, including lower speed limits.” Also to revise the scope to state “Consideration of solutions that impact loading / bus stop arrangements, where relevant.”

Annex 15 – Fishergate Gyratory P&C Scheme that several addition be made to the scope:

- “Consideration of alterations to the pedestrian route crossing Cemetery Road junction on the East side of Fulford Road. This can include consideration of signalised solutions.”
- “Consideration of changes to the pedestrian route at the Western end of Kent St. This can include consideration signalised solutions.

- “Consideration of changes to speed limits, where required to achieve project objectives.”
- “Changes to existing traffic signals or introduction of new traffic signals, **except in those 2 locations defined above.**”

Annex 17 – St Georges Field Crossing that an additional be made to the scope: “Consideration of both single-stage and multi-stage pedestrian crossing solutions.”

Annex 18 – Rougier St Tanners Moat Gap that an additional be made to the scope: “Consideration of changes to kerbs and other civil constructions, where required to achieve the project objectives.”

Annex 19 – Skeldergate Cycle Improvements that an additional be made to the scope: “Consideration of adapted cycles / tricycles.”

- ii. To delegate to the Director of Environment, Transport and Planning in consultation with the Executive Member further amendments to the outlines of the projects.

Reason: To enable officers to progress projects effectively within the Active Travel Programme.

- iii. Agreed to delegate to the Director of Environment, Transport and Planning in consultation with Director of Governance and Chief Finance Officer the procurement of design resource for the ‘A19 Cycle Scheme’ and the A1237 section over the River Ouse’ scheme.

Reason: To support progress of the identified projects.

- iv. Confirmed and approved the proposed prioritisation of projects within the programme.

Reason: To support the creation of more accurate programme timescales and allow more effective assignment of resource.

- v. Confirmed and approved the budget allocation follows the above prioritisation in decision iii. This



approach being one that assigns funding to projects as and when the necessary feasibility information becomes available, rather than waiting for information on all projects within the programme.

Reason: To ensure an appropriate balance is reached between obtaining value for money and the expeditious delivery of schemes.

Cllr A D'Agorne, Executive Member for Transport  
[The meeting started at 3.01 pm and finished at 5.03 pm].

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**Decision Session**  
**Executive Member for Transport**

**22 March 2022**

Report of the Corporate Director of Place

**Consideration of Representations received in response to advertised amendments to the Traffic Regulation Order**

**Summary**

1. Consideration of representations received, in support and objection, to advertised proposals to amend the Traffic Regulation Order (“TRO”).

**Recommendations**

2. **It is recommended** that the Executive Member consider the original proposals for each issue together with representations received and make a decision from the options given on the Ward/individual annexes attached, to either:
  - a) implement as advertised;
  - b) uphold the objections and take no further action;
  - c) implement a lesser restriction than advertised; for example a shorter length of restrictions; or
  - d) implement any other options relevant to the proposal and representations received.

**Reason:** To ensure that appropriate changes are made to traffic restrictions to address concerns raised.

**Background**

3. Requests for waiting restrictions or other changes to the TRO for minor traffic management issues are placed on a waiting list to be considered at the same time.
4. We advertised 52 separate proposals to amend the traffic regulation Order on the 23<sup>rd</sup> April 2021 and a further 83 proposals on 22<sup>nd</sup> October 2021. 94 of the 135 proposals did not receive any representations of objection and these are in the process of being taken through to implementation.

5. 41 of the proposals involving 18 Wards received objections and these are included in this report to the Executive Member for consideration and decision.
6. The proposals and representations received, together with officer recommendations are detailed by ward on the attached annexes.
7. Ward Councillors have received this information and been invited to comment on the issues and officer recommendations. Any comments received have been included within the annex for that ward.

## **Consultation**

8. The advertised proposals for amendment of the Traffic Regulation Orders were advertised in the local press and notices put up on street. Properties adjacent to the proposals were posted details as they are the most likely to be affected.
9. All emergency services, haulier associations, Parish Councils and Ward Councillors receive details on advertisement.

## **Options**

10. The options available for each item are detailed on the annexes but depending on the proposal and representations received will include one or more of the following:
  - a) implement as advertised;
  - b) uphold the objections and take no further action;
  - c) implement a lesser restriction than advertised; for example a shorter length of restrictions; or
  - d) implement any other options relevant to the proposal and representations received.

Highway Regulations will only permit the Council to implement the restriction as advertised or a lesser restriction. We are unable to implement a more restrictive restriction through this process without re-advertising.

## **Analysis**

11. Officer comments and analysis are included on the individual annexes.

## **Council Plan**

12. Considering this matter contributes to the Council Plan in the following areas:
  - a) An open and effective council.

## **Implications**

### **13. Financial**

There are costs associated with the advertising and implementation of any proposal. These will be met by the budget allocation within the department for “New signs and lines”

### **14. Human Resources (HR)**

Any proposals which are implemented will become enforceable by the Council’s Civil Enforcement Officers in the same way as existing waiting restrictions. This will have an impact on the available resources of this department.

### **15. Equalities**

16. The proposals for Landalewood Road in Rawcliffe and Clifton (Annex N) were not about disabled access. However, officers have been informed third hand that the proposals will improve the disabled access for a specific individual.

17. No other impacts have been identified.

### **18. Legal**

The proposals require amendments to the York Parking, Stopping and Waiting Traffic Regulation Order 2014. The Road Traffic Regulation Act 1984 & the Local Authorities Traffic Orders (procedure) (England & Wales) Regulations 1996 apply.

### **19. Crime and Disorder**

There are no Crime and Disorder implications .

### **20. Information Technology (IT)**

There are no IT implications.

### **21. Property**

There are no Property implications.

### **22. Other**

There are no other implications identified.

## Risk Management

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

## Contact Details

### Geoff Holmes

Traffic Projects Officer,  
Traffic Management

### Chief Officer Responsible for the report:

James Gilchrist  
Director of Transport, Environment and Planning.

Report  
Approved

Date 14 March 22

## Specialist Implications Officer(s)

Financial:

Name: Patrick Looker  
Title: Finance Manager

Legal:

Name: Dan Moynihan  
Title: Senior Solicitor

Wards Affected (as detailed on the annexes)

All

For further information please contact the author of the report

Background Papers: N/A

## Annexes:

Annex A: Acomb Ward

Annex B: Bishopthorpe Ward

Annex C: Clifton Ward

Annex D: Drinhouses & Woodthorpe Ward

Annex E: Fishergate Ward

Annex F: Guildhall Ward

Annex G: Haxby & Wigginton Ward

Annex H: Heworth Ward

**Annex I: Heworth Without Ward**

**Annex J: Holgate Ward**

**Annex K: Hull Road Ward**

**Annex L: Huntington Ward**

**Annex M: Micklegate Ward**

**Annex N: Rawcliffe & Clifton Without Ward**

**Annex O: Rural West Ward**

**Annex P: Strensall Ward**

**Annex Q: Westfield Ward**

**Annex R: Wheldrake Ward**

**Abbreviations used in the Report**

TRO = Traffic Regulation order

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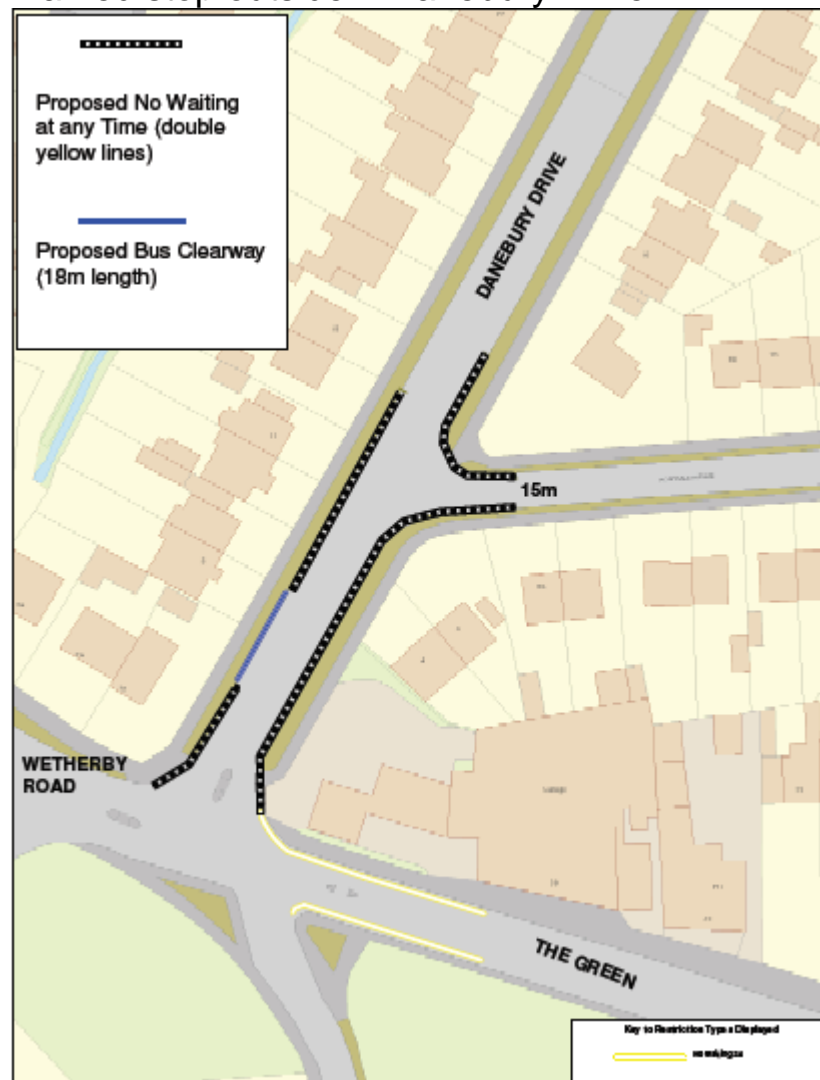
## Annex A      Acomb Ward

<b>A1</b>	<b>Location    Danebury Drive</b>
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### Nature of problem and plan of Advertised Proposal

Details received on file were:

Vehicles parking close to junction, pedestrian refuge island and bus stops causing issues with access, egress and obstruction of sight lines. Consequently we advertised to implement double yellow lines to protect both junctions and the bus stop areas with a bus clearway for the marked stop outside 7 Danebury Drive.



### Representations Received

Objections:

- Whilst we are having to put up with the nuisance of the garage at the end of road parking their cars outside our house for long lengths of time, we believe having a no waiting zone is far worse. It will be very inconvenient for our visitors and we can actually see no need for them. The cars parked out there all the time are from

the garage, we hardly had any parked before it opened. Is having double yellows the only way to stop this from happening? It seems quite unfair the road is being restricted and consequently made inconvenient for the residents because of the garage's overspill.

- Over recent months I have noticed on occasions that when vehicles are parked along the road near to the garage entrance and outside my home this has caused problems with vehicle traveling along Danebury Drive and also obstructing the vision of vehicles that are trying to pull out of the junction of Rosedale Avenue and Danebury Drive so to some extent I do see the point of this proposal. If the local authority would agree at their cost to widen my dropped curb by approximately 1 meter providing me with enough room to get both my vehicles onto my front garden, I would at my cost be prepared to demolish some of my boundary wall and dig out some of my garden to create the two parking spaces needed. If the Local Authority were to agree with my proposal, then I would be happy to support the double yellow line scheme. If the Local authority were not to agree to slightly widening the dropped curb access to my home, then I feel that I would have to object to the scheme as it would cause me considerable problems getting parked as the area is becoming a very popular with the open space of the green and all the other amenities in the area.

Support:

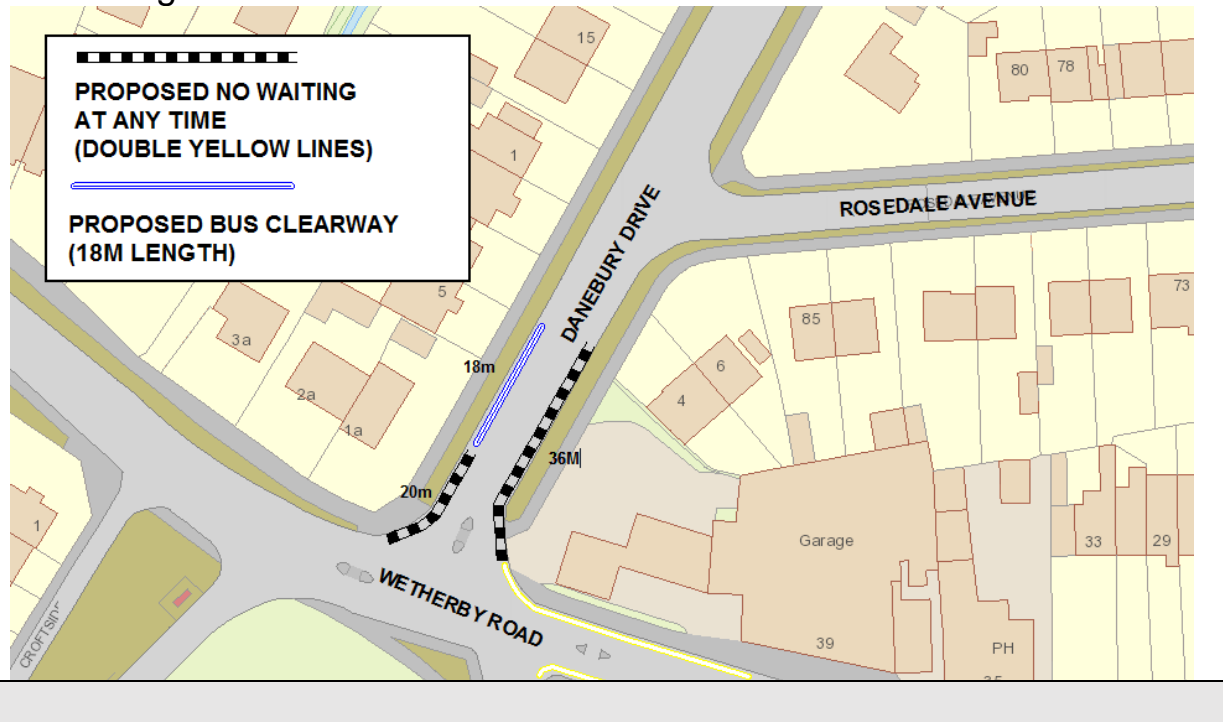
- I was pleased to hear that you are intending to put double yellow lines in Danebury Drive. As a resident we have had a number of issues with parking partly because of the garage at the corner using the street as a facility for parking their cars but also because people park very close to the junction with Wetherby road making it difficult for buses. It can also cause long queues at the junction. I hope the double yellow lines will be placed near the junction with Wetherby Road in addition to near the bus stops.

**Officer analysis and recommendation**

Most of the parking in this area seems to be taking place by a nearby business. Any excessive restrictions implemented may have a negative effect on residents and relocate parking further into the residential area. We are unable to extend private driveway entrances. The below recommendation will ensure the bus access is clear and the main entrance/exit is free of obstruction.

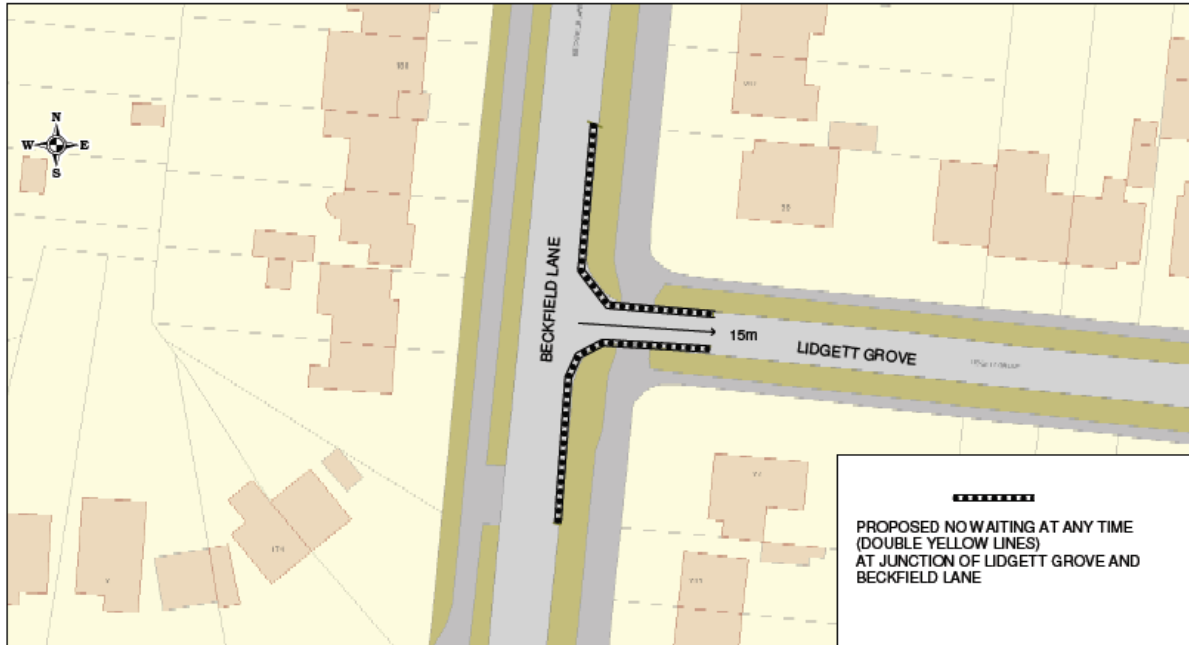
**Options (Danebury Drive/Wetherby Road/Rosedale Avenue):**

1. Implement as Advertised. This is not the recommended option as this does not take account of some of the residents' objections.
2. Take no further action.
3. Implement a lesser restriction than advertised. This is the recommended option as outlined above and shown in the below diagram.



**A2****Location** Lidgett Grove/Beckfield Lane Junction**Nature of problem and plan of Advertised Proposal**

Vehicles parking close to junction, causing issues with access and sight lines on egress.

**Representations Received**

We have received 1 objection.

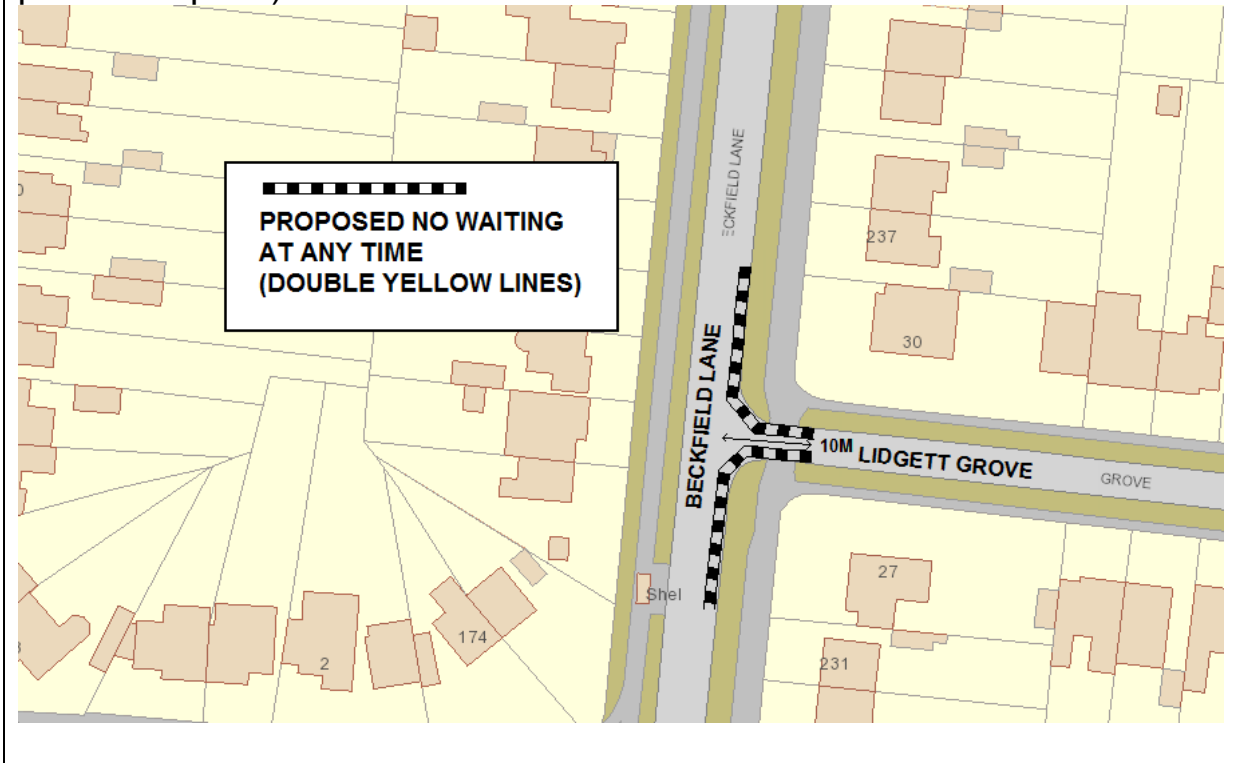
- This is a TOTAL WASTE of council tax payer's money. I have an office that overlooks these areas which I have used for the last 20+ years. Not ONCE have I seen anything parked in these areas, day or night. These yellow lines are TOTALLY unnecessary. Who comes up with these money waste ideas? If money is available then the potholes in Lidgett Grove and Wheatlands Grove should be repaired The road surface in Beech Grove has been in an appalling state for years – does nobody ever inspect the roads? This council seems to only have money to destroy the roads with humps and bumps. They should be encouraging small eco cars in this city instead of 4x4's that are better able to cope with the destroyed roads

**Officer analysis and Recommendation:**

Vehicle drivers are advised within the Highway Code not to park within 10m of a junction. As a complaint has been received regarding vehicles causing access issues junction protection needs to be implemented to solve these issues. However, the proposed lines can be reduced to the minimum standard of 10m.

**Options:**

1. Implement as advertised.
2. Uphold the objections and take no further action
3. Implement a lesser restriction than advertised. (Recommended as per below plan.)

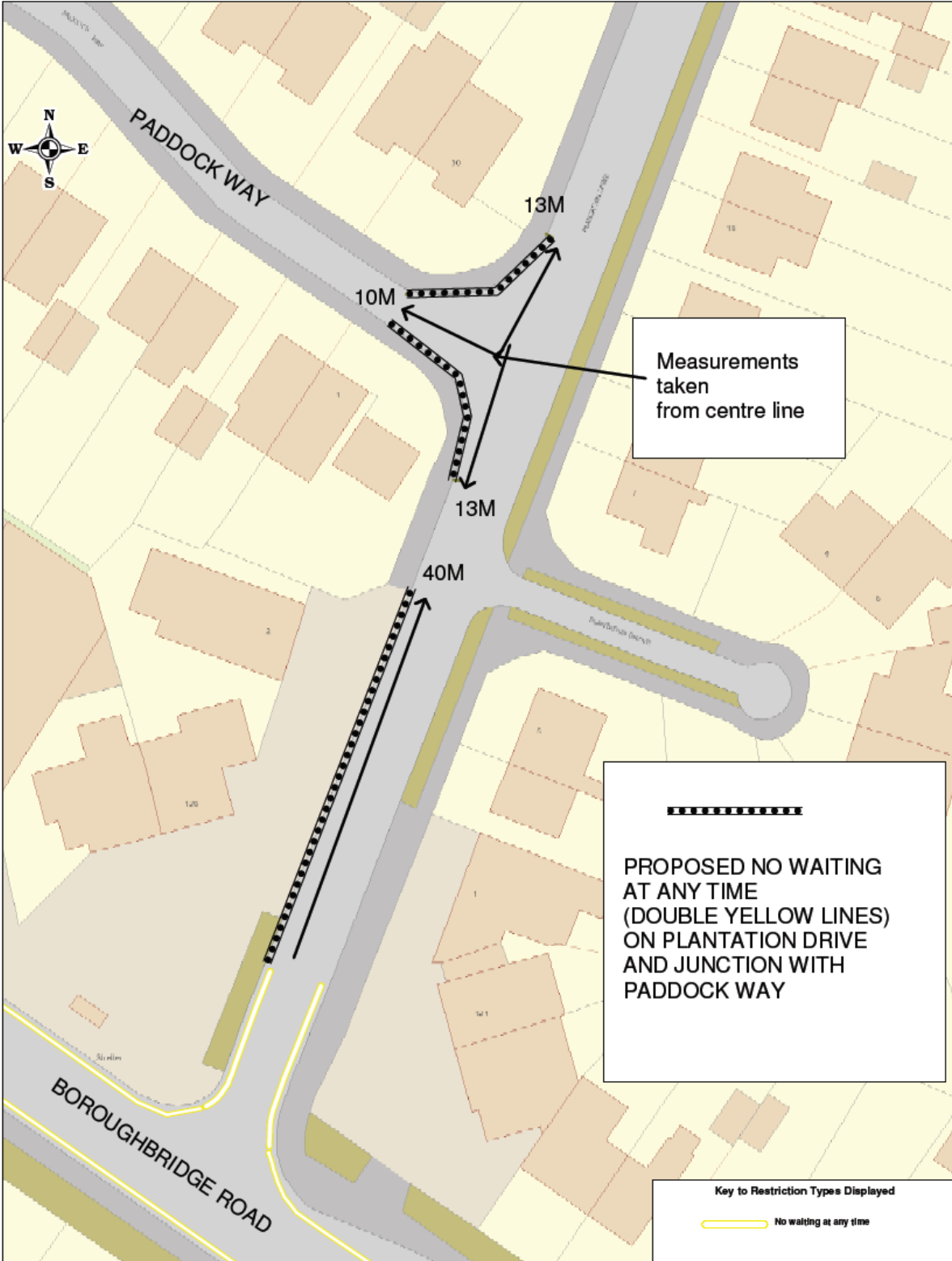


**A3**

**Location** Plantation Drive

**Nature of problem and plan of Advertised Proposal**

Vehicles parked both sides of the junction in this busy commercial area. Concerns raised re access and pedestrians crossing.



## **Representations Received**

### **In objection:**

- Firstly, there are a number of businesses in this area, many of which in the current Covid-19 climate, have to place restrictions which result in longer waiting periods. I feel that these businesses will suffer as a result of these plans, which in a period of economic downturn and the fallout of Covid-19 does not make sense.

- I appreciate that, because of these businesses there may be increased traffic at the top of Plantation drive, but as resident of this road for 5 years, I have never had an issue with this traffic. Visibility on exiting and entering this junction has never been an issue.

Secondly, if cars & vans will not be allowed to park near the shops, vets, takeaways etc... then I can only assume they will begin to park further down Plantation Drive, or in Paddock Way, Fairfield and Langholme Drive. These streets are all residential, some with shared drives, others with no drives. The residents in these streets are all considerate and helpful to each other when it comes to parking their vehicles. I fear that the road will become congested with cars, residents will not be able to park and the safety of children will also become an issue.

Living at the bottom of Plantation Drive, I have experienced a number of cars using the dead end as a turning circle. This in itself can sometimes be frustrating, especially when the 20 mile an hour speeding restriction is not adhered to. However, it is something we appreciate is just one of those things. But, with these new parking restrictions I can only assume that even more cars will be using Plantation Drive as a turning circle, causing a bit of a rat run of traffic.

- We strongly object to this restriction for the following reasons~
  1. We are a veterinary practice receiving patients during the day and evening. Many of these clients need access from directly outside the premises to allow for safe transfer of their pets into the practice.
  2. Many of our clients and patients will not be able to carry their pets from a distance if they are not able to park on the forecourt outside which is able to accommodate approximately only 2/3 vehicles at a time.

See explanation below. Therefore our clients require to be able to park temporarily for only a short time whilst in the surgery, directly on the road outside the premises. Restrictions here would greatly impact on their ability to safe transportation of any pets into the

surgery including those brought in for euthanasia.

3. Despite having facilities for approximately 2/3 vehicles on the front, often these have been taken up without our consent by vehicles attending other neighbouring businesses eg. Beauty shop, takeaways etc. This means that often the only place our clients are able to park is on the road directly outside.

4. If the reason for this is access to the old sugar beet factory land then we were informed that permission to build on this land was agreed subject to access being created via the A1237 and not Plantation Drive, therefore we do not feel that the proposed restrictions on Plantation Drive should be necessary and will greatly impact negatively on all our local businesses

**In support:**

- I confirm that I support your proposals to extend double yellow lines on this street, and stop parking on the adjoining public footpaths.

I have noticed that parking in this area has got worse over the last 6 months, and cars regularly park on the footpath blocking access for pedestrians, young mothers with prams, and elderly and disabled people. Cars can be parked on the paths all day and sometimes all night.

I am surprised that there have been no accidents as the road is quite busy, and it is difficult sometimes for pedestrians to cross safely. Large emergency vehicles and Council Refuse Vehicles also require access.

If the Order is approved, it will however need to be vigorously enforced, as cars already park on the existing yellow lines.

**Officer analysis and Recommendation**

The restrictions advertised on the west side of Plantation Drive will not prevent parking on the sections of private land (the adopted highway is highlighted in green on the below plan). The restrictions will however prevent obstructive parking taking place on the footpath. Loading and unloading is still permitted on double yellow lines if required by the local businesses. As such it is recommended to implement as advertised.





**Options**

1. Implement as advertised(recommended)
2. Uphold the objections and take no further action
3. Implement a lesser restriction than advertised

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## Annex B Bishopthorpe Ward

<b>B1</b>	<b>Location</b> Copmanthorpe Lane/Appleton Road
<b>Nature of problem and plan of Advertised Proposal</b>	
Parked cars causing issues with access/egress	
<b>Representations Received</b>	
<p>We received one representation in objection and one in support of the proposal.</p>	
<p>In objection:</p>	
<ul style="list-style-type: none"> <li>• DYL at the entrance of the Methodist church are not required in my opinion as a white entrance protection line is in place. This allows cars to park on the access drive to the main entrance of the church premises and also an affiliated vehicle to park across the entrance if required due to restriction of space (ie a service or congregation religious or public oriented). Although I presume the requirement would be only in the odd circumstance it is still a requirement due to the regular use of the building. In regard to the other side on inspection there's only enough space to park a vehicle in that location if you mount the pavement and any necessary enforcement of parking could be initiated by curb parking violation under the current highway act. A DYL does not suit any purpose in this vicinity and as I have witnessed a general common sense approach prevails in this area.</li> </ul>	
<p>In support:</p>	
<ul style="list-style-type: none"> <li>• For us, it is imperative that the increase is made to the yellow lining. Last week my wife was approaching the 8m side, obviously, on the wrong side of the road, when she had to break so hard that</li> </ul>	

her seat belt tightened up as a car coming round the corner from Appleton Road hurtled towards her.

**Officer analysis and recommendation**

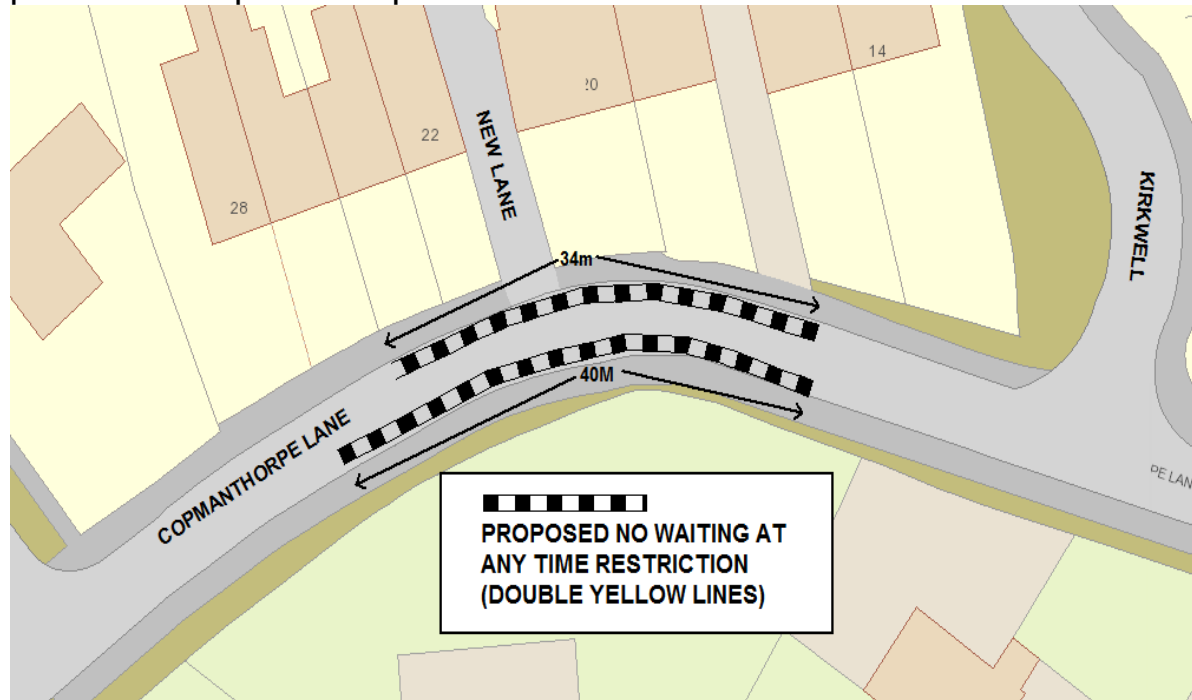
The location is on a sharp bend and can be heavily parked due to being in close proximity to the school. White bar markings are implemented to highlight the existence of a vehicle entrance/exit which should remain clear as vehicles could be issued with a PCN for obstruction. The proposed double yellow lines will keep the area clear for vehicles entering and exiting Copmanthorpe Lane.

**Options (Copmanthorpe Lane/Appleton Road):**

1. Implement as Advertised(Recommended)
2. Take no further action
3. Implement a lesser restriction than advertised.(the lines could be reduced on the north side up to the existing white bar marking)

**B2****Location** Copmanthorpe Lane**Nature of problem and plan of Advertised Proposal**

The resident raised an issue of vehicles parking outside their property in order to deliver to various properties on Copmanthorpe Lane and New Lane. A resident of New Lane also raised a safety concern regarding restricted visibility to the right when exiting New Lane due to vehicles are parked on Copmanthorpe Lane.

**Representations Received**

We have received 5 objections to the proposal.

- I am writing today to object the proposed parking restrictions (double yellow lines) outside number 26 and the other 3 cottages along that section of road. I am objecting for several reasons.
  - 1, 3 properties do not have accessible off road parking.
  - 2, my mother is 84 years old and has mobility problems and requires easy access to her front path with minimal walking.
  - 3, my brother has an acquired brain injury and is physically disabled, also requiring easy and close access to the front door.
  - 4, I suffer from Crohns disease and arthritis in my spine, hips and knees and require easy and fast access to the toilet at all times.
  - 5, as I work night shifts my mother pays for a service which provides 'warden call' if she were to have a fall during the night or any other emergency where fast action is required, searching for a parking space could be a matter of life and death.
  - 6, we had to call emergency services recently and the paramedic spent 3 hours at the house with the car unlocked, thankfully she

was able to park outside a neighbours, again if she had to park further away (she had to make many trips for equipment) it could also be a matter of life and death.

7, supermarket deliveries and other deliveries could be compromised, taxis drivers, hospital transport etc would be problematic if unable to park outside.

I am not entirely against restrictions as I acknowledge the occasional problems with parking. My understanding is that the social club car park has been authorised for overflow school parking for staff and parents, this is used and I feel that the school should encourage all parents to use it at drop off and pick up times. I would also consider parking permits for residents or designated disabled spaces for my mother.

- My husband has medical issues ulcerative colitis and he has rheumatoid arthritis I have letter from his consultant should you require this to back up, I am sure I have sent it before. In a flare up he can barely walk when it does 2 steps.

The colon issues means sometimes he gets caught short and urgently needs the toilet when we arrive home from a journey he goes to the toilet currently with this condition up to 15 times a day. He cannot be worried he cannot be parked near his home, as it causes anxiety for him.

I have being taking a local resident to the hospital and dentist today. I am picking her up from a scan at YORK HOSPITAL SHE CAN NOT WALK without a stick. She has recently had issues walking. So two residents on this row need to be parked near to their home DUE TO ON GOING MEDICAL CONDITIONS.

When we purchased the house this was a major 2002 factor in moving here as no restriction.

Since moving here York council planning have contributed to this issue by below and issued passed kerbs to 2 properties.

Teachers and parents parking at 8 and then at 3.30 term time and Acorn NURSERY park here all day.

I feel the school teachers and parents should have better parking for teachers or maybe they should park at the social club and walk, it is just lazy.

The corner on Copmanthorpe Lane to Appleton Road Methodist church is a nightmare when school kicks out, is a major issue I fear there will be an accident with parking there. Parents are very lazy as they have permission to park in the social club and walk. They don't use this end on our row to double park due to laziness.

I Will have to get legal counsel if this is taken further as I feel due to this curbs and passing we are discriminated now and our

parking is going to be taking away due to others and not our fault, we own and have New lane on our title deeds it is a private lane with no jurisdiction to or from the highway?.

I think a good suggestion would be to make it a one way system from Lang Road through to Copmanthorpe Lane no stopping unless residents like the Groves? allocate more parking at the School, advise the head as since Mr Green has left it appears to be worse, to advise the teachers and staff of little Acorn nursery to park at the social club carpark as it is allocated for them and not be lazy .

Better planning is not my fault to why we should be penalised with YELLOW LINES DUE TO OTHERS AND THEIR PARKING?

- Possibly needed but why up there can't see any wardens that far out of town trying to earn a buck up there possibly in the village though (do I smell a rat) excuse the pun.
- With regards to the recently proposed double yellow lines on Copmanthorpe Lane, I would like to clarify that the lines proposed to the west side when exiting New Lane are not required as no cars ever park here, only delivery vans.

Implementing Double Yellows would not stop the vans from parking and continuing to block legitimate access and egress to our property.

A good sightline is available when vans are not there due to the existing dropped kerb driveway accesses.

The Double yellows to the east when exiting New Lane would significantly increase the much needed sight lines for the direction of traffic and very hopefully, attract delivery vehicles to relocate for loading and unloading purposes instead of blocking private accesses.

This patch 'accommodates' an excessive stream of vans delivering to 11 dwellings in New Lane and two on the east side. Also, 3 dwellings on the west side: No. 22 is used for business, which is flourishing, and attracts very regular deliveries several times a day, 7 days a week; possibly 50% of all deliveries to this patch: with no planning consent, and therefore unregulated. Consequently, with the addition of on-line shopping, we have now lost our right to legitimately drive out of our driveway whenever we choose; and be able to return when we choose.

Vans have almost ceased driving down New Lane to deliver; and just park and walk. Our driveways are currently the Hub for parking, and even sorting! The best outcome to provide adequate sightlines and to prevent obstruction issues would be to implement a lesser restriction which removed the lines located to the front of

No 20 and implement a section of lines to the east.

- As far all the other plans for restrictions I would object as this will merely result in cars parking in other parts of the village. It won't solve the problem just move it. The parking of cars results in vehicles slowing down to enable them to pass safely.

**Officer analysis and Recommendation**

This is a residential area which is heavily parked due to the nearby school. A number of recommendations have been advertised over the previous years and none have been taken to implementation due to objections receive from residents. The increase in online delivery has made it difficult for one resident whose driveway is frequently blocked by these vehicles due to being an easy option, rather than driving down New Lane, several photographs have been provided on file to highlight the problem and obstruction constantly taking place. The Implementation of Double Yellow lines will not remove the issue of loading and unloading of delivery vehicles. The original requester has also objected to the proposal as it would remove the existing White Bar marking and replace it with Double Yellow Lines.

Any restrictions implemented will have a negative effect on some residents but taking no action will also not relieve existing problems reported. The advertised proposal, on the north side, could be reduced to the recommended junction protection guidance of 10m in both directions. However, the recommendation is to take no further action at this location.

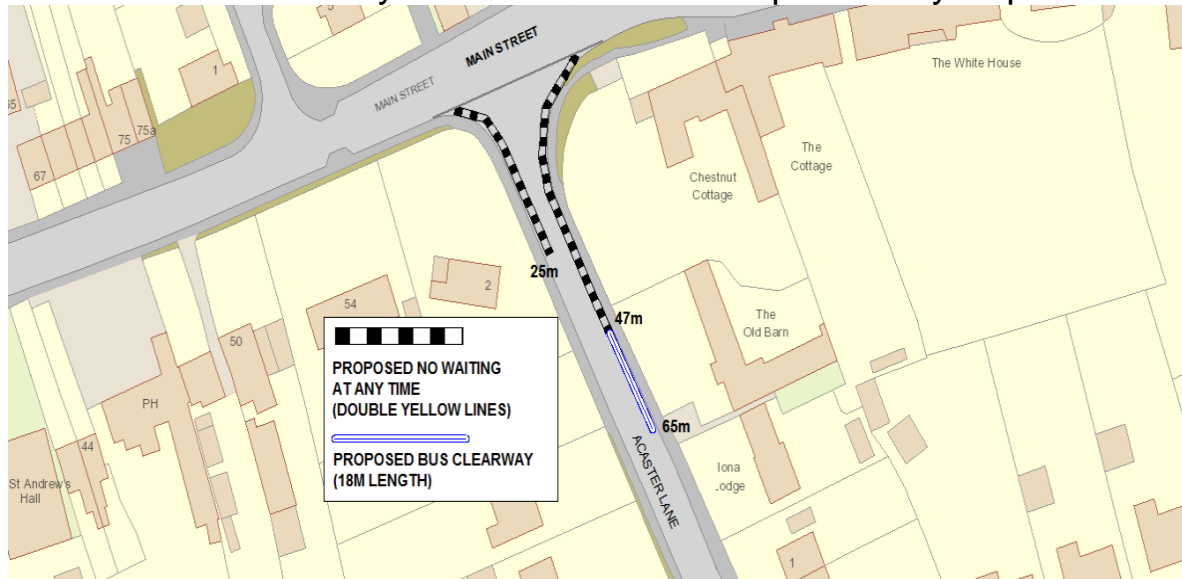
Options:

1. Over-rule the objections and implement as advertised
2. Uphold the objections and take no further action (Recommended)
3. Implement a lesser restriction to the northern side



**B3****Location** Acaster Lane and Main Street Junction**Nature of problem and plan of Advertised Proposal**

Vehicles parking on Acaster Lane, close to the junction of Main Street, leading to reduced visibility when turning left from Main Street and buses being impeded from accessing the bus stop on the south bound lane of Acaster Lane. Double yellow lines and bus stop clearway requested.

**Representations Received**

We received three representations in objection and four in support of the proposal.

**In support:**

- About time, the road from Main Street should be kept clear for traffic especially for the Bus which often has problems.
- I am delighted you are proposing double yellow lines along the side of Acaster Lane up to the bus-stop on Acaster Lane. I live in Bishopthorpe on Ramsey Avenue and whenever I return from York along Bishopthorpe Road and take a sharp right at the end onto Main Street and an immediate left onto Acaster Lane I dread any cars parked around this blind corner. Currently if you are travelling at more than 15 mph and there are cars parked right up to the bend plus you are confronted by a vehicle coming up the Acaster Lane then there is the very real threat of a head on collision. The first thing you see round the bend is a parked car and your immediate reaction is to take a wider line to avoid it. Your concentration is on the parked car. It is then that you realise there is a car rapidly approaching you head on, an accident waiting to

happen.

At last common sense will prevail. I think a lot of these cars belong to residents of Acaster Malbis and district as they drive and park in Bishopthorpe to catch the number 11 bus into York. Possibly a small car park in the village might help. I hear that the Ebor Public House which is in close proximity to Acaster Lane is closing down which might be an ideal site.

- I would like to support the proposal of having no waiting restrictions on Acaster Lane. Car's parking there is a problem. The sweep of the bend means cars approach Acaster Lane not expecting a row of parked cars. On occasions the bus cannot pull up.
- I have witnessed numerous instances of both dangerous and inconsiderate parking on both the east and west side of Acaster Lane as it approaches Main Street. I believe that the proposed changes will have a positive effect on both safety and convenience for local residents.

From a purely personal standpoint, I would also ask that consideration be made for extending the restrictions on the west side of Acaster Lane to the edge of my dropped kerb which is opposite the bus stop on the east side of Acaster Lane. Vehicles often park right up to the edge of my drive thus reducing and, in the case of vans, completely blocking my view of oncoming traffic from Main Street as I attempt to exit my driveway on to Acaster Lane. This means I have to crawl out of my drive and hope that no traffic is approaching from the left.

**In objection:**

- Will reduce parking for service vehicles especially care workers who only have small time slots anyway inconvenience to them means the people that need assistance get less!

The DYL will encourage drivers to accelerate faster entering and leaving the junction research has proved this.

The recent Bishopthorpe festival when the road was closed forced residents to utilise this area to park this facility will not be available if these plans are implemented also in the case of village functions and festivals the area is occasionally needed for any parking overflow. Any inconvenience must be accepted in such events.

Actually in general cars rarely park there I'm out with my dogs three times a day and pass this area 7 days a week 3 times. The ones that do are there for a reason. and a short time possibly to use the tea room or other business premises. This could understandably effect the profitability and productivity of much

needed local traders who pay to be there.

DYL that are not needed just push problems elsewhere and strangely enough tend to result in the highways department wanting to put more everywhere in my opinions to increase revenue. And burden the motorists who actually pay to use the roads while other road users don't.

In regard to the Bus stop it rarely is so busy that the vehicle needs any extra allocation I regularly use the service and I'm the only one usually getting off as obviously a lot of people work from home now.

To sum up the situation in my opinion and many others that the occasional car parked in the area makes it safer as drivers Approach the junction with more caution and go slower subsequent DYLS will make drivers treat this part of road like a highway and concentrate less.

- I am aware that the restrictions planned for Acaster Lane will hugely affect the business at the café, florist, upholsterer etc. Please think hard about the impact this will have on our businesses.

These restrictions will undoubtedly push parked vehicles further into Main St, thus causing more parking problems

I trust that you will look at my request and give it your due consideration. It will mean such a lot to the elderly & vulnerable, and especially so at this time in our lives when we are all suffering such hardship owing to the Pandemic

Due to the safety issues with cars parking between my driveway and the corner with Main Street I am generally in favour of the proposal, though feel it sad that it has become necessary due to drivers not taking the potential dangers seriously.

I would however like to point out that the distances/lines shown on the plans submitted mean that the bus clearway seems to then unnecessarily overlap with my driveway by more than a third.

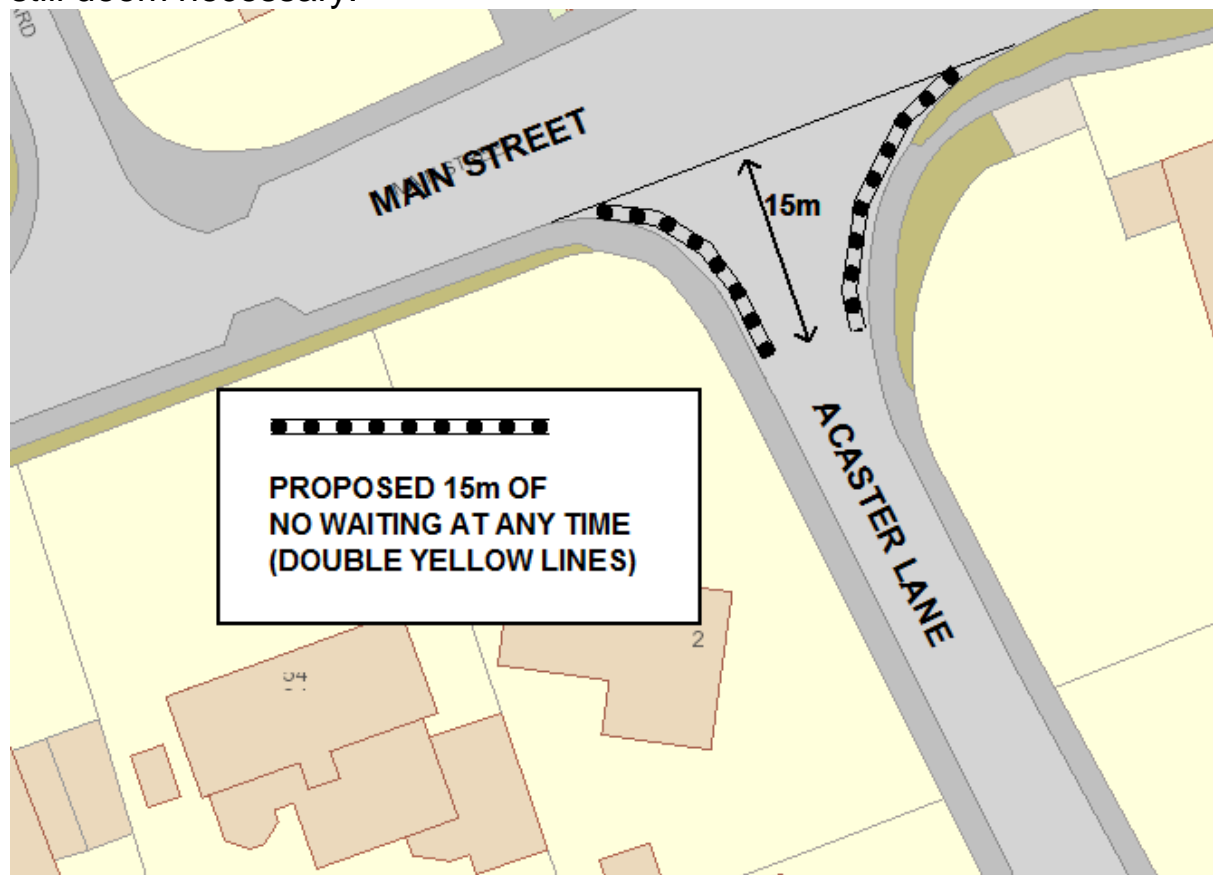
Buses do at times sit at this bust stop for up to 10 minutes, and having lines that appear to give them a 'right' to straddle the driveway would be misleading. Also if I have visitors or heavy deliveries they sometimes need to stop along the front of my driveway, as otherwise they would be blocking the drive next door and/or the 3 drives opposite me. I do not want this to create a problem in the future.

Given the purpose of the new lines is to keep cars away from the corner, and to clarify the bus stop, please can you reassure me that the end of the clearway for the bus area would stop in line with my wall? This would mean 'shunting' the bus area by I guess

around 2m back, and so reducing the double yellow lines by the same amount (assuming a bus clearway is a standard length). The overall impact would in effect remain the same, but would be clearer to both bus drivers and visiting drivers to my property

**Officer analysis and Recommendation**

On several site visits vehicles were not witnessed parking in close proximity to the junction. A lesser restriction of 15m of double yellow lines is recommended in highlight of the above representations received. Upon conversations with Public Transport colleagues they have advised that a bus clearway will be sufficient to keep any required access clear. If this is agreed, transport will take forward the bus lining works if they still deem necessary.

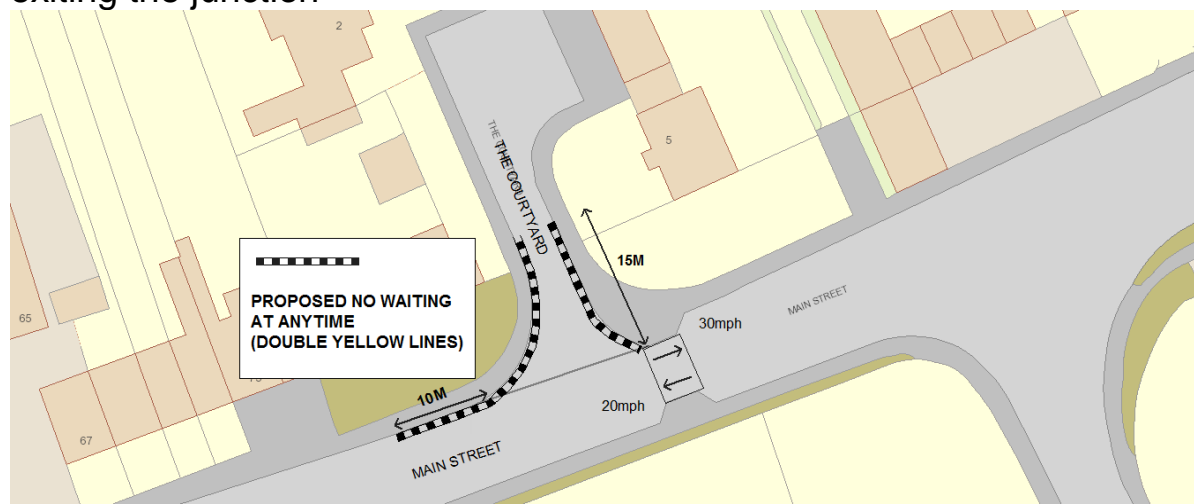


**Options (Acaster Lane/Main Street):**

1. Implement as advertised
2. Uphold the objections and take no further action
3. Implement a lesser restriction than advertised (recommended)

**B4****Location** The Courtyard**Nature of problem and plan of Advertised Proposal**

Vehicles parking on the footpath on both sides of the carriageway, causing an obstruction and pedestrians being unable to use the footpath. Also causing reduced visibility for vehicles accessing and exiting the junction

**Representations Received**

We received five representations in objection to the proposal.

- Totally not required please let common sense prevail drivers don't need to be treated like children on bikes you don't park and block such a small junction anyway. Will the yellow paint everywhere compliment the look of the village or allow an extra opportunity for traffic enforcers to increase the revenue of the council's cash cow plan against car drivers?
- This will effect short term stays for customers at local businesses ie Holme Farm 75a Hairdresser and The Co-op. on Main Street an important part of the village and the last thing we need is businesses closing especially in the current environment when local shops have been pushed to the limit we need to keep a vibrant village to reduce our carbon footprint additionally there are a number of cottages between the junction and the coop that do not have off road parking .One did apply to put in a dropped kerb but this was dismissed on appeal by the City Council because it was in a conservation area hence the residents have no alternative but to park on Main Street  
The Courtyard has only 5 properties all with off road parking and quite often some of these residents and their families use Main Street to park on

We cannot see how in conservation area these double yellow lines will be of advantage to anyone or how it would improve safety as I believe the main purpose of parking restriction is to improve safety. The Courtyard is not a through road so I cannot see how parking on Main Street can be a problem to them.

- As far as all the other plans for restrictions I would object as this will merely result in cars parking in other parts of the village. It won't solve the problem just move it. The parking of cars results in vehicles slowing down to enable them to pass safely.
- As a hairdresser I have been trading on Main St for over 30 years. In all of these years as we have grown older, so indeed has the age of our clients. Over 25% of our customers rely on transport to come here. They are not necessarily villagers. They travel from quite a wide range of places. To restrict parking for these vulnerable people is grossly unfair. It is quite often one of the few pleasures in life they enjoy.

Whilst I can appreciate the frustration of Courtyard residents, is it really necessary to extend the restriction quite as far into Main St.? I would respectfully request an extra parking space outside of the salon. It is worth mentioning at this point that there is no public Car Park in this village.

#### **Officer analysis and Recommendation**

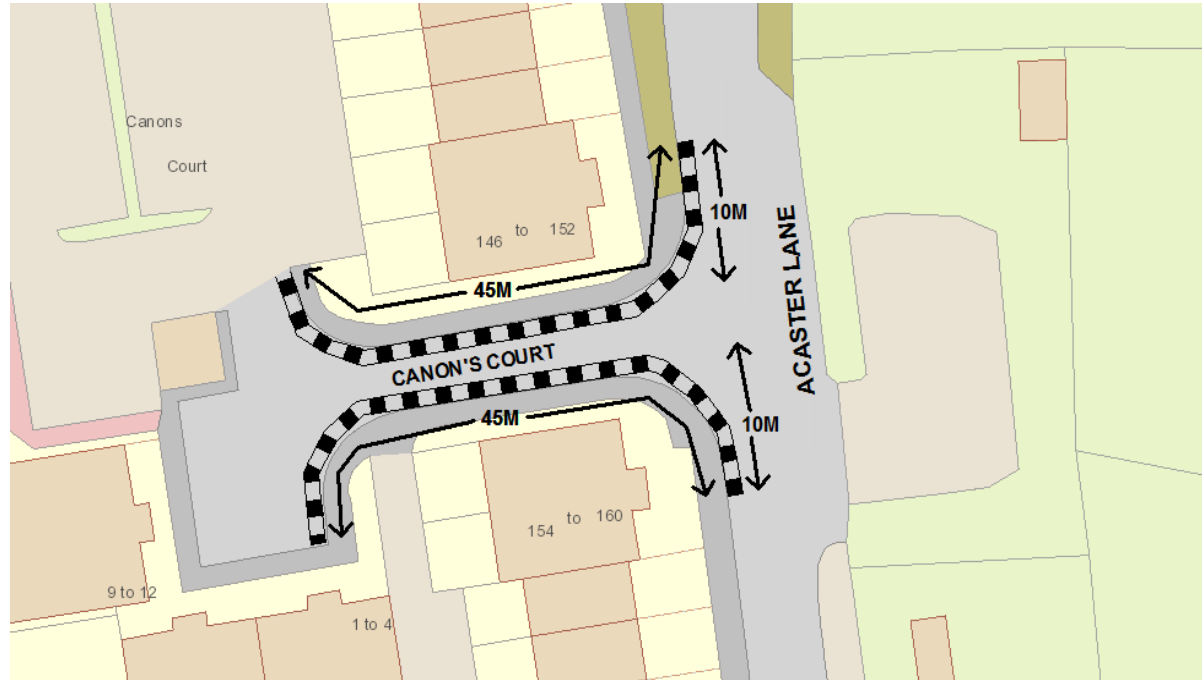
In acknowledgement of the objections received and lack of support from residents it is recommended to take no further action at this time. Any vehicles parked on the footpath and causing an obstruction can be enforced by North Yorkshire Police. If vehicles are parked in such a way as to obstruct the pedestrian tactile crossing area they can receive a PCN issued by CYC without the need for double yellow lines. Site visits did not witness any obstruction of the tactile crossing.

#### **Options (The Courtyard/Main Street junction)**

1. Implement as advertised
2. Uphold the objection and take no further action (recommended)
3. Implement a lesser restriction than advertised

**B5****Location** Canon's Court**Nature of problem and plan of Advertised Proposal**

Vehicles parking on both sides of the carriageway entering Canon's Court.

**Representations Received**

We received three representations in objection (one resident who lives within the affected area and two residents of Bishopthorpe providing comment on all proposed restrictions within the village), and one in support of the proposal

In support:

- After receiving your letter on the 22nd of October I'm am delighted that this hopefully will go ahead.  
I have written to you before about the parking coming into canons court.  
The seriousness of people parking near to the exit of canons court onto the main road is bad enough, and having to navigate parked vehicles on the road coming onto canons court is an accident waiting to happen.  
Not to mention the verbal abuse I have had when I have asked someone to move their car as its parked way to near the junction.  
Only this morning I had a mini park there for 40 mins way too near the exit.  
My husband and I both want the lines for no parking.

In objection:

- (directly affected) The proposed “no waiting at any time” restrictions (double yellow lines) will leave a section of road between the southern edge of the proposed double yellow lines and our driveway as still available for parking (I.e. no restrictions will affect this approx. 10-20 metres of road).

We were pleased to see a proposal to reduce on street parking in this area. As you will see from the photos attached that it is already an issue for visibility from our driveway turning onto Acaster Lane and vehicles regularly park on the pavement making access difficult.

Our concern however, is that the proposal as it stands will mean vehicles parked in the current proposed double yellow line zone will simply relocate, be concentrated and park on the unregulated area of road between our driveway and the end of the double yellow lines. This will further exacerbate the current dangers of parked vehicles reducing visibility when turning from our driveway onto Acaster Lane towards Bishopthorpe.

In our view the current proposals will resolve the problem of turning out of Canons Court but move the problem to our driveway. Our preference would be for the double yellow lines to be extended to the south of Canons Court further than is currently proposed and to our driveway exit onto Acaster Lane.

- (resident of Bishopthorpe) Common scene prevails here at the moment DYLS unnecessary some service personnel vehicles have to occasionally park here especially care workers.
- (resident of Bishopthorpe)As far all the other plans for restrictions I would object as this will merely result in cars parking in other parts of the village. It won't solve the problem just move it. The parking of cars results in vehicles slowing down to enable them to pass safely.

**Officer analysis and recommendation**

We are unable to propose an extension to the advertised restrictions. The parking in this location is likely to be residents or visitors as there are no local businesses to attract short term parking. The restriction could be reduced to 10m of junction protection. However, the recommendation is to implement as advertised due to the parking on carriageway and footpath causing an obstruction and safety issue for pedestrians.

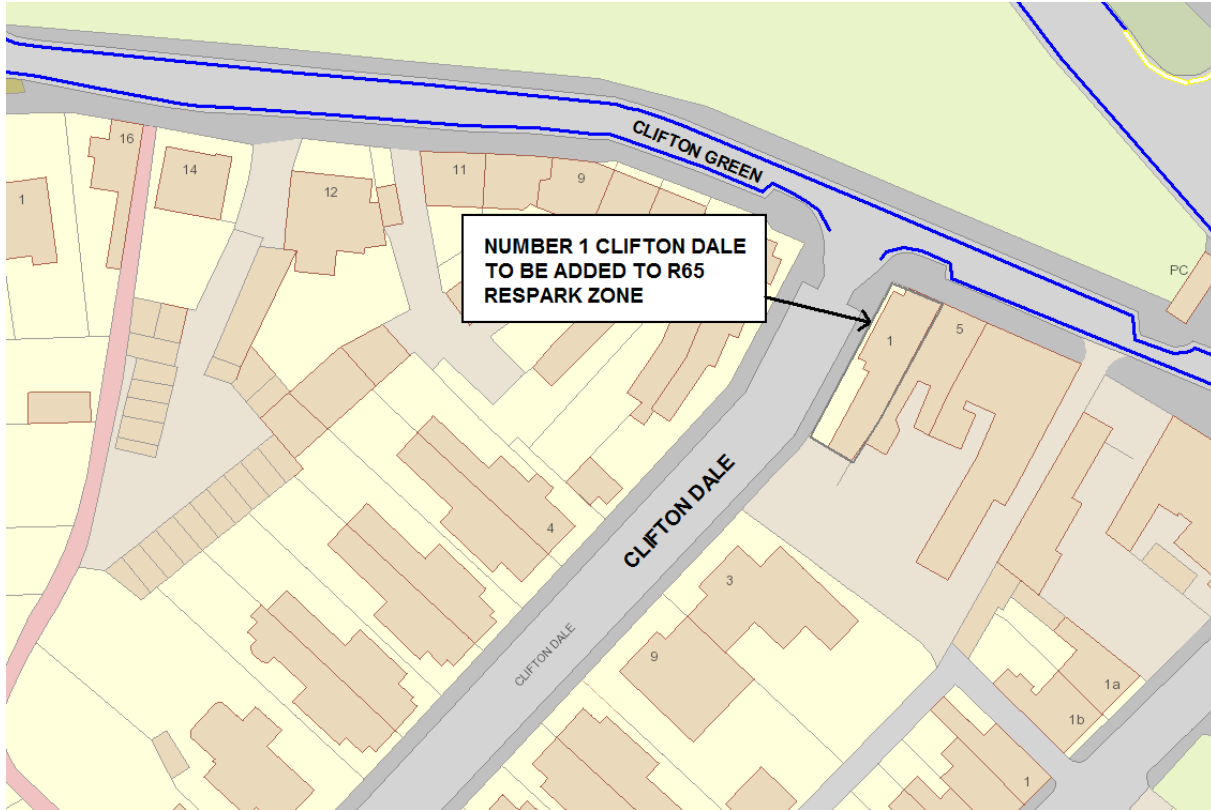
1. Implement as Advertised(recommended)
2. Take no further action.
3. Implement a lesser restriction than advertised



**Ward Councillor Comments:**

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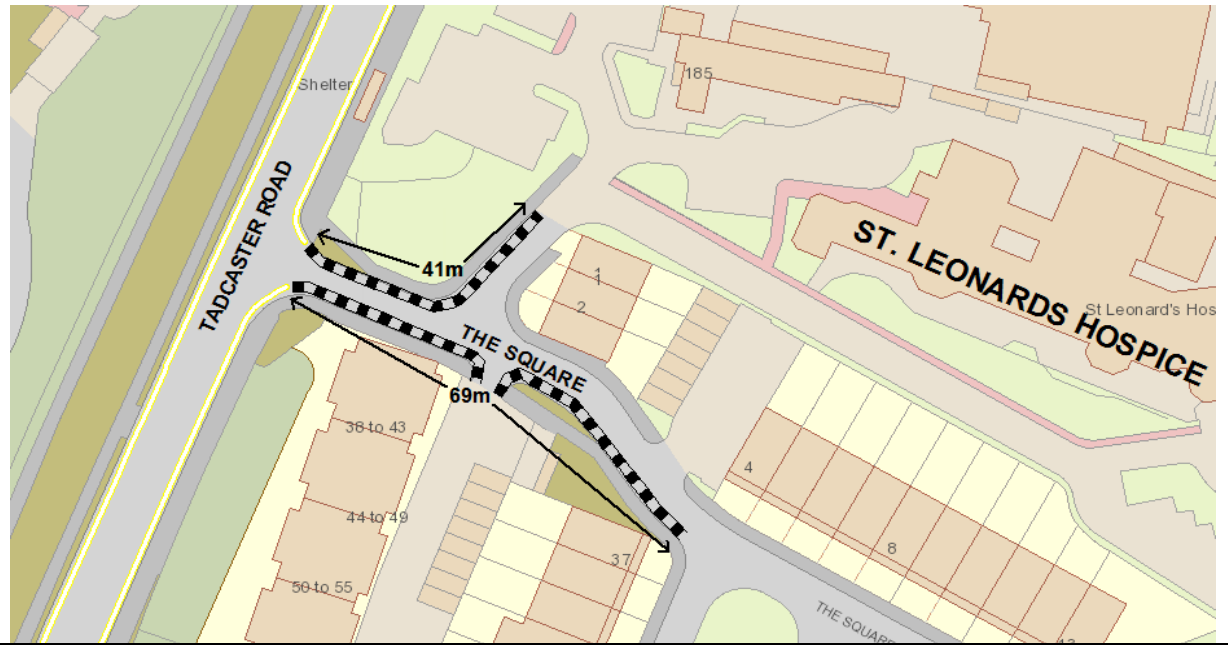
## Annex C Clifton Ward

<b>C1</b>	Location: Clifton Dale
<p><b>Nature of problem and plan of Advertised Proposal</b> Request from the developer of the previous Hotel Noir site to add 1 Clifton Dale to the existing R65 Respark Zone. 1 Clifton Dale is a 4 bed townhouse.</p> 	
<p><b>Objection Received</b> We received one objection from a resident of Clifton Dale who raised concerns the Respark permit issued to 1 Clifton Dale may be used by residents of the apartments within the complex. The resident had no objection if the permit would be used solely by 1 Clifton Dale but had concerns the permit could be used by other properties.</p>	
<p><b>Options:</b></p> <ol style="list-style-type: none"> <li>1. Implement as Advertised(recommended)</li> <li>2. Take no further action.</li> </ol>	

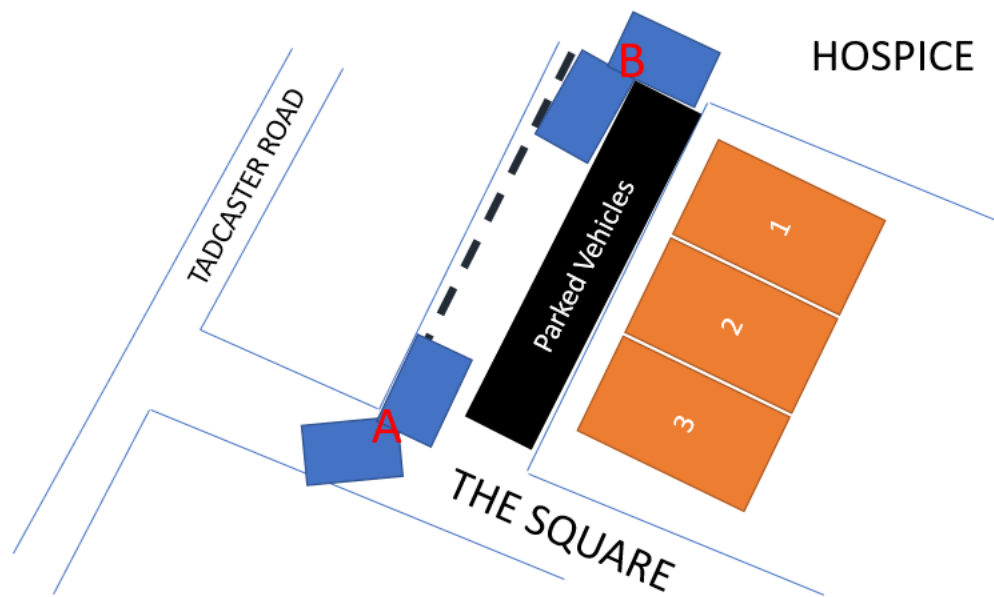
**Ward Councillor Comments:**

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## Annex D Dringhouses & Woodthorpe Ward

<b>D1</b>	<b>Location</b> The Square
<p><b>Nature of problem and plan of Advertised Proposal</b></p> <p>Vehicles parking on both sides of the carriageway entering The Square from Tadcaster Road leading to access issues for residents, delivery vehicles and ambulances visiting St. Leonards Hospice. Reports have indicated these are students of York College and residents of The Square with more than one vehicle.</p> 	
<p><b>Representations Received</b></p> <p>We received one objection and one in support of the proposal.</p> <p>Objection:</p> <ul style="list-style-type: none"> <li>• The no waiting at any time restrictions need to include the curb next to Houses 1 to 3. Having the restriction on the opposite curb only will encourage parking on the curb nearest to the said houses. This is extremely dangerous for the following reasons:             <ol style="list-style-type: none"> <li>1) If cars are parked on the curb closest to the houses, HGVs (oxygen cylinders etc) and Emergency vehicles will find it impossible to access or leave the Hospice.</li> <li>2) Due to only one lane being available, accidents will be caused where vehicles coming into the square, turning left to access the Hospice could crash with vehicles leaving the Hospice near House No.3. Point A on diagram.</li> <li>3) Due to only one lane being available, Accidents will be caused</li> </ol> </li> </ul>	

where vehicles leaving the Hospice crash with those coming into the Hospice near House No. 1. Point B on diagram.



#### Support:

- I write to support the proposal for traffic restrictions at The Square. However, I draw your attention to the likely unintended consequences. Those vehicles that tend to park where the restrictions are proposed will be inclined to use the space opposite Nos 9-13 thus making it very difficult for the residents in those properties to manoeuvre their vehicles. This has been observed in the past when the entrance road has been fully occupied. I understand that the Square Management Company had submitted an addendum to the original proposal requesting this 'extension' but this seems not to have been carried forward. I hope you will be able to give due consideration to this extension of the proposal.

#### Officer analysis and recommendation:

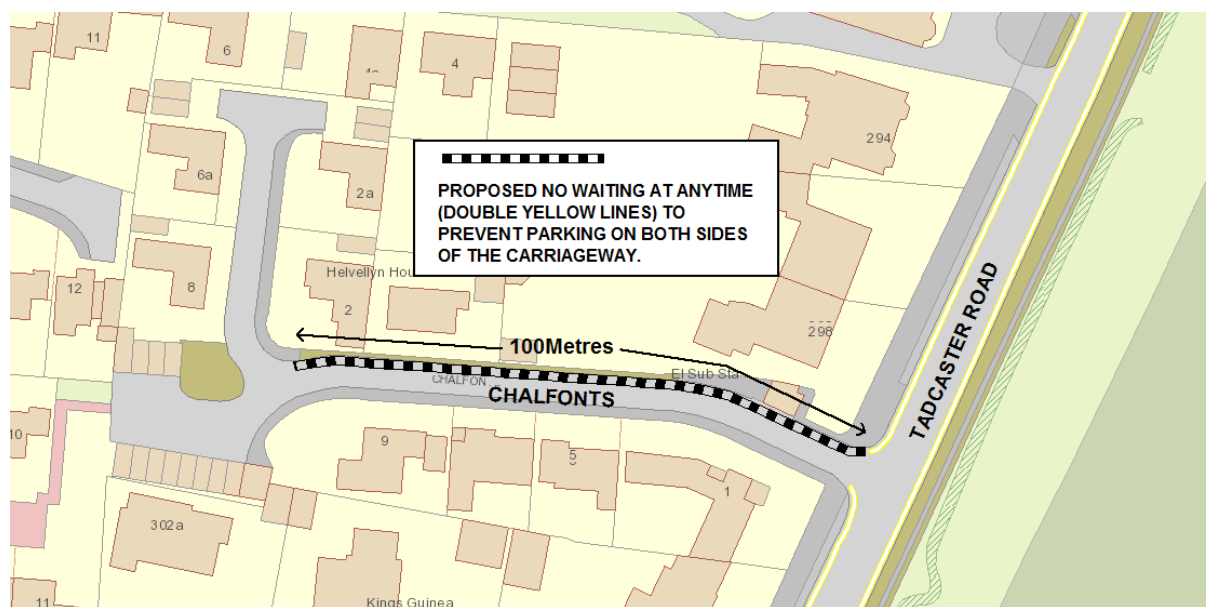
The representations received are not against the proposed restrictions but are requesting additional restrictions, but the current proposal cannot be amended to include additional restrictions, without delaying the implementation of the proposed restrictions. It is therefore recommended to implement as proposed and continue to monitor the area, with additional restrictions proposed if required.

#### Options:

1. Implement as Advertised (recommended)
2. Take no further action.
3. Implement a lesser restriction than advertised

**A2****Location** Chalfonts**Nature of problem and plan of Advertised Proposal**

Residents have reported an issue of vehicles parking on both sides of the carriageway leading to refuse and recycling vehicles being unable to access the full length of the street and make collections.

**Representations Received**

We have received 1 objection.

- I have lived in Chalfonts since 1984 and cars parking on the north side happens only occasionally. Much more useful would be lines on the south side on the corner near the garages. The refuse lorries, in particular, have difficult with cars parked there and frequently have to mount the kerb and grass verge. This grass is now very rutted.

**Officer analysis and Recommendation:**

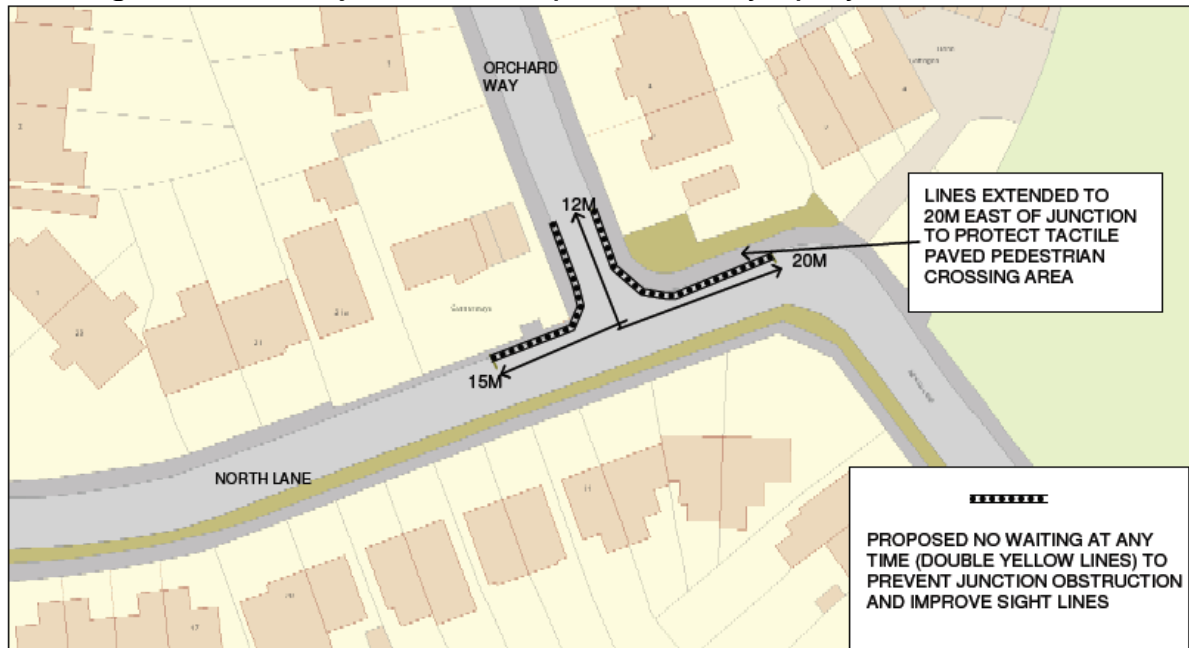
Under the current advertised proposal we are unable to implement an increase of the restriction, or in a different location to the advertised restriction. Taking into account the objection raised and images provided of damage to the verge located near to the garages a proposal to implement restrictions in this area could be advertised separately under a delegated review. Therefore, the recommendation would be to implement the proposed restrictions as advertised.

**Options:**

1. **Implement as advertised(recommended)**
2. **Uphold the objections and take no further action**
3. **Implement a lesser restriction than advertised**

**A3****Location** Orchard Way/North Lane Junction**Nature of problem and plan of Advertised Proposal**

Parking close to the junction and poor visibility splay.

**Representations Received**

We received one objection:

- Heading North on entering Orchard Way there is space for 4-5 vehicles to park without being directly in front of anyone's house. Whilst residents rarely park at the junction end, there are often other visitors (often those parking whilst walking their dogs on Hob Moor), who do park here. The concern is that removing parking here to this extent may push those who use this space to either park further down Orchard Way, which could hinder residents being able to get on or off their drives. Alternatively, they may choose to park on North Lane close to the Northerly entrance to Hob Moor which would mean parking on the bend of North Lane to the East of the junction. This already is a concern with drivers coming round the bend often on the wrong side of the road so there is concern this would be of greater concern in terms of likelihood of an incident than there is currently. Do the double yellow lines on the left-hand side need to be 12m or could they be shorter to prevent parking immediately on the junction? Currently most people coming from the West do approach this junction with



care and residents fear that this could mean people approaching the junction at greater speed.

On the exit of Orchard Way, the yellow lines will cross the driveway of No 2 where there is rarely anyone parked so would not seem to be any issue here. If lines are seen to be needed here can we have some reassurance that the big pothole close to the kerb could be fixed first?

There has been some indication that these and some of the other proposed changes are due to issues with refuse trucks gaining access. In the near nine years I have lived here I have never seen any such incidents or anything similar with larger trucks gaining access.

The residents at Cornerways on the West approach to the junction are concerned about having yellow lines across their driveway would hinder deliveries and for visiting tradespeople. With parking already busy further to the West of North Lane this could mean either having to park some considerable distance away.

The lines to the East of the junction could force people to park opposite these on North Lane. Again, for those travelling North approaching this junction having cars opposite the lines could cause considerably more danger for those parked where the lines are as they could be blind to these as they turn the corner.

#### **Officer analysis and Recommendation**

The restrictions on North Lane have been recommended to take into account the tactile crossing point and to keep all sight lines clear. Orchard Way proposal could be reduced by 2m. However, as they protect a vehicle access point close to the junction it is recommended to implement the restrictions as advertised.

#### **Options**

- 1. Implement as advertised(recommended)**
- 2. Uphold the objections and take no further action**
- 3. Implement a lesser restriction than advertised**

#### **Ward Councillor Comments:**

**Cllr. S. Fenton, Cllr. P. Widdowson and Cllr. A. Mason**

**We are supportive of the proposed recommendations, but agree that additional double yellow lines are needed in front of 1 to 3 The Square (and opposite 9 to 13 The Square) and would ask that**

**these are included in the next annual review of traffic restrictions. We would ask that the next review also considers the request for double yellow lines on the corner of the garage area on Chalfonts.**

## Annex E Fishergate Ward

### E1

Location: Broadway

#### Nature of problem and plan of Advertised Proposal

Resident raised an issue of vehicles parking opposite the exit of the parade of shops leading to safety/visibility concerns for vehicles exiting the layby and into two way traffic.



#### Representations Received

We have received one representation in objection and one in support of the proposal.

In support:

- I have read the notes and relevant maps for Fishergate Ward opposite Broadway Shops on Broadway.  
Thank you for making the recommendation, which I support one hundred per cent.  
My background is a resident of this area for in excess thirty seven years. I have watched traffic volumes increase dramatically over that period of time. I have also witnessed a massive increase in regular laziness by both motor vehicle drivers and pedestrians alike, resulting in very inconsiderate and sometimes dangerous parking especially in the vicinity of the shops on Broadway.

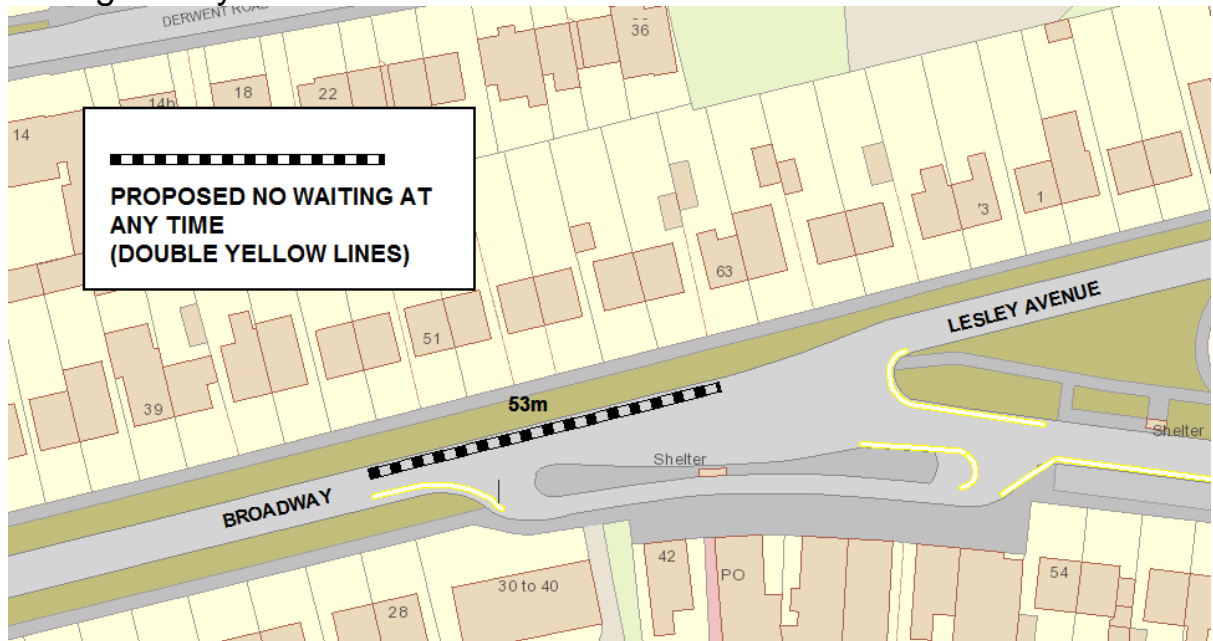
In objection:

- We strongly object to the proposal at Broadway as this is directly outside our house and access into our property. The proposed double yellows and NO WAITING will bring absolute chaos with the shops and amenities opposite not to mention that with this

proposal we cannot park outside our own home. The reason you have gave for undertaking this proposal is not justified and will not increase safety when accessing this part of Broadway and Lesley Avenue.

**Officer analysis and recommendation:**

As the original request was regarding the safety of vehicles exiting the shops a lesser restriction is proposed to be implemented to allow the safer exit of the parking area and will still provide clear sight lines when exiting Lesley Avenue.

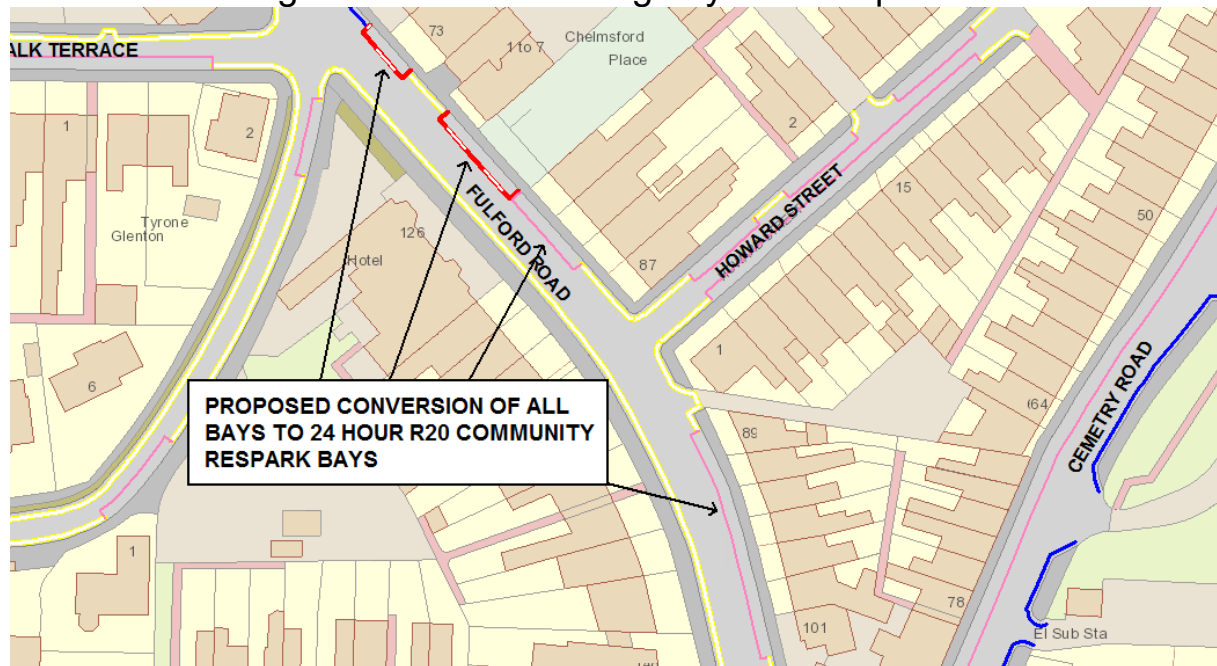


**Options**

1. Implement as Advertised
2. Take no further action.
3. Implement a lesser restriction than advertised(recommended)

**E2****Location:** Fulford Road**Nature of problem and plan of Advertised Proposal**

Due to nearby redevelopment of properties from guest house to flats or HMO's a reconfiguration of the existing bays was requested.

**Representations Received**

We have received two representations in objection to the proposal.

- I have been here for 6 years at Friars Rest Guest House and always had two permits for guests to park up. I cannot understand why this would now change? We pay £440 for a year for each permit as opposed to residents permits (I pay around £80 per year for my personal permit) which is disgusting if we were expected to squeeze guests in wherever we can amongst residential cars not also extremely unprofessional. My only thinking of that these bays are been removed due to the new buildings (no 79) conversion into flats. These were highly objected but still got the go ahead as I understand the owner is 'in' with the council. Please could you let us know if the changes do go ahead – Are we expected to pay the same as we currently do? – Which is extremely unfair Where do we park our guests? – This reflects badly on our business which will affect bookings and reviews. This is not helping small independent businesses affected by the lockdown. This shows total disregard for not only the businesses

this will effect but also to the tourists that use these parking bays while staying at the local accommodation, why do local residents take priority over these parking bays when there is already ample parking with in the area. As previously stated it would seem this is being implemented to suit a specific development of new building and not to benefit already struggling local business.

You are only going to get 2 objections from the Guest Houses – So this objection probably wouldn't matter.

- We are one of the only two guest houses on Fulford Road, who have access to the R20GM zone, therefore for a simple observation in relation to objections is that these will only amount to a total of two..... however, these parking zones have been established since the 1980's with no issues (until now). Regular residents' car parking permits are at a charge of £139.00 per year. We own the guest house and purchase 4 guest house parking permits at a charge of £440.00 for a year for each permit giving a total of £1760.00 there is a difference of £301.00 for each permit from what we actually pay for the guest house permits. The guest house permits are extremely valuable to our business to enable us to allow our guests to be able to park in these zones, the majority of the R20 spaces are occupied by residents in the area and parking in and around our business is scarce to say the least, we feel that changing the parking zones would have a detrimental effect on our business in a struggling environment, whilst this may not ring alarm bells for the council, it certainly does for our business, being self-employed.

Therefore we are writing to object to the proposed changes from R20GM to full R20 parking zones, We have lived in this area since 2003 and the parking zones which are marked R20GM have always been in place and have not caused any issues for our guests, these parking zones are close to the guest house so people can keep an eye on their vehicle

We have 6 rooms for our guests which can fully occupy 12 people, which can give a total of 4,380 visitors to York in a 12 month period, these visitors use the attractions, shops, restaurants and public houses which puts a significant amount of revenue into the city of York and we would like to carry on working with the city of York to accommodate these visitors, however, we do feel that removing the restrictions for the car parking will put added pressure on our guests who do not know the area and the relevant parking zones and could be driving around trying to find a car parking space.

Whilst I am writing this letter and I am aware of Councillor

D'Agorne wanting to establish more cycle route on Fulford Road, I just wonder at the amount of revenue the cyclists will bring into York centre on a weekly basis??

**Officer analysis and recommendation:**

The conversion of all other bays within the R20 respark zone to community bays increases the availability of parking spaces to all residents and businesses within the zone. As such, the proposal to amend the GM bays will not have a negative impact upon the visitors to the guest houses due to more availability within the zone as a whole.

**Options:**

1. Implement as Advertised(recommended)
2. Take no further action.
3. Implement a lesser restriction than advertised

**Ward Councillor Comments:**

**Cllr. D. Taylor-**

**Regarding E1: I approve of the solution proposed. I drive along Broadway frequently and can appreciate the problem with the junctions with Lesley Avenue and the two junctions relating to the 'in' and 'out' for the shops. The properties opposite the shops do have driveways so should not be unduly inconvenienced by yellow lines on Broadway at that location.**

**Regarding E2: I appreciate some of the concerns of the Guest House owner although the reference to a bike lane is wholly spurious. I would not be averse to a lesser scheme than that proposed – retaining one or two of the red bays where the Guest House is extant and not being converted to general accommodation. I have no strong view, however, and content to defer to Councillor D'Agorne in making the final decision.**

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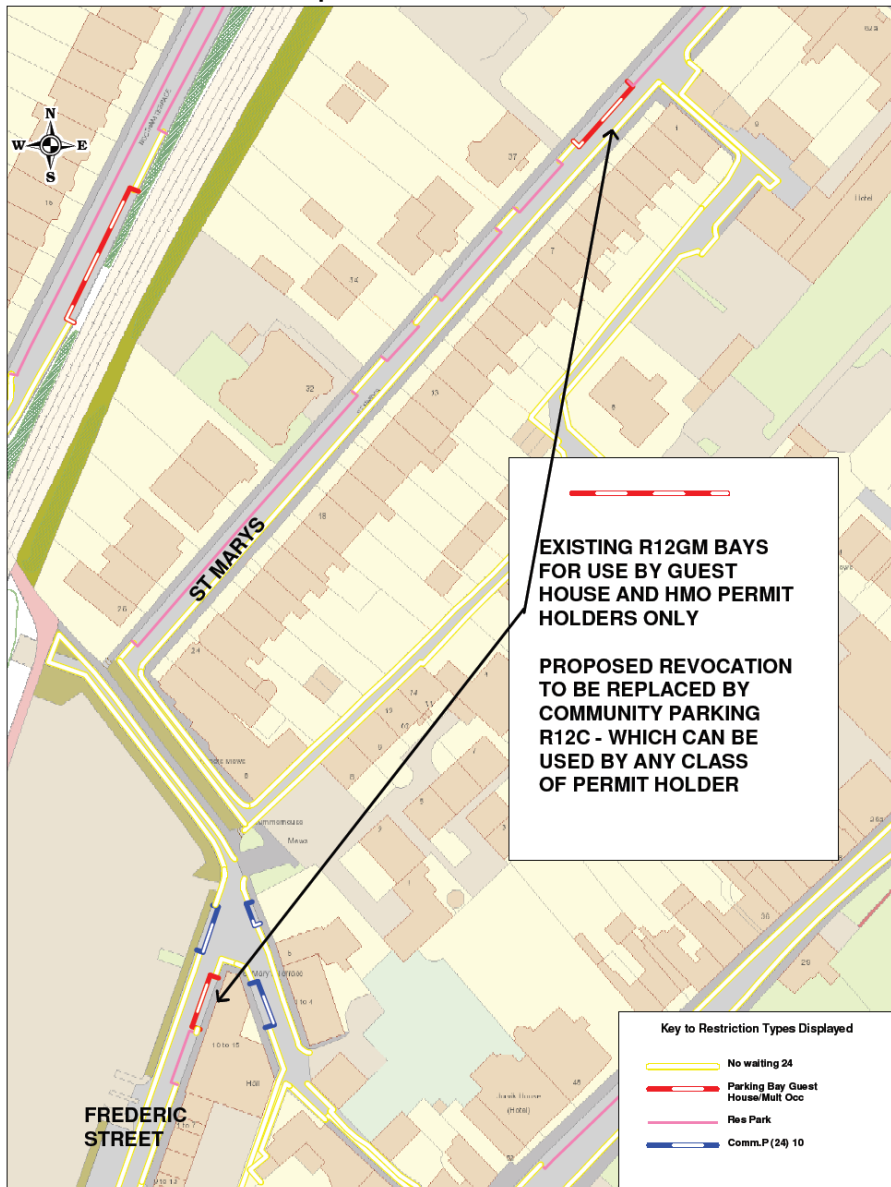
## Annex F Guildhall Ward

### D1

**Location:** St. Mary's and Frederic Street, R12: GM Parking Bays

#### Nature of problem and plan of Advertised Proposal

Currently there are no Guest House parking permits issued in R12, Marygate Resident Parking Area. There is existing pressure for space in R12 for household permits.



#### Representations Received

We have received one representations in objection to the proposal.

- I am the owner of a guest house on St Mary's. We are looking forward to welcoming guests back to York and we're dismayed to find that 2 GM guesthouse designated guest parking bays are being taken away. This will make parking even more difficult for

our guests and will impact badly on our business. On top of this there are a further 23 homes being completed on Marygate within the next 6 months with less than one new space per dwelling for parking being created meaning the respark scheme is going to be further detrimentally impacted. If the council are going to take the only 2 specifically allocated Guest House permits away would respectfully suggest that the Council to extend our parking with guest house permits to the full R12 zone.

I would be most grateful to hear your views and if there is a possibility to help us independent businesses out in this instance, it has been a long, hard year!

**Officer analysis**

At the time of advertising this proposal the information we had indicated no guest house permits were issued within the R12 zone. Upon receiving further information we are now aware of several permits being issued. As such, it may be advisable for the whole R12 zone to be reviewed with a view to make all bays within the zone Community Bays to give greater flexibility for all permit holders.

**Options**

1. Implement as Advertised
2. Take no further action.
3. To complete a further review of the whole R12 zone with a view to all bays within the zone becoming Community Bays.

**Ward Councillor Comments:**

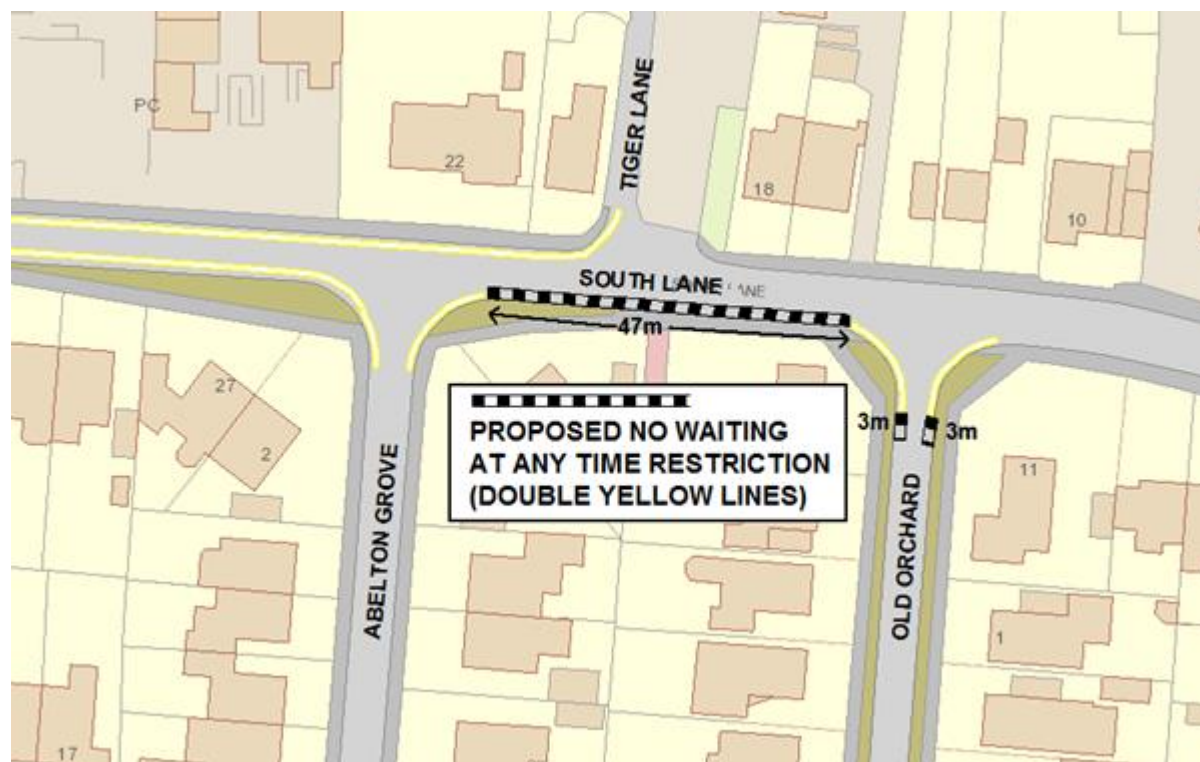
## Annex G Haxby & Wigginton Ward

### G1

Location: South Lane

#### Nature of problem and plan of Advertised Proposal

Resident raised an issue via Cllr. Pearson regarding vehicles parking on both sides of South Lane. Cllr. Pearson also requested an extension to the double yellow lines on Old Orchard due to vehicles parking close to the junction and leading to vehicles approaching the junction having to move in to the centre of the carriageway and in to the path of vehicles entering the junction from South Lane.



#### Representations Received

We have received five representations in objection to the proposal. One of the objections received was provided by the Parish Council.

- The council has been asking CYC to provide parking warden assistance for as long as I have been on Haxby Town Council (since 2012). Those requests were specifically regarding South Lane which has parking restrictions along a significant length already. Our requests have been denied which has resulted in drivers ignoring the current double yellow line restrictions. Our local MP also became involved and we have had on site meetings with the head of parking enforcement. I mention this because it is clear that while those law abiding

drivers will heed the restrictions – many will not. Secondly, the streets leading off South Lane (Kennedy, Abelton, Old Orchard) already suffer from inconsiderate parking for users and workers for the businesses located in Haxby town centre. Old Orchard has also become a busy rat-run for lorries and car traffic.

At best these restrictions will force parking onto already crowded side streets and will benefit (as far as I can see) only one residence.

The (currently) legal parking spaces along South Lane have been used considerably for the 20 years I have lived in the village.

Adding these restrictions will, in my opinion – and that of the members of the community who attended who met with our MP and CYC officers – cause more traffic chaos and problem parking. This is because those spaces to the south side of the lane have virtually no impact on the surrounding residents – and are well used.

- We object to the double yellow lines. We had recently been informed by York City Council that the White H Bar markings could stay in situ with the double yellow lines either side.

At present the house owner is terminally ill with pancreatic cancer and is receiving palatine care with nurses and family members helping out and visiting with her end of life care.

Marking double yellow lines over the white H bar white markings would cause further problems at a very stressful time for the family.

- We are the residents of Old Orchard, Haxby and whilst we agree that something needs addressing regarding this particular corner of the Old Orchard we are not sure that the Double Yellow lines are the answer totally.

The reason for this is that whilst it stops people from outside the area parking totally it also stops us as residents.

We ourselves have lived here 4 years and have found that we have been abused verbally quite a lot while trying to enter and exit our own home, traffic speeds both up and down Old Orchard and South Lane is sometimes dangerous and during the summer we noticed an increase in cars with really loud exhausts it is quite a 'Rat Run'. The scheme is also open to parking abuse on the opposite side of the road to the proposed Double Yellow Lines therefore not actually stopping parking on South lane just moving it across the Road.

The answers??

Our view is that some sort or Resident parking scheme for occasional /timed use as the area is predominantly Elderly

(including us), should there be need for transport, visitors, deliveries etc. it is difficult to restrict access completely. Another point is that the One Way onto South Lane from York Road is also used by deliveries to the local shops and the vehicles are often quite large and early in the morning, also it is used by pedestrians from the estate with young children and wheelchairs and there is no causeway for them to use at all, only cross hatch lines. We personally think that this should be No Entry either way.

Sainsbury's staff and local shop staff in general are abusers of the parking when they should be encouraged if they are local to their work to cycle or walk or get permits to park especially in Sainsbury's or the Local pub The Tiger inn who has a massive car park with hardly anyone using it!

- I am objecting to the yellow lines on Old Orchard being extended and also South Lane in particular as it will only be an advantage to one house but will disadvantage a considerable number of others by displacing the traffic off South Lane which is a nice broad road onto the narrow side streets nearby.
- This would just cause displacement of parking into Orchard Paddock and other surrounding streets, removing the parking will increase vehicle speeds and reduce safety. Parking doesn't seem to be a problem along the proposed location as there is no driveways along here to block like other side streets. We haven't heard or seen any road accidents associated with the current parking arrangements.

**Officer analysis**

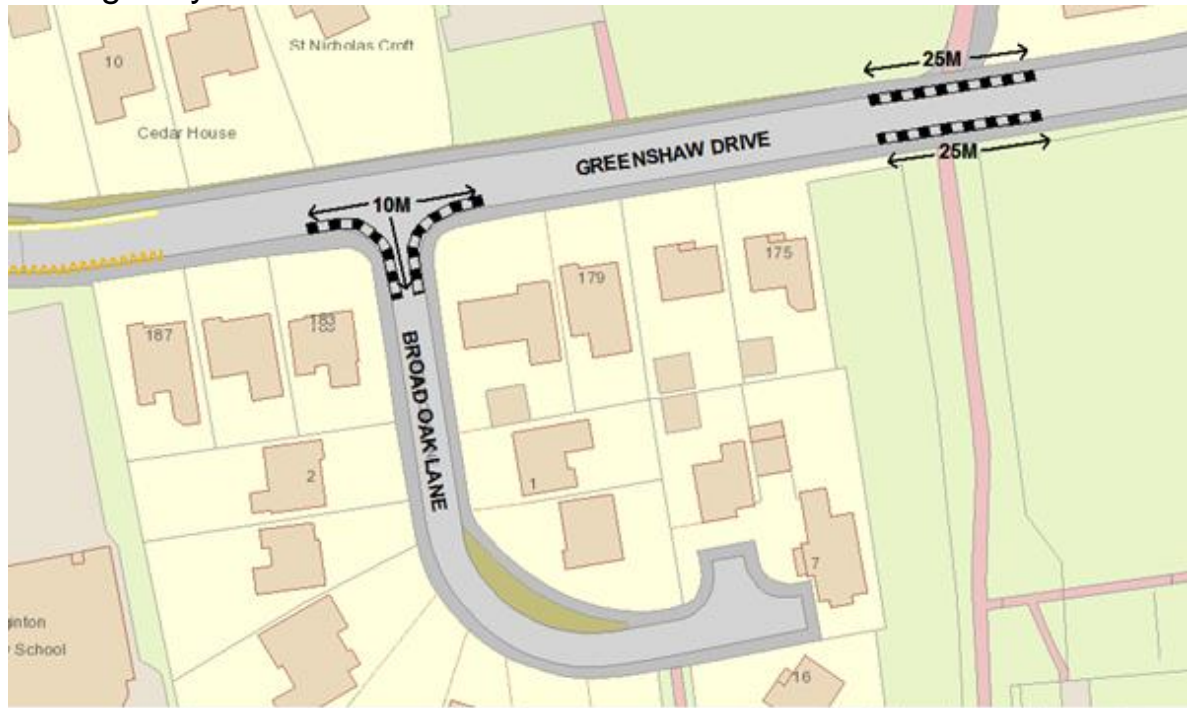
Restrictions have been proposed for this location in previous years and on each occasion has received a number of strong objections to each proposal from nearby residents. Therefore, we recommend no further action is taken at this location.

**Options**

1. Implement as Advertised
2. Take no further action.(recommended)
3. Implement a lesser restriction than advertised

**G2****Location: Greenshaw Drive****Nature of problem and plan of Advertised Proposal**

Cllr. Cuthbertson has requested no waiting at any time restrictions on Greenshaw Drive due to school peak hours parking on both sides of the carriageway.



Implement no waiting at any time restriction at the junction of Broad Oak Lane and 10metres either side of the existing bar marking on Greenshaw Drive for increased pedestrian visibility when using the crossing points.

**Representations Received**

We have received one representation in support and one in objection to the proposal.

Support:

- We do not object to your proposal, in fact it does not go far enough. It is rare for there not to be cars parked directly outside our house. At starting and leaving times at Wigginton primary school this area of Greenshaw Drive is just a car park on both sides of the road. The road is too narrow for parking on both sides which results in regular snarl-ups. We are also the nearest house to the open space so dog walkers and play area parents leave their cars outside our house at all times of the day and evening. We live directly across the road from the church which generate

parking in front of our house from. Services, weddings, funerals and other church events as not all people choose to use the church car park. We assume the proposed restrictions are because of the parking situation. Often we have trouble backing out of our drive as we cannot see if traffic is coming because of all the parked cars, this is dangerous. We know that we cannot stop drivers from parking directly outside our house but object to them blocking our driveway which is a regular occurrence.

**Objection:**

- I wish to object to the proposal of the no waiting at any time near Wigginton School.

Also there is not enough parking at Wigginton School and I see a number of Teachers parking there – so you are going to make your staff have issues parking also.

Wonder Years has small children attending and with before and after school club. The staff have no parking and so need to park there. Also parents drop children off for breakfast club and need somewhere to quickly drop off before going to work.

**Officer analysis and recommendation:**

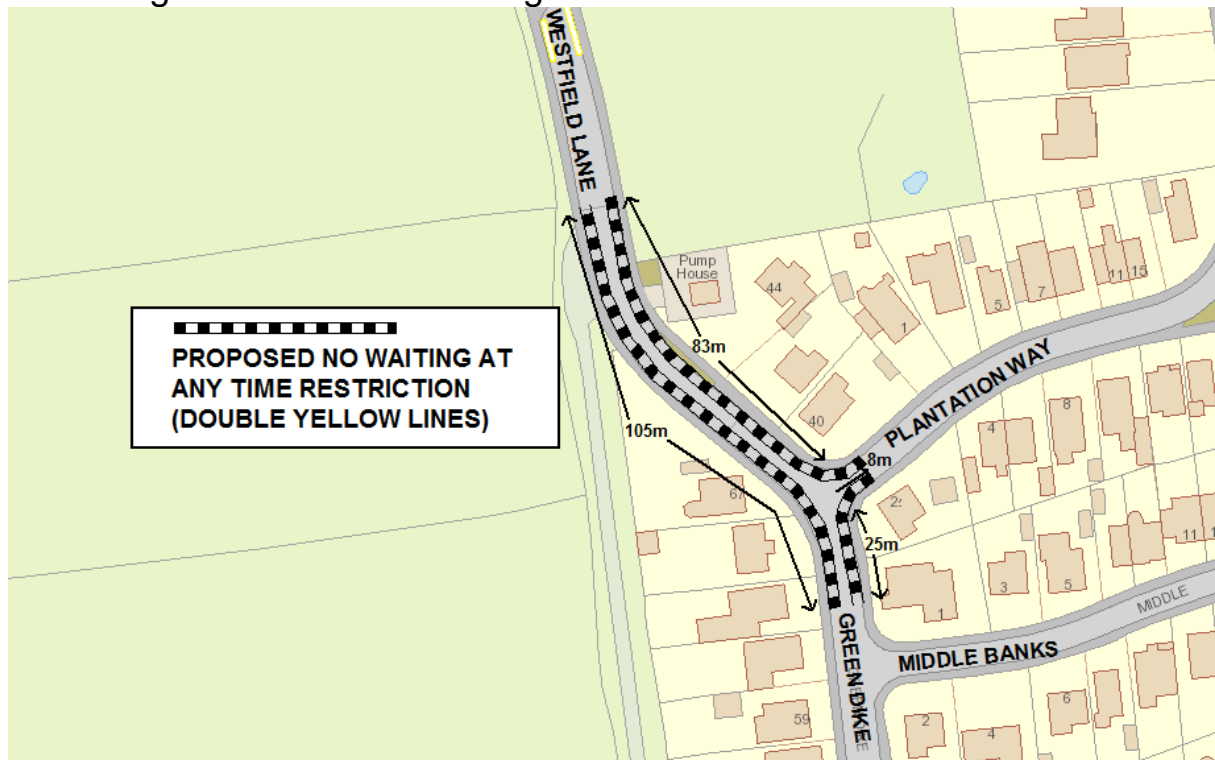
The proposed restrictions will provide clearer sight lines for pedestrians crossing Greenshaw Drive and the junction of Broad Oak Lane. They will also provide clearer visibility for vehicles exiting Broad Oak Lane. Therefore, the recommendation is to implement the restrictions as advertised.

**Options**

1. Implement as Advertised(recommended)
2. Take no further action.
3. Implement a lesser restriction than advertised

**G3****Location** Westfield Lane/Green Dike and Plantation Way Junction.**Nature of problem and plan of Advertised Proposal**

Cllr. Pearson has requested no waiting at any time restrictions on the bends joining Westfield Lane to Green Dike due to parked vehicles causing vehicles to move to the centre of the lanes when approaching oncoming vehicles and rounding the bends.



Implement no waiting at any time restrictions to include junction protection for Plantation Way.

**Representations Received**

We received nine representations in objection to the proposal. Please find below a precis of the objections received.

- The proposed restrictions seem to be a rather drastic response to what are infrequent occasions. Any restriction within the proposed area would only cause other areas to be over parked. Do you really want to reduce the access for these events? Our main concern with this proposal is the effect it will have on our safety when exiting our driveway. With the curve in the road to our right we have to take extreme care when exiting the drive due to the speed of vehicles coming from the direction of what is a supposed 20 MPH limit. Parked vehicles do help to at least make a few to reduce speed.
- This is not a bus route. In relation to weekend events, usually



some Sunday mornings during football season the school playing fields are used as an outside event venue to host football training and occasional matches with visitors. These events could be easily displaced to the recently completed community sport facility. Considering the very infrequent parking the yellow lining restrictions will provide a significant issue to the residents affected, with no obvious solutions to displaced visitor and delivery parking.

- I have lived at the above property since September 2006 and never in that time has there been a parking issue at all. There has never been a car accident on this part of the road. Visibility is not obstructed. I am also a single parent with two disabled daughters each who have weekly visits from Community Nursing Teams and other visitors, Social Workers, Child In Need Officers, Specialist Teaching Team members to name a few. Where do you suggest they park on visiting my daughters? Both my daughters during the Pandemic have been on the Shielding list and are classed as Clinically Extremely Vulnerable. One of my daughters requires home oxygen therapy which is delivered to our home, again where is the delivery driver supposed to park to delivery oxygen tanks to our home?
- My reasons for objecting is that the traffic that currently parks close to the school which is away from residents' homes will simply be pushed further away from the school to outside my house, my immediate neighbours houses and the cul-de-sacs down Plantation Way and Middle Banks. I anticipate this will cause problems with vehicles parking too close to the junction of Middle Banks and Forest Close and the vehicles parked down the cul-de-sacs will obscure the view of residents reversing out of their drives. This will also cause additional dangers to children living and playing down these cul-de-sacs.
- By installing these double yellow lines, cars that may park there – for example on Sundays for the kids football – will only serve to push those cars onto the local residential streets such as Walmer Carr, Westfield Lane by the duck pond, and further down Green Dike. Walmer Carr and the top end of Westfield Lane are on a bus route. Cars parking there will cause a problem for busses to manoeuvre correctly, and for residents of Walmer Carr will mean cars parked on the pavement outside houses as the road is too narrow to have cars parked on both sides of the road and still

have room for busses to drive down.

I have lived in the area local (for 30 years) to where the proposed restrictions would be implemented and it seems a problem that does not exist is trying to be fixed. The volume of traffic driving down Westfield Lane to Green Dike is relatively low compared to some parts of the estate, there is no bus route through that area, there have not been any accidents in the area where restriction are proposed and no one that I know in the area supports this.

- I live on Plantation Way and people already park down the street. If there is no parking there will be no where to park so they will park even more down all the side streets outside people's houses rather than parking near the fields. Also the local football club just the school field and they would not be able to park here and so will park down Plantation way.
- The restriction placed on our property will cause de-valuation, alongside stress, in arranging deliveries or visitors, (as we have limited off street provision on the driveway) which appears very unfair and unbalanced given the cause of any perceived parking restrictions. Especially when an easy and cost neutral solution exists.
- The proposal risks producing unintended consequences:
  - a) Parking restrictions will simply push vehicles further along neighbouring streets, in the case of Green Dike not only to our frontage but to the whole area around the junction with Middle Banks, creating unwelcome and potentially hazardous congestion.
  - b) Restrictions may have a negative impact on sporting and other events held on the school playing fields, where children from other areas of the city come to participate.
- We have lived here for 10 years and have never had an issue with parked cars even when there are school fayres, football matches on the school field and any other events. Yes, there have been times when cars have parked closely to our house but it has not been an issue and the infrequency of these events do not necessitate the need for double yellow lines. At no time in the 10 years has an accident occurred from parked cars outside our property.

- Putting the proposed restrictions in place will put more children in danger than how things are now. I also witness cars just swinging round in our Close with no regard to any children that might be walking. Westfield Lane is a straight road with clear views and a calming chicane. Surely it is far safer as things stand. This is a fair opinion based on experience and of what will happen if more cars are forced to divert to streets leading off Westfield Lane. It is the children I worry about and although I have not been asked to put for or against I have to say I am not happy about the proposal.

**Officer analysis and Recommendation**

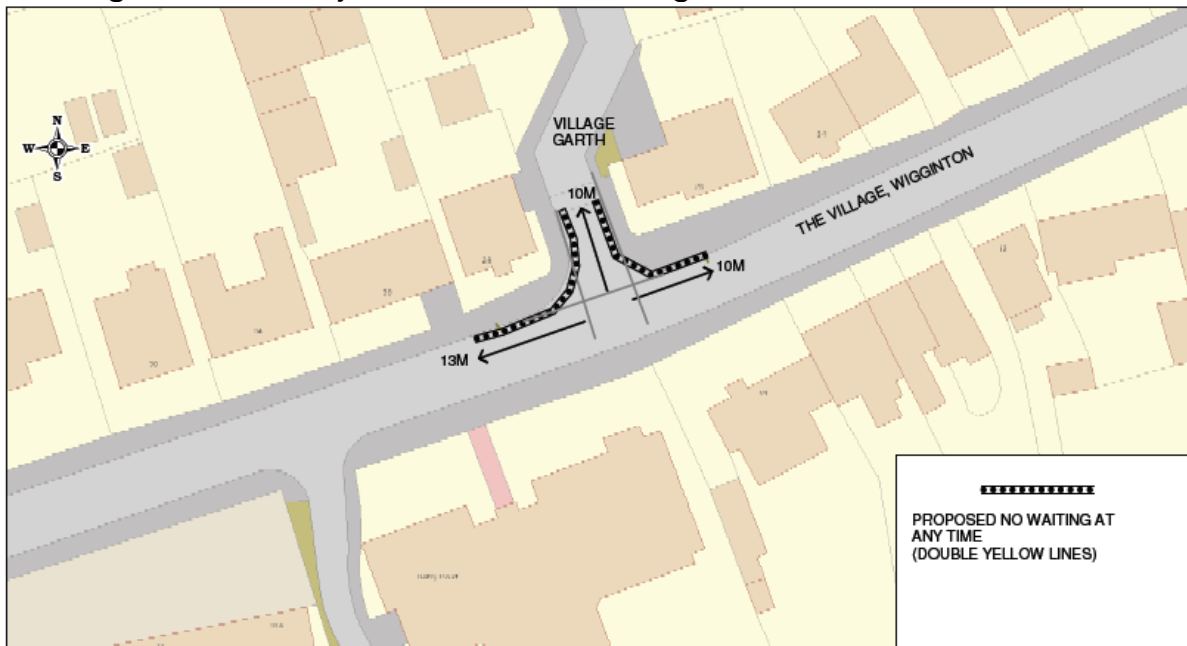
The original request was received from a local ward councillor and following advertisement of the proposed restrictions we have received a large number of objections from the residents who will be directly affected by the restrictions. Although parking may create a slight obstruction on occasions this is generally short term at school peak hours. Taking into account the residents representations to the proposed restrictions the recommendation is to take no further action at this location.

**Options**

1. Implement as Advertised
2. Take no further action.(recommended)
3. Implement a lesser restriction than advertised

**G4****Location** Village Garth and The Village Junction**Nature of problem and plan of Advertised Proposal**

Parking close to the junction area causing issues with access.



No waiting at any time for junction protection.

**Representations Received**

In objection:

- Whilst this is a much needed intervention the plan to only apply the restriction to an area of 10M north of the kerbline is not in my opinion sufficient. There will still be room available for people to leave unoccupied vehicles which are both an obstruction and hazard for people trying to enter and leave the street. There is adequate parking available in designated zones for visitors down Village Garth and as such be used for such purposes.
- I would like to register my request for the yellow lines to be extended across the speed hump to the corners so as not to enable a space for a car to be parked in that area. If not then this would still cause problems for residents and visitors due to the unusual staggered corners of the layout of the road. There is ample parking in the visitor's parking spaces so residents and guests of Village Garth do not need to park in this area.
- As a resident it is difficult to turn into the street as people regularly park in the entrance which restricts the ability to clear the main road when turning as parked cars make it too narrow. Can the double yellow lines be extended on the left hand side of the entrance and extend beyond the paved section in the road up to the first driveway to prevent people parking and creating a blockage.

- On closer inspection of the proposed introduction of Yellow Lines to the entrance to Village Garth, it appears that the 10 metre intention will only take the lines (in Village Garth) to what is presently a speed hump, which is still approximately 7 or 8 metres before the road then 'kinks' to the right.  
This will still enable 1 x vehicle to park on the left side of the entrance before the 'kink', and arguably allow enough space for 1 x vehicle to park on the right side of the entrance before the 'kink'. This would still make it both difficult and possibly dangerous if vehicles are entering and leaving Village Garth at the same time. Is it not possible (and certainly safer) to extend the Yellow Lines to the full straight section before the kink to the right?  
In other words, there should be no parking facility on either side of that initial stretch of the entrance. I note that the proposal allows for 13 metres of lines on The Village, so presumably there is no specific limitation on Yellow Line length into Village Garth.
- The description for above is incorrect as the 13-metre measurement is based on the eastern kerb line of Village Garth and not the centreline of Village Garth.  
Regardless of incorrect description, the drawing implies no possibility for couriers / deliveries to temporarily stop right in front of our property (which can still be permitted for 26 The Village). There is currently no regular parking occurring in front of our property and there is existing paving (as shown below) to deter kerb mounting. Our recommendation, as shown in the attached map, is to reduce the double yellow line length from 13 metres to 5 metre from the eastern kerb line of Village Garth or 8 metres from the projected centreline) of Village Garth.
- The no waiting lines on corner of Village Garth. Whilst I think something needs to be done about the parking on that corner as people don't seem to understand the problems created by blocking sight lines. I'm concerned that people will just park further up the close which will impact further on us residents trying to park. I'm not sure what the solution is as I've discussed it with other residents and the police without coming to a satisfactory resolution. I'm not sure where this proposal has come from as I thought the residents I'd spoken to had decided to just try to live with the situation.
- As a resident of Village Garth from the beginning (1999) and the parking and safety issues getting worse year on year. We ask you to extend double yellows to 20metres as the road narrows at the chicane for speed control in the Garth.

In support:

- We welcome the proposed parking restrictions at the entrance to Village Garth. It has always been a problem when turning into our road, or leaving it. I am writing to request further action be taken please. However, without the lines extending further into Village Garth, a vehicle can still park just beyond the proposed lines, still forcing cars onto the wrong side of the road. Therefore the proposals only solve half the problem for the sake of an extra few metres of lines. This area is parked in most days, by people going to work in the care home on the main road. Hoping you will reconsider and improve upon your proposal.
- Despite the inconvenience this will cause me on the occasions of visitors to my house parking requirements, I do fully support your proposals. In fact I would request that the existing proposal is extended on Village Garth a further 5-10m on its western side to stop nuisance parking on that side. The enclosed photos show regular use of this area by non residents and it creates a pinch point in the road dog leg opposite. Delivery vehicles, Bin Lorries etc. then use the grass verge outside my house to get past the parked vehicles. You will note the tyre marks and ruts across the grass and the surface damage to the pavement tarmac around my water meter housing.

The proposed yellow lines on The Village will deter parking in this area, however, I actually welcome some parking anywhere on The Village as it slows the speeding traffic with which we suffer. This area of Wigginton houses a local primary school, a church, doctor's surgery, retirement residencies and pedestrians associated with that struggle to cross the road which unfortunately has become a rat run for speeding vehicles taking a short cut through our village as they progress into Haxby or North onto Crossmoor Lane and onto Strensall. You removed the automatic speed warning sign that existed opposite my house!

#### **Officer analysis and Recommendation**

We have received only one request to reduce the restriction with all other representations asking for an increase in the length of restriction. We recommend to implement the proposal as advertised and add a review of extending the restrictions into the next annual review.

#### **Options**

1. Implement as Advertised(recommended)
2. Take no further action.
3. Implement a lesser restriction than advertised

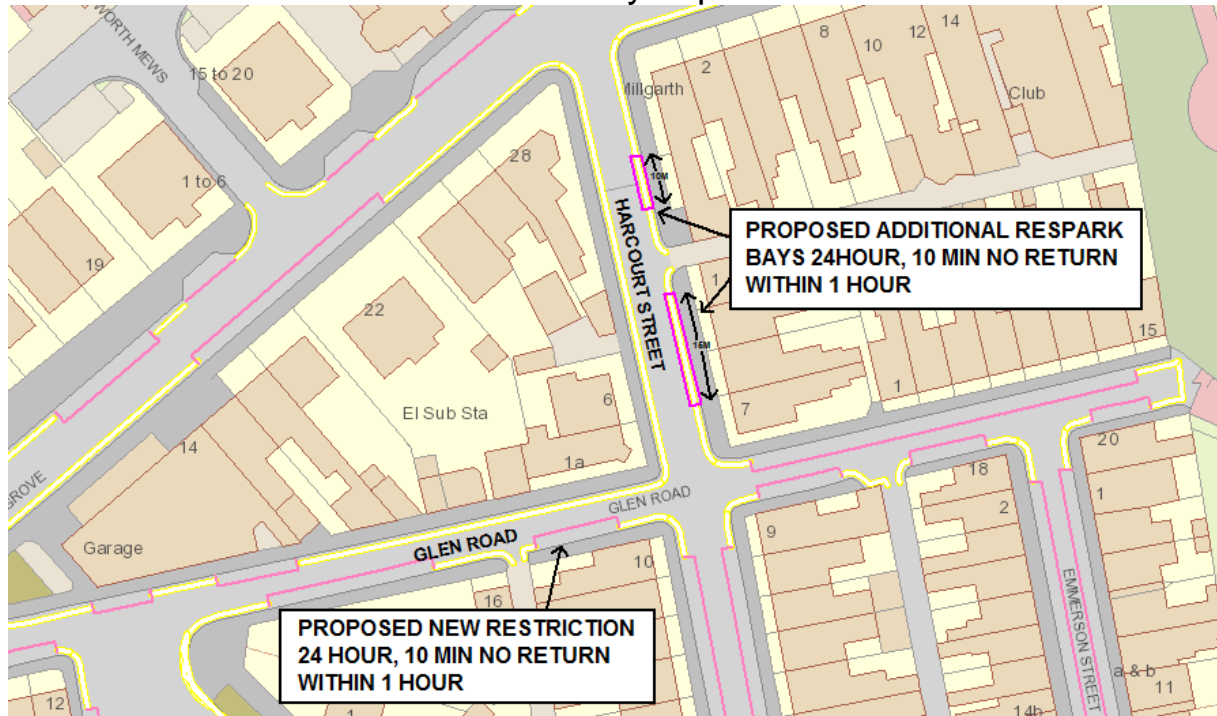
## Annex H Heworth Ward

# H1

**Location** Glen Road/Harcourt Street

### Nature of problem and plan of Advertised Proposal

Resident of Harcourt Street raised the issue of difficulties when trying to find a parking space within the existing Respark parking bays. Resident also stated the existing bays that have a restriction of 1 hour parking, no return within an hour are being used by taxis as a waiting area leading to further difficulties when residents try to park.



Recommendation was to revoke a 10m and 15m section of double yellow lines on Harcourt Street and install two Respark parking bays. To change the parking restriction of one bay on Glen Road from 1 hour parking to 10 minute parking, no return within 1 hour.

### Representations Received

- The reason for our objection is that our garage is situated in a lane off Harcourt Street alongside no. 6 Harcourt Street, and we have difficulty entering the lane even before anything is changed, particularly when larger vehicles or vans park opposite the lane end, even though there are double yellow lines. Sometimes we have to ask drivers to move their vehicles along so that we have access to our lane.

Owing to the tightness of the two brick walls on either side of our lane, neither of which are our property, we experience difficulty in entering the lane. We need to position our car as near to the

opposite side of the road as possible, straighten the car to miss the two brick walls, and pull in the wing mirrors prior to entering the lane.

We need access to the lane numerous times every day as our daughter who lives with us is chronically ill and has many appointments at different hospitals and surgeries.

Our house has had a legal, free and unrestricted right of access using the lane onto Harcourt Street since before we moved here in April 1976.

We notice that there is a similar lane to ours on the opposite side of Harcourt Street a few metres away and that this will not have any car parking spaces directly opposite to it under the proposals. We were surprised that we did not receive a letter from the Council about these changes, despite the fact that our property has a right of access to and from Harcourt Street. Also, on the map accompanying the Council letter, our lane is not clearly marked.

If these proposals are passed they will have a very negative effect on us as a family by creating further difficulties for us.

- I am writing on behalf of the residents at numbers 1, 3, 5, 6 and 7 Harcourt Street in response to your notice of the above dated 22 October 2021.

We would like to express our concerns and suggestions in relation to the proposed parking arrangements detailed in paragraph 2(i) of the Amendment Order, namely the alterations proposed on the east side of Harcourt Street between the northern boundary line of No. 7 and a point 15m north of that boundary.

We do not object to the principle of some parking spaces in the delineated area, particularly close to the properties at No. 1 and 3 as these properties are furthest away from the parking on Glen Road. However, we are aware that some residents of Hawthorn Grove are concerned about the impact of parking in this location on their ability to reverse into and out of their garage and I understand that they have contacted you separately about this. Residents of Nos. 5, 6 and 7 object to parking outside No. 5 due to the increased noise and disturbance from parked cars in close proximity to the front of our houses.

In addition, we are all concerned about the visual impact of parking on the street as it would mean that we are looking out on parked cars and are faced with them on coming out of our front doors. We consider that having a row of parked cars along the street will create a poor visual environment and will do nothing to enhance the attractiveness of the street. You will be aware of the



Government's 'Building Beautiful' initiatives and the introduction of the National Design Guide (NDG). In relation to parking the NDG has the following advice:

"Well-designed parking is attractive, well landscaped and sensitively integrated into the built form so that it does not dominate the development or the street scene. It incorporates green infrastructure, including trees, to soften the visual impact of cars, help improve air quality and contribute to biodiversity. Its arrangement and positioning relative to buildings limit its impacts, whilst ensuring it is secure and overlooked."

And in relation to creating well designed public spaces it says:

"Well-designed public spaces, particularly streets, are designed to support an active life for everyone, and are maintained for continual use. It is important to design them to include all of the users who may wish to use them for activities such as socialising, informal doorstep play, resting and movement. Their success depends on them being fit for purpose, attractive places that people enjoy using.

In well-designed places, streets are public spaces that are open to all. They encourage people to walk and cycle rather than to depend upon cars, particularly for short, local journeys. They are accessible to all and designed to meet the needs of their most vulnerable users. They are places where the design of shared space schemes, that remove or reduce the distinction between the pavement and carriageway, takes into consideration the needs of people with disabilities particularly visual impairment."

As residents we are of the view that any parking spaces provided in this part of Harcourt Street should incorporate a wider consideration of the street environment, traffic calming and how this can be improved. To this end we would ask the Council to consider the following measures on this part of Harcourt Street: Narrowing the street to provide traffic calming; Incorporating planters with street trees / vegetation to make the environment more attractive and to separate parking spaces.

Consider the potential for closing this part of the road to all but traffic for residents effectively creating a Home Zone, the likes of which was considered some years ago;

Alternatively, making this part of Harcourt Street one way, which would have the effect of reducing through traffic to an extent.

It is also worth noting that many years ago there were parking spaces outside 1A Glen Road and it may be possible to reinstate these thus reducing the number of spaces needed on Harcourt Street.

**Officer analysis and Recommendation**

The additional parking bays on Harcourt Street should not affect the ability of residents to enter the lane. Some of the recommendations received from residents are outside the scope of this review. The recommendation is to implement as advertised with a view to monitor and consider further highway improvements in the future.

**Options**

1. Implement as Advertised(Recommended)
2. Take no further action.
3. Implement a lesser restriction than advertised

**H2****Location** Monkton Road/Elmfield Avenue**Nature of problem and plan of Advertised Proposal**

This junction is a right of way from Elmfield Avenue to Monkton Road and a bus route. Parked vehicles close to “bend” causing access and sight line problems and obstructing pedestrian crossing points



Recommendation advertised: Prevent parking to improve access and safety around the junction/bend

**Representations Received**

We have received one representation in support and one objection to the proposal.

Objection:

- Where are we meant to park our cars after these lines go down???? We have no drive and can't afford to put one in ourselves. With the other yellow lines on the junction proposed then they will need some where to park to, and on our side our house is the usual spot. Unless we can have a drive provided or allocated parking for two cars outside our house. It going to be a problem.

Support:

- I'm all for restricted parking Monkton Road to allow busses easier passage. Would like ban on grass verge parking churning up all the grass and leaving a muddy eye sore

**Officer analysis and Recommendation**

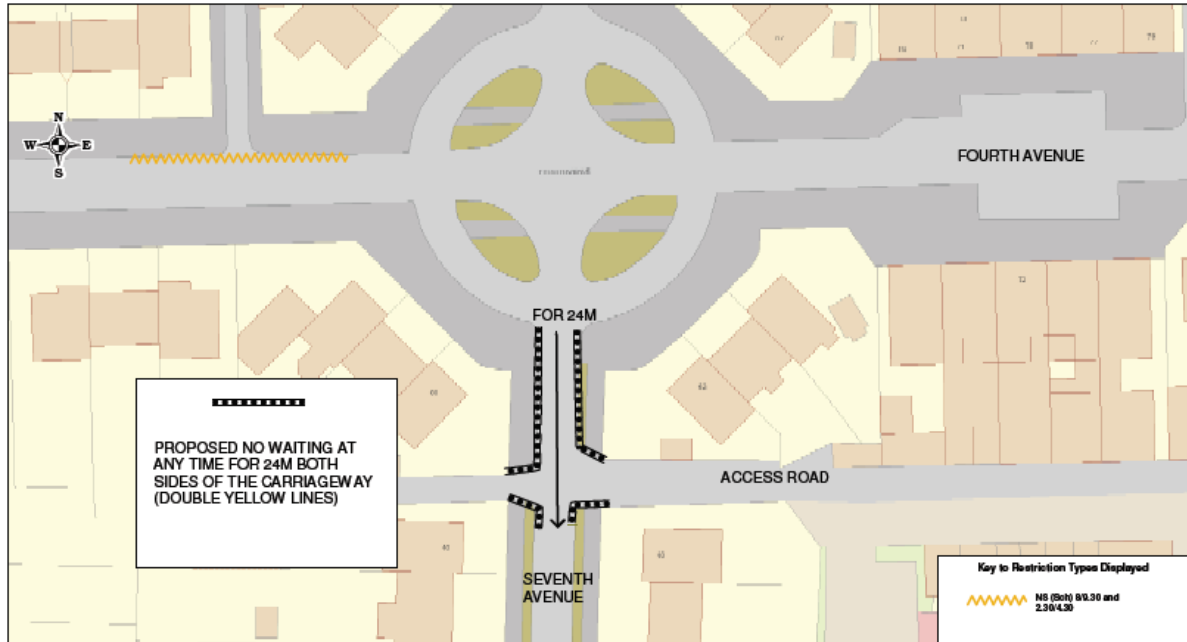
The length of the restrictions advertised are the length of 20m to protect pedestrian visibility when at the pedestrian crossing points on Monkton Road and Elmfield Avenue. Therefore the recommendation is to implement as advertised.

**Options**

1. Implement as Advertised(recommended)
2. Take no further action.
3. Implement a lesser restriction than advertised

**H3****Location** Seventh Avenue**Nature of problem and plan of Advertised Proposal**

Parked cars causing obstruction to access lane to rear of Fourth Avenue business outlets. Access required for deliveries.



Recommendation advertised: Double yellow lines on Seventh Avenue between Fourth Avenue and access road.

**Representations Received**

We received one representation in objection to the proposal.

- I am writing to object to your proposals to make the area on Seventh Avenue that joins Fourth Avenue into a “No waiting” area. Due to the ever increasing amount of vehicles per household (partially due to the amount of students in the area) there is already a lack of parking on Seventh Avenue. We live at number 46 and currently park where you are planning to impose new restrictions (see pic 1). There is no spare parking space nearby, directly in front of our house or anywhere else down the street or on Fourth Avenue either. The “Roundabout Controlled Junction” as you call it (nothing like a roundabout as regards to priorities or rules) currently has cars parked all over the footpaths (see pic 2). The narrow alley at the side of our house is an access road and cannot be blocked and there is no parking at the rear of our house. If you do your homework, you will see that everywhere else nearby already has its residents parking near their properties making it impossible to simply “park somewhere else”. I know it’s “not your problem” but I’d love to know where you expect us to park if these changes go ahead.

I would like to know the reasons for these intended restrictions as Health & Safety certainly isn't a consideration. If Health & Safety is an intended argument then Seventh Avenue needs a 7.5ton weight limit imposing due to articulated lorries from the One Stop shop speeding dangerously through our busy family friendly residential area where my children are regularly playing.

I genuinely would like to meet to discuss these plans as I feel that these plans are being made purely because of articulated lorries struggling to turn into the narrow access road which is too small for the size of lorries being sent to restock the shop. They have already caused damage to my vehicles, the posts on the verges, the verges (making them very muddy), and the hedges of the neighbours from over the road, the trees and the B.T poles.

Several years ago when we first moved here, when Seventh Avenue wasn't so busy, before we needed to park where we do, there is a utility cover on the footpath that was getting regularly broken due to lorries driving on it and breaking it

**Officer analysis and Recommendation**

The restrictions advertised will keep the access route clear and help to ensure delivery vehicles do not block the highway. As such, the recommendation is to implement the restrictions as advertised.

**Options**

1. Implement as Advertised(recommended)
2. Take no further action.
3. Implement a lesser restriction than advertised

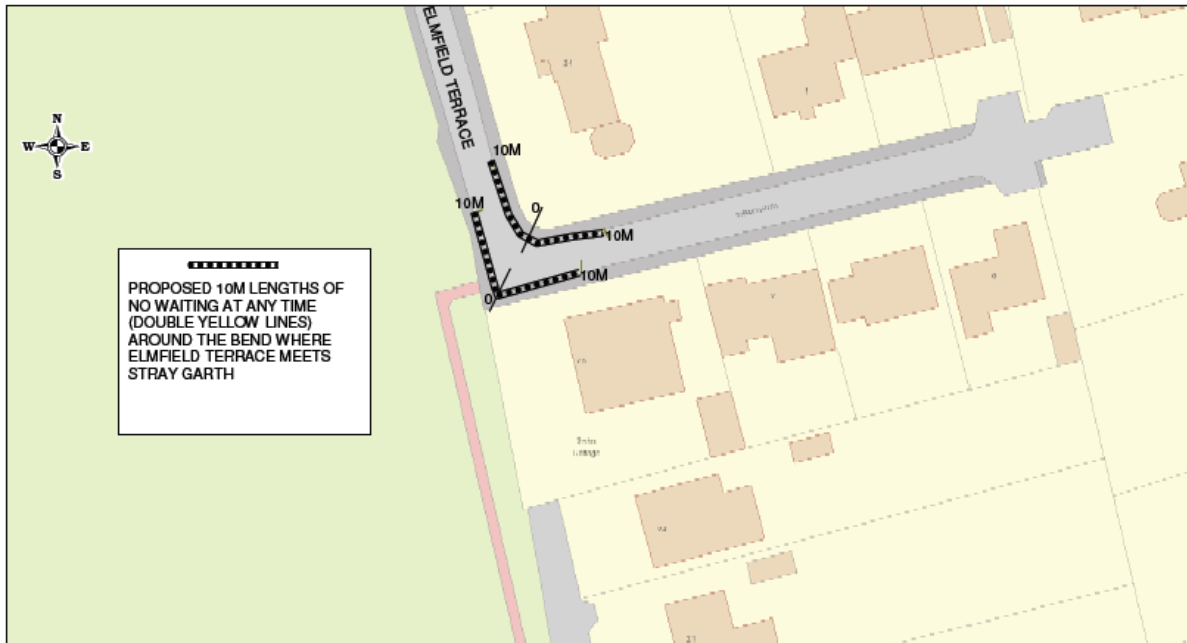
## Annex I Heworth Without Ward

# 11

**Location** Elmfield Terrace/Stray Garth

### Nature of problem and plan of Advertised Proposal

Vehicles parking in the bend area causing issues with obstruction, footway and fence damage and larger vehicles unable to access Stray Garth.



Recommendation advertised: Waiting restrictions to prevent parking in this area to improve access and lessen obstruction issues.

### Representations Received

We received three representations in support and four in objection to the proposal.

Support:

- I fully support the proposed parking restrictions above. My property bounds the right angle corner of both these roads and I have written to Nigel Ayre several times requesting the installation of bollards on this corner to stop dog walkers and dog walking businesses parking here. This results in other road users having to drive on the wrong side of the road on this blind corner. As a result you meet oncoming traffic head on - some of these vehicles also exceed the 20mph speed limit and sooner or later there will be an accident.

This corner is also used as a turning point and my fence has been damaged on more than one occasion by drivers who have poor judgement or have a trailer attached.

Additionally the bin lorry has to reverse the whole length of both roads and one driver recently nearly hit my fence. I am not

complaining about this as the bin drivers do a great job and are very careful as they also have the benefit of colleagues to guide them around the corner. It would be a great relief to have these restrictions in place especially to stop the many dog walking businesses parking their vans directly on the corner. They are big offenders on a daily basis. (image provided)



- We fully support the intention to tackle this issue which has to us been a cause of concern for some time. In studying the proposal however we are concerned that the cessation of the double yellow lines after ten metres into Elmfield Terrace will simply move the problem into an equally problematic area.

Unfortunately our experience shows that people, including commercial dog walking companies, attempt to park as close as possible to the stray gate and the likelihood is that they will therefore move only to the extent of the ten metre zone. The Terrace from the corner of Stray Garth to our gate is extremely narrow and large vehicles, both delivery and utility, already have trouble on the corner due to the narrowness of the road and the sharpness of the corner. If their manoeuvring is still restricted by parked cars forcing them on to the opposite side of the narrow road this problem will remain. It is also the case that drivers who are traversing the bend, sometimes at speeds that whilst legal are unwise, have no visibility of oncoming traffic and if this traffic is forced onto the opposite side of the road by parked vehicles this equally gives rise to a dangerous situation.

We appreciate that this is an effort to resolve the problem but would ask, for the above reasons, that consideration be given to extending the restrictions further away from the corner and to a point where the terrace starts to widen

- I live in Stray Garth and have had a 'near miss' several times when driving the car past a parked vehicle in the corner as we have to swing round it and can't see approaching traffic from



Elmfield. So I do see the sense in putting the restriction in for parking there, and would be happy for that to be done. Also, when it is clear, it is a useful space for vans and cars to turn in rather than coming down Stray Garth and finding difficulty at the end for turning. On that matter, we do seem to have vehicles coming down thinking they can get through, not realising that it is a cul-de-sac. Might it be possible to have a sign at the corner of Elmfield Terrace and Stray Garth indicating that perhaps?

However, I am concerned that if the dog walkers can't park in that corner they might be parking further into Stray Garth or Elmfield (which some already do) which are both too narrow to cope with additional cars. I don't think it will necessarily deter the dog walkers. It is lovely that the Stray is being so well used but car access to it is so restricted. I wish there more safe parking spaces for dog walkers but can't see how that is possible.

Objections:

- The proposed order may address the specific problem of obstruction of the corner, but it will simply displace the wider problem of obstruction and property damage to 10m along the road. The frontage to my property will be closest to the 10m exclusion zone on Elmfield Terrace. Already, when the corner has been parked on, other vehicles either park on the pavement outside my house (forcing pedestrians off the pavement and on to the road and, sometimes, blocking my small gate) or they park on the road. The latter circumstance means that other vehicles - including the increasing number of large delivery vans and trucks - tend to drive over my verge to get past the obstruction - on numerous occasions damaging my verge and plants in the process.
- I am writing to oppose this. I live off Elmfield Avenue on Thorn Nook on a street which only has limited parking at the moment and is likely to become more congested should double yellow be introduced on the top road.
- As residents of Stray Garth we wish to object to the proposed parking restrictions at the junction of Stray Garth and Elmfield Terrace.

The amount of parking which takes place on this bend is minimal. There is absolutely no evidence of any boundary having been damaged by vehicles either large or small and we have not seen any evidence of large vehicles being impeded by parked cars. We also feel that yellow lines in this residential area next to Monk Stray would be intrusive and a total waste of limited Council resources at this difficult time.

- We would oppose the proposal as it would, to our minds, simply push parking further along Stray Garth and create hazards and obstructions to egress and ingress of the residents. The corner is used for parking by dog walkers using the Stray, which can be a mild nuisance when negotiating the corner if there is traffic coming the other way, but this is less problematic than the proposal offered as a remedy. We think that either a slow sign or road marking on Elmfield Terrace warning of the corner, and/or a concave mirror place on the outer side of the corner, would be a more effective safety measure in negotiating the corner. We do not feel that yellow lines will deter people using the Stray from parking at this location, but would merely push the traffic onto potentially more hazardous locations on Stray Garth, inconveniencing the residents and any visitors they might have, with no clear benefit.

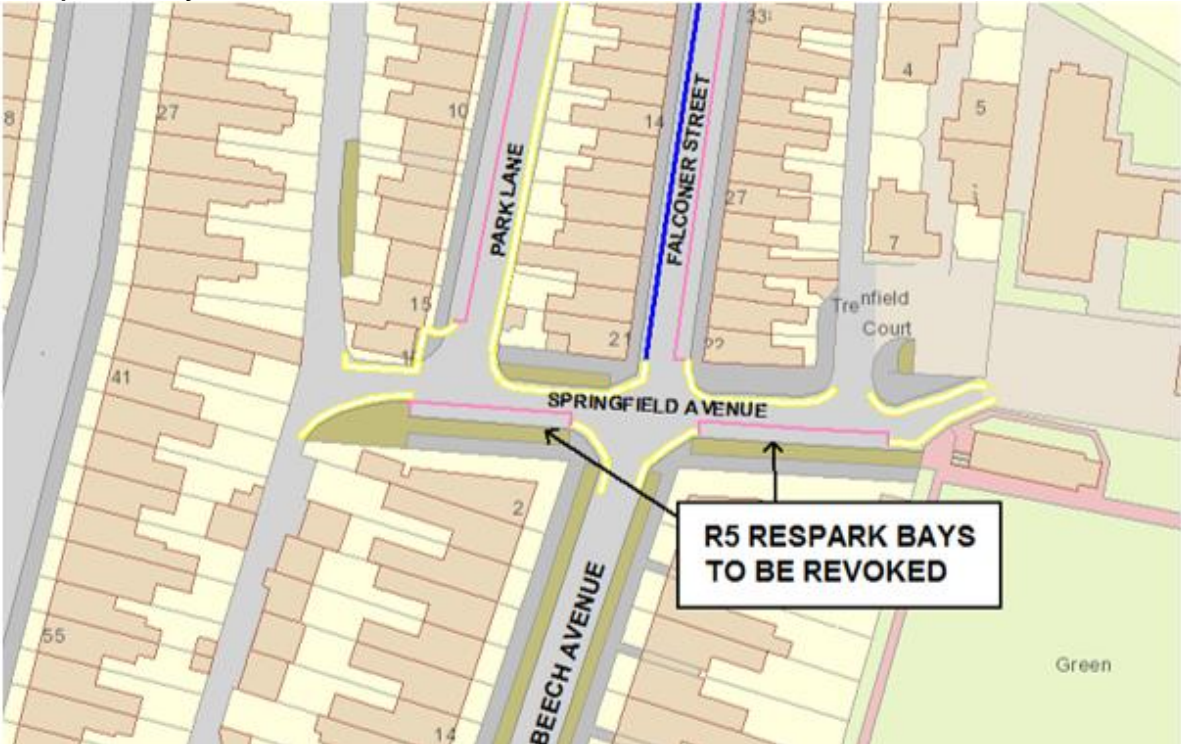
**Officer analysis and Recommendation**

The advertised restrictions will ensure the sharp bend is clear of obstructions. Regarding the requests to extend the restrictions, as we can only implement as advertised or a lesser restriction the recommendation is to implement as advertised and add the location to the next annual review for further investigation.

**Options**

1. Implement as Advertised(Recommended)
2. Take no further action.
3. Implement a lesser restriction than advertised

## Annex J      Holgate Ward

<b>J1</b>	<b>Location</b> Springfield Avenue/Beech Avenue
<p><b>Nature of problem and plan of Advertised Proposal</b> Residents raised an issue via a local ward Councillor regarding their inability to park on Beech Avenue due to residents of the neighbouring R5 Respark Zone parking on Beech Avenue free of permit charges and leading residents of the northern end of Beech Avenue parking on Springfield Avenue, and receiving PCN's for parking within the R5 Respark bays</p> 	
<p><b>Recommendation advertised:</b> To advertise the revocation of the two Respark bays located on Springfield Avenue to help alleviate the parking issue on Beech Avenue.</p>	
<p><b>Representations Received</b> We received two representations in support and one in objection to the proposal. In support:</p> <ul style="list-style-type: none"> <li>I am in favour of the removal of the parking restrictions as long as the next ones are Park Lane and Falconer Street removal, as well. If this is being done then please remove them from Park Lane and Falconer Street as it then becomes a free for all with multiple occupancies. There's isn't enough parking need green areas. Turned into bays to help with the parking issues.</li> </ul>	

- In response to the letter received today detailing the proposed removal of the R5 parking bays on Springfield Avenue I wish to write in confirming my support of the proposal.

In objection:

- I am emailing to voice my rejection and condemnation of the amendments included in the proposed traffic regulation order. Especially those that relate to the R5 parking bays on Springfield Avenue. I am a homeowner and resident of Falconer Street and parking for residents is already deeply unsatisfactory and by removing residential parking along Springfield Avenue it opens up the possibility of non-residents and tourists alike, parking there to visit nearby amenities like the allotments, bowling green and the Fox pub (and more).

**Officer analysis and Recommendation**

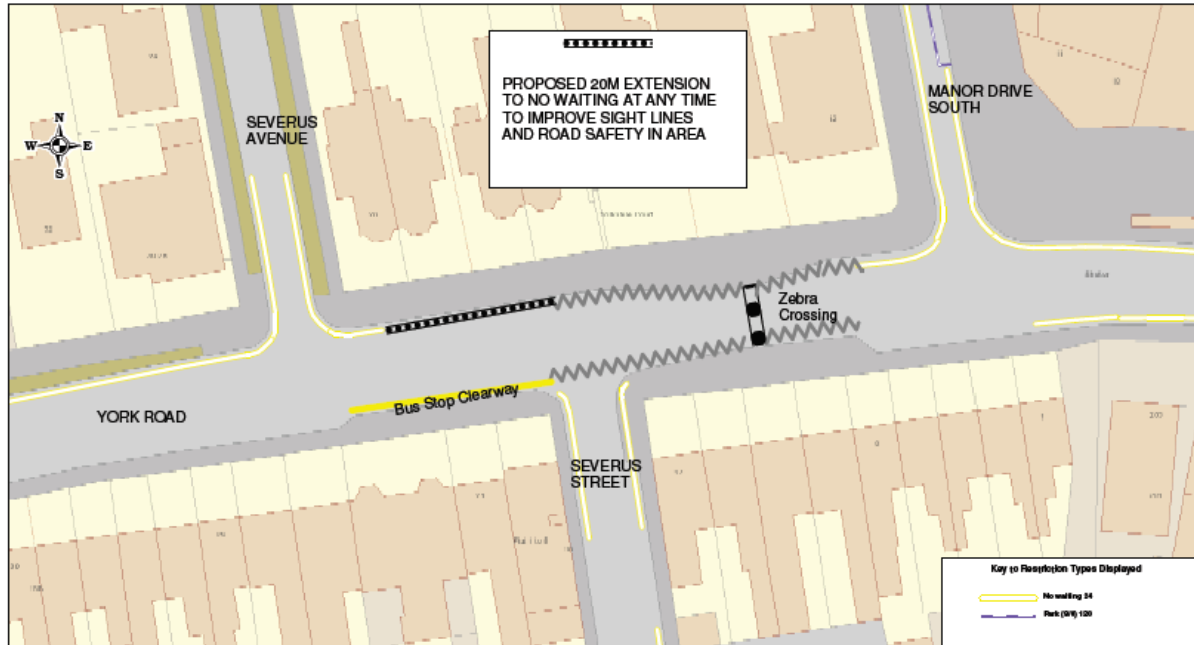
The two bays are outside of properties that are not eligible to apply for permits to park in them and this is pushing parking issues on to Beech Avenue. On-site inspections of the area the bays have not been fully utilised, it is therefore recommended that the proposal is implemented as advertised.

**Options**

1. Implement as Advertised(Recommended)
2. Take no further action.
3. Implement a lesser restriction than advertised

**J2****Location** Severus Avenue/York Road junction**Nature of problem and plan of Advertised Proposal**

Ward Councillor and residents request to extend waiting restrictions to improve sight lines when leaving Severus Avenue.



Recommendation advertised: 20m extension to meet zig-zags for pedestrian crossing as requested.

**Representations Received**

We received two representations in objection to the proposal.

- I am writing to express my objection at the proposal of extending the 'No Waiting at any time' restrictions on York Road (Acomb). Reasons for objection are as follows:  
I understand that the main rationale for extending this no waiting area is to improve visibility for vehicles pulling out of Severus Avenue. Severus Avenue is a quiet cul-de-sac with a 20mph limit. As such it is appropriate to refer to the Department for Transport's Manual for Streets.  
In this document there are a number of recommendations that will be contradicted by implementing this proposal.

**Parking**

"8.1.2 The level of parking provision and its location has a key influence on the form and quality of a development, and the choices people make in how they travel. The way cars are parked is a key factor for many issues, such as visual quality, street activity, interaction between residents, and safety"

One walk up Severus avenue and you will be guaranteed to see passive aggressive leaflets placed by residents on unfamiliar cars asking people not to park on their street. You will no doubt have received a number of complaints from the residents of Severus avenue that too many non-residents are parking on their street. Reducing the number of parking spaces on York road will only exacerbate this problem.

8.1.3 A failure to properly consider this issue is likely to lead to inappropriate parking behaviour, resulting in poor and unsafe conditions for pedestrians.

Extending the no waiting area on York road will almost certainly result in an increase in vehicles (including York council vehicles) that see fit to park on the pavement.

8.3.5 Local planning authorities will need to consider carefully what is an appropriate level of car parking provision. In particular, under-provision may be unattractive to some potential occupiers and could, over time, result in the conversion of front gardens to parking areas (see box). This can cause significant loss of visual quality and increase rainwater run-off, which works against the need to combat climate change. It is important to be aware that many disabled people are reliant on the use of the private car for personal mobility. Ideally, therefore, layouts should be able to accommodate parking provision for Blue Badge holders.

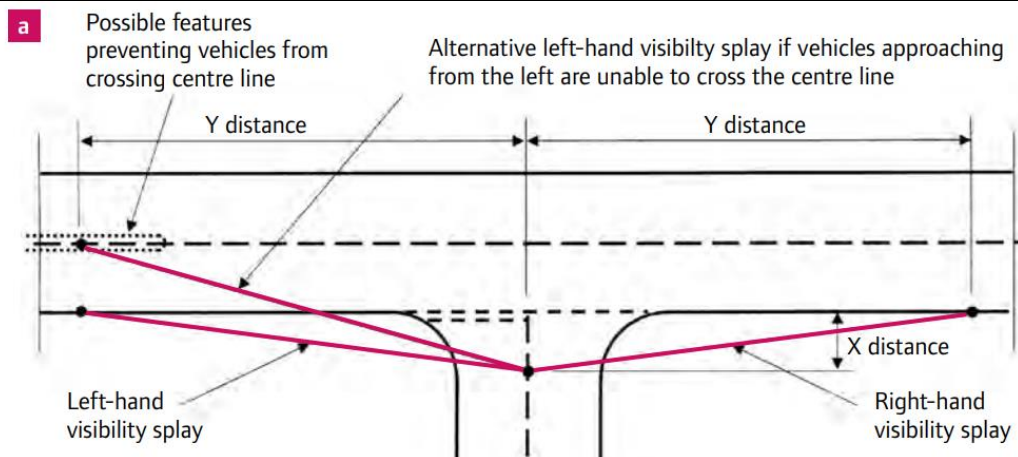
Has the level of parking provision been "carefully considered"? Given the number of businesses that rely on on-street parking in this area (Tower Vets, Footprints Nursery, The opticians, York Family mediation service). This problem will again be exacerbated by the opening of Vetruvius Tiles and the Bluebird bakery - both recent approvals - it seems contradictory to increase demand and remove supply of parking in the same year.

8.3.17 In deciding how much on-street parking is appropriate, it is recommended that the positive and negative effects listed in the 'On-street parking box' are considered.

This is a mixed use area, with a high amount of residential and business use. If you refer to the list, the pro's certainly outweigh the cons

#### Visibility

Please see fig 7.1 from this manual below. I am confident that lines of visibility at this junction have been met already whether this has been taken from an x distance of either 2.4m or 2m.



7.7.9 Longer X distances enable drivers to look for gaps as they approach the junction. This increases junction capacity for the minor arm, and so may be justified in some circumstances, but it also increases the possibility that drivers on the minor approach will fail to take account of other road users, particularly pedestrians and cyclists. Longer X distances may also result in more shunt accidents on the minor arm. TRL Report No. 18420 found that accident risk increased with greater minor-road sight distance.

Section 7.7.9 states that increasing visibility from the minor road means that cars approach at greater speeds with more confidence and consequently fail to ascertain other dangers. Report 18420 evidences that this actually leads to an increase in accidents. The Junction of Severus Avenue and York road is situated in between 2 closely and clearly visible pedestrian crossings that provide regular opportunities for vehicles to safely pull out. It is an area of significant pedestrian activity due to the local businesses in the proximity. The points raised in the Department for Transport's manual suggest that introducing your proposal will prioritise vehicular movement above pedestrian safety, residential parking and the viability of local businesses.

- I wish to object against the proposal to extend the no waiting area on York Road.

The reason given for this proposal is that it will improve the sight lines, however this is not the case.

The road at the point of the crossing narrows ( as you can see on your site map ) and the result of this on the ground is that a pedestrian waiting to cross on either side of the road can see and be seen for at least 200m in both directions - a much further distance than the minimum requirement for sight lines in a 30mph zone.

Furthermore, your map states that the crossing is a zebra crossing. This is incorrect. The crossing is a push-button pedestrian crossing with traffic lights. These traffic lights can be seen from even further away - at least 300metres. Additionally, there is always the option of altering the Operational Cycle of the crossing if there are any concerns.

**Officer analysis and Recommendation**

The visibility when exiting Severus Avenue in either direction is already protected by the existing pedestrian crossing ziz-zags to the right and bus clearway to the left. Therefore, the recommendation is to take no further action at this location.

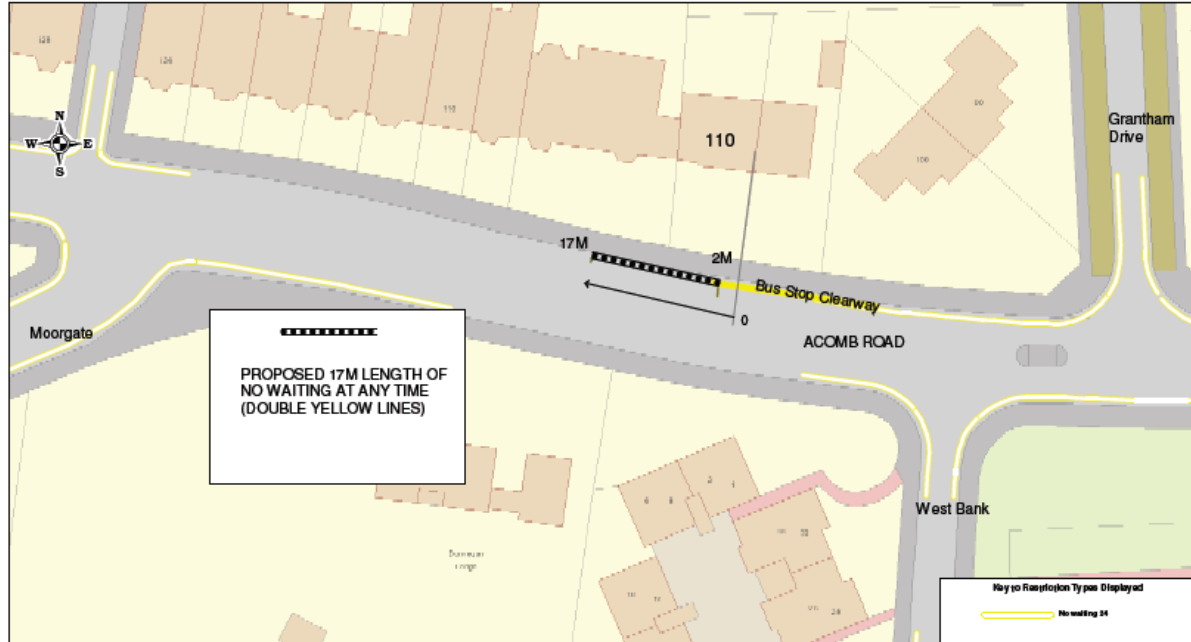
**Options**

1. Implement as Advertised
2. Take no further action(recommended)
3. Implement a lesser restriction than advertised



**J3****Location** Acomb Road**Nature of problem and plan of Advertised Proposal**

Vehicles parking too close to traffic island causing too narrow chicanes for bus access and safety issues for cyclists.



Recommendation advertised: Waiting Restrictions to protect area from inconsiderate parking and improve safety and access.

**Representations Received**

We received three representations in objection to the proposal.

- I would like to object to the parking restrictions near 110 Acomb Road because it will reduce parking for local residents. Parking is already problematic due to the conversion on 126 and 128 Acomb Road into flats.
- I would like to strongly oppose these restrictions as they directly impact my business at 112 Acomb Road.

I recognise that 110 Acomb Road had an issue once when a car parked across their driveway and think double yellow lines there would be a reasonable idea to protect access to their driveway, but I see no benefit in extending the restriction in front of my own property at 112.

I have run a business here since 2011 and there were never any issues with parking on the road before last year. However, last year the council gave permission, despite objections, to a large number of flats without requiring sufficient parking, so that all the residences and businesses along this stretch of Acomb Road now struggle with parking. I have been closed for 14 months due to Coronavirus and am now trying very hard to retain and reopen my

business. While the local and national government have been supportive during the pandemic, this feels very unsupportive, compounding problems created by those additional flats.

Perhaps you could consider extending the restrictions adjacent to the bus stop on the south side of the road. There are fewer residences and businesses on that side of Acomb Road and flats on that side have their own parking. If you limit parking on the north side, many residents will have to carry their children, shopping, etc across the busy road, deliveries and tradesmen will be affected and it is altogether an unhelpful change to a greater number of businesses and homes.

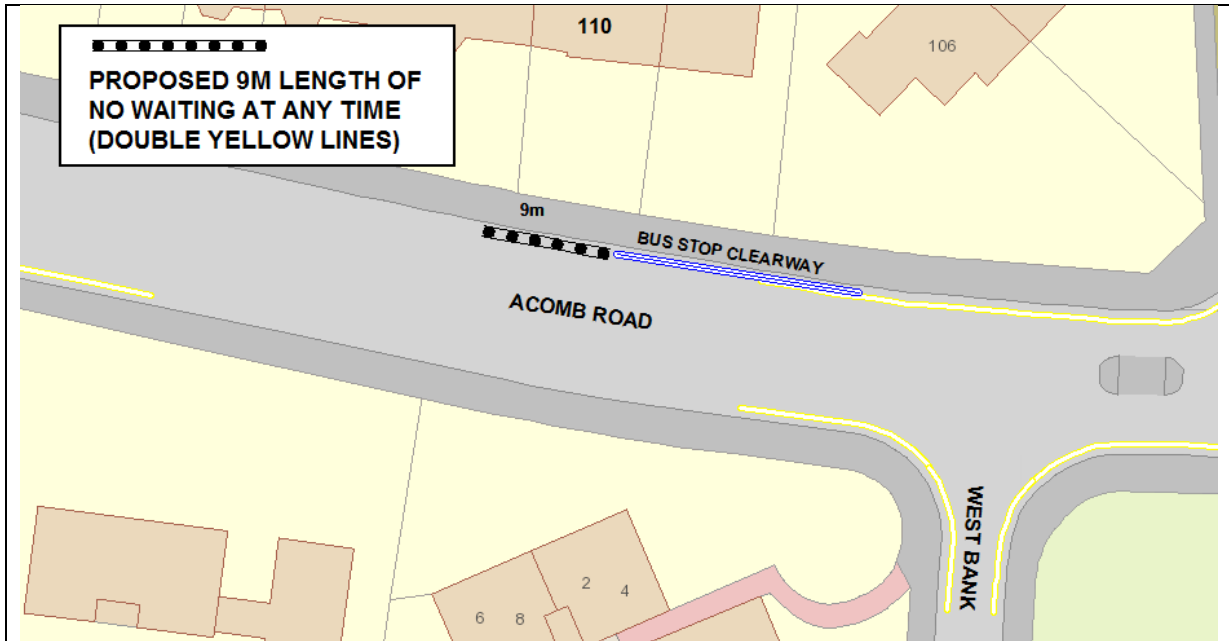
- Parking along this stretch of Acomb Road has become much more difficult since the planning applications for conversion of the two corner properties (Acomb Road / Braeside Gardens) were enacted last year, creating numerous flats with limited parking of their own. There is no obstruction to visibility splays due to parked cars on the stretch of road outside our property.

I have no objection to the no waiting being implemented outside 110 Acomb Road, but object strongly to a reduction in ability to park outside our own home.

Incidentally, I also mentioned earlier that the Bus Stop Clearway, now physically marked on the roadway on the North side of the road opposite our property, is missing from your map. In order to improve visibility and traffic flow at the junction with West Bank, especially during morning rush hour, it would actually make more sense to introduce double yellow lines on the North side of Acomb Road, running from the "missing" Bus Stop Clearway to West Bank. There are no properties fronting Acomb Road at that point, but when cars park there it does occasionally cause obstruction to the flow of traffic.

**Officer analysis and Recommendation**

Having a restriction in the approach to the bus clearway will serve to protect the ability to enter the filter lane for West Bank and provide access to the bus clearway (plan below).



**Options**

1. Implement as Advertised
2. Take no further action.
3. Implement a lesser restriction than advertised(recommended)

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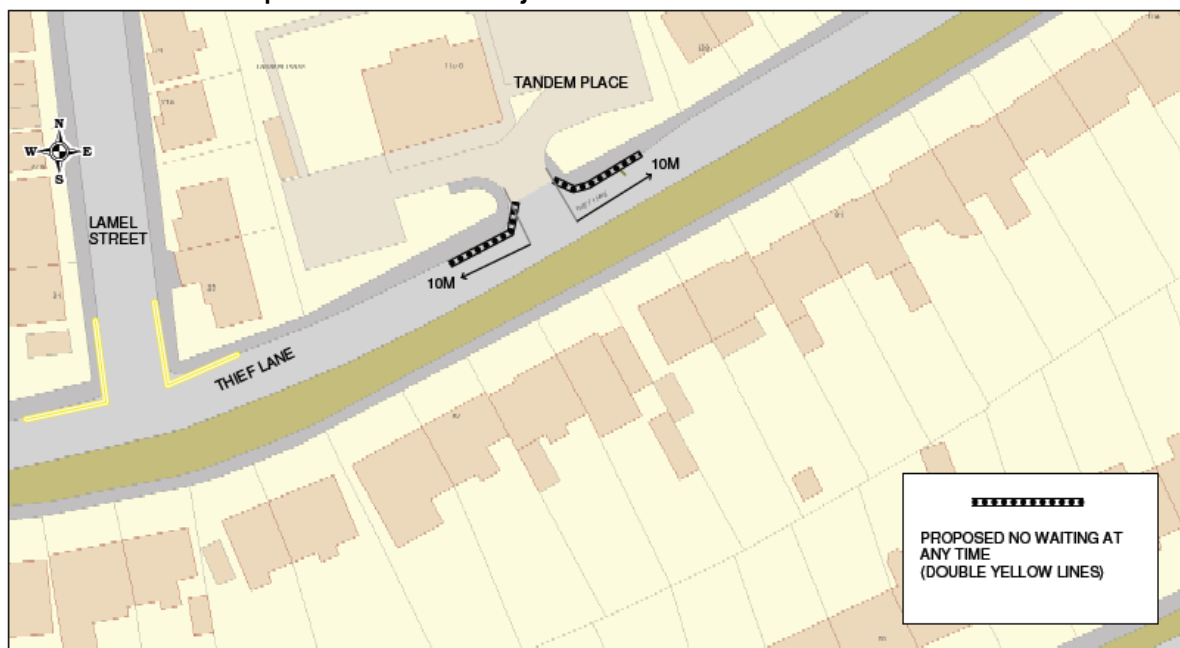
## Annex K Hull Road Ward

### K1

**Location** Thief Lane/Tandem Place

#### Nature of problem and plan of Advertised Proposal

Restrictions have been recently implemented at the junctions of Thief Lane with Lamel Street and Siward Street. Residents of Tandem Place report access issues from Thief Lane with a request for restrictions similar to those placed at other junctions.



#### Representations Received

We received one representation in objection to the proposal.

- I am writing to you following your proposal to limit our already scarce authorised parking spaces on Thief Lane as residents. Some of us only have one space for two vehicles hence a need to be parked on the street opposite our house. I particularly park and leave approx. 2 metres at least from the entrance curve of Tandem Place.

In addition to this problem, there is an unprecedented pressure from HMOs because we live near University and many students have lots of cars nowadays and they park on our street. Sometimes, I have to park far away from my own house for that reason...

As you may already know, the place where we live is also partly used as business premises. So, customers also park on the street to drop or pick up orders. Reducing the parking space availability is an issue to us. It will have negative effects on the business.

Furthermore, I read that a new proposal to change the law will be debated soon. It concerns the fact we won't be able to park on the

grass verge anymore - not that we do it often as it damages it. I take this opportunity to draw your attention to the fact that it was damaged by recent works on the lamp post outside our property. The truck left a ditch in the grass area near the road. It would be nice if it could be fixed...

For all the above reasons, I would like to know the grounds for such a proposal (statement of reasons) and if anyone from Tandem Place opposite us has complained about obstructions on the main road. We are talking about the loss of 4 spaces potentially. That's a lot...

**Officer analysis and Recommendation**

Tandem Place is a development, not a street and not adopted highway. The number of properties on the development would warrant some access protection. The recommendation is to implement as advertised.

**Options**

1. Implement as Advertised(recommended)
2. Take no further action.
3. Implement a lesser restriction than advertised

**K2****Location** Moore Avenue/Osbaldwick Lane**Nature of problem and plan of Advertised Proposal**

A resident raised an issue of vehicles parking very close to the junction leading to pedestrians having difficulties clearly seeing oncoming traffic when crossing the junction.



Recommendation advertised:

Implement no waiting at any time restrictions to the junction of Moore Avenue/Osbaldwick Lane. Two site visits witnessed vehicles parked entirely on the footpath and very close to the junction.

**Representations Received**

We received one representation in support and one in objection of the proposal.

In support:

- I am in total support of this as it gets ridiculous at the school drop off and leaving times. Also I would like to put on record that I would like the yellow lines extending slightly more than the 10 metres as I have a drive with a dropped kerb that is unusable due to cars parking opposite on Moore Ave.

In objection:

- My objection is based on the need for a wider review of the traffic issues in this area, especially Osbaldwick Lane where there is a significant problem with vehicles parking on the footway. This is dangerous for pedestrians, causes blockages and prevents the proper use of bus stops in the area. The introduction of Yellow Lines at the junction of Moore Avenue and Osbaldwick Lane in isolation will only make matters worse. These yellow lines are

needed but must be done in conjunction with a package of changes that deal with the bigger problem.

**Officer analysis and Recommendation**

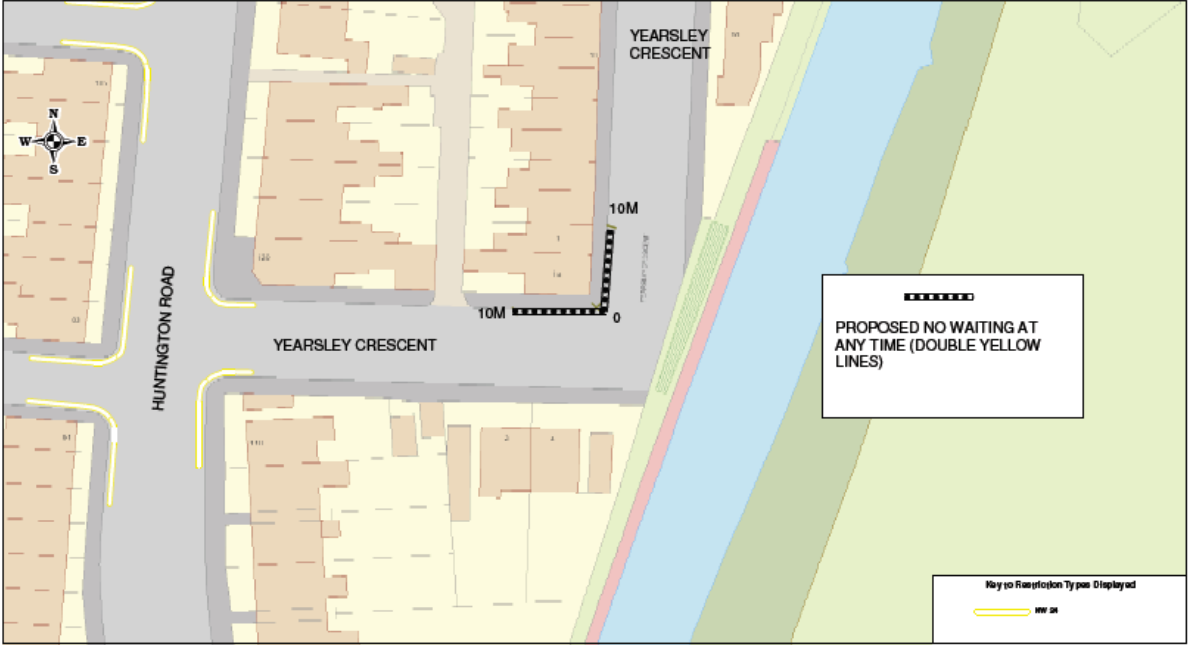
Restrictions at this location will provide clearer sight lines for pedestrians using the tactile crossing while crossing this junction. The recommendation is to implement as advertised.

**Options**

1. Implement as Advertised(recommended)
2. Take no further action.
3. Implement a lesser restriction than advertised



## Annex L      Huntington Ward

<b>L1</b>	<b>Location</b> Yearsley Crescent
<p><b>Nature of problem and plan of Advertised Proposal</b> Cars parking around the bend preventing access for larger vehicle access.</p>  <p>Recommendation advertised: The Ward Cllr reports receiving several complaints about this and the refuse wagon obstructed from collection. Consequently, we are proposing a length of restrictions on the inside of the bend as requested.</p>	
<p><b>Representations Received</b> We received four representation in objection to the proposal.</p> <ul style="list-style-type: none"> <li>We are writing to you to share our objection to the proposed plans for 'no waiting at any time' on the corner of Yearsley Crescent, York.</li> </ul> <p>The proposal states that double yellow lines will be placed 10 metres on both the west and north side, spanning a total of 20 metres of non-permitted parking on the corner of the street. We can only assume someone has made a complaint as we have lived here for 7 and half years and this has not been an issue before, could you please inform us of the reason for the proposal? We feel very strongly about the matter and would like to raise our objections as this directly will affect us parking outside our home. The residents of Yearsley Crescent have, as I'm sure you are aware, raised concerns about the lack of resident parking for several years now due to the high numbers of non-residents parking on our street.</p>	

The proposal will stop approximately 4 cars being able to park on the street and directly affect us and neighbours who already struggle to park outside our homes.

The proposed double yellow lines will have a further knock on effect to other residents as our cars will have to be parked further down the street.

If this is an access issue has it been considered that the double yellows, if needed at all, could be placed alongside the brick wall that backs on to the river bank. This would help the issue of parking outside our home and offer access to the street? Although we would like to point out access does not appear to be a problem as we often observe large vehicles accessing the street without issue. Could we also ask why it is that only some residents have sent a letter notifying them of their right to object, as this does not only effect the houses on the corner, as stated previously it effects many more whom have all shared their concerns with us.

- We know that sometimes people park inappropriately making the corner tight to get further into the cul-de-sac but we object to 4 parking spaces outside 2 properties being taken out of use when there is another solution. Referring to the map you enclosed we would suggest the restrictions be applied to the Eastern wall running alongside the river. It is the actual turning part that is narrow, not up to 10 metres along the first part of Yearsley Crescent. Also, a lot of people cannot seem to park in a good way alongside the river as that part is on an angle and this is where they tend to stick out into the road so you could still end up with a problem even if you do what you're proposing. It makes far more sense to us to restrict a general part of the road that is not outside properties than a part that is.

With regard to your current proposal, we fail to see how any vehicle would need a clear 10m to turn a corner, you cannot cut across our house and you can only start turning vehicles at a certain point in the road to avoid going over the corner of the pavement. If anything we would counter that 3.5m is more than enough, if the restrictions were put on the river side of the road. Parking is already an issue in Yearsley Crescent with a business on the corner with numbers of people coming and going and those who park up and walk into the city centre for work which will only get worse again when full Covid restrictions are removed in June. We believe your proposed measures will alter our house price and will be contacting an estate agent in this regard as it takes away 3 parking spaces outside our property. We accept it's a public road that anyone can use but if it's made out of bounds then someone

buying the property can't even have that as an option. We sometimes struggle to get a space outside our home and this proposal will just push the problem further onto our neighbours. Also, we have lived here for 25 years and have not had anyone knocking asking us about vehicles outside and them not being able to drive round. There are a number of streets opposite us that could not accommodate larger vehicles (as there are all over the city) and we would ask why our particular street has been singled out? We also have a campervan that we pack up for regular trips away and under your proposed restrictions we could not even park it outside temporarily to pack up our things, some of which are very heavy.

- Presumably this action is in order to make turning the bend in the street easier however it will have a big impact on parking down the street. As we are one of the first streets heading out of town with no parking restrictions we have a considerable amount of cars every day that park in the street to go to work or head into town. Parking can be awful and taking away these spaces will only push more cars over to my side of the road, blocking light from my living room and as already happens on a regular basis, blocking my driveway. I have attached below just 2 photos of many from the last week of cars blocking my driveway.

May I suggest it would be much more beneficial to the residents of this street if parking permits were introduced rather than taking away spaces. We have through lockdown had the chance to see what this street would be like without all the other cars that come and park here. It was very quiet and easy to park. Subsequently everyone could park outside their houses, leaving the far wall which backs onto the river clear of cars the majority of the time. This made getting around the bend in the road much easier. I believe there has already been a request put in from many residents in the street for permits from before I lived here.

- Firstly, I believe this may not be necessary in order to ease passing and turning of council and other vehicles since we have moved our caravan, which was parked on the outer corner opposite the proposed double yellow lines, outside number 4 Yearsley Crescent. I would suggest a review of the situation in the light of the increased turning space which this allows now. The caravan has been sold and will not be replaced and so the added space is permanent.

Secondly, Yearsley Crescent has a number of student properties along it, with multiple cars, and the crescent also supports casual local parking for several local businesses, as well as for customers

to Beautique on the corner, who come and go frequently during the day. Yearsley Crescent is one of the few roads locally where local business workers can park for more than 10 minutes and thus is greatly used and a very important local resource. This is supported by the residents of the crescent. However, if the parking resource were to be reduced by 20 metres, there would be much greater competition for spaces and potential for discord amongst local people. Local businesses, especially Beautique, would undoubtedly suffer too, as their customers regularly park within the 20 metre stretch of road you describe.

Thirdly, our neighbours at numbers at 1A and 1 Yearsley Crescent will be severely impeded by double yellow lines. They will lose the ability to park near their terraced houses and may be struggling to park even in another road locally, bearing in mind the number of terraced house residences in the immediate area, all of which are already very restricted for parking spaces since they have no opportunity for off-road parking.

I would urge you to review and reconsider your parking proposal, which I believe may not be necessary now and which, if it were to go ahead, would I believe cause numerous difficulties for local residents and businesses both individually and in interaction with each other.

**Officer analysis and Recommendation**

We have received several reports of refuse wagons being unable to access the crescent and as such recommend to implement the restriction as advertised.

**Options**

1. Implement as Advertised(recommended)
2. Take no further action.
3. Implement a lesser restriction than advertised

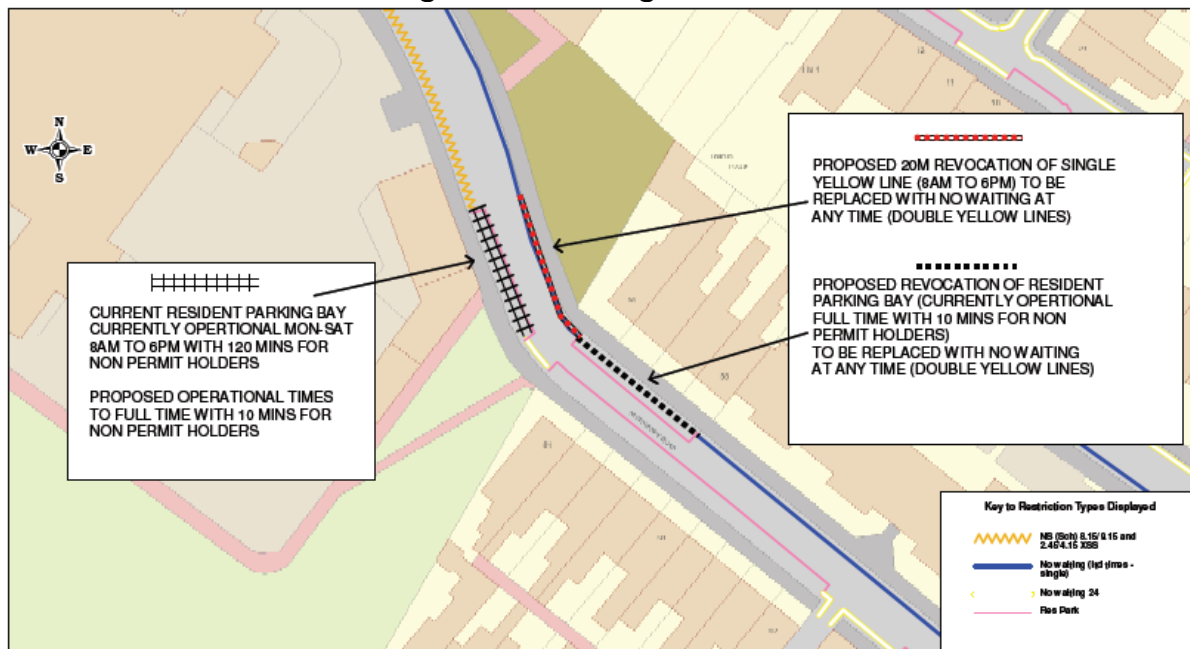
## Annex M Micklegate Ward

# M1

**Location** Nunthorpe Road

### Nature of problem and plan of Advertised Proposal

Complaints received from residents about legitimate obstructive parking in the area close to the bend (50-53 Nunthorpe Road) whereby larger vehicles are unable to negotiate the slight bend.



### Representations Received

We received four representations in objection to the proposal.

- I am a resident of Nunthorpe Road (on the south west side of the road) and an R16 permit holder. By revoking the existing R16 permit holder bays on the north east side of the road, car owners who currently park there will not be able to find space on the north east side, and will need to park in other bays on the south west side of the road. This area is already at capacity with vehicles most of the time. What is expected of permit holders on the south west side when holders on the north east side need to park vehicles on the south west side? When I purchased my R16 permit, I did so under the impression that the road would have as much parking availability as it does now, and this proposal would make it harder for those with permits to reliably park a car.
- Our concern is that parking on Nunthorpe Road is often bad as it is - we already avoid taking the car out at peak times for fear we will have nowhere to leave it when we return, and removing 4 spaces worth of parking as proposed will only exacerbate this problem. It is worth highlighting that nowhere in the letter does it

explain why these changes have been proposed, nor what the intended benefit would be.

It would be interesting to hear the thinking behind the proposal but as things stand currently I must object to the proposals. There aren't enough spaces in the area as things stand, and the benefits of making the spaces nearer the school 10 mins only for non-permit holders won't go nearly far enough to compensate for the spaces we will lose elsewhere.

- Firstly can we just say how dismayed and shocked we were at the proposal. We have previously highlighted to you the problems with the parking spaces outside numbers 50-53. The spaces when used were causing issues to passing traffic, and a risk to the cars parked there.

We had hoped that more practical arrangements could be put in place that would reduce the risks but NOT lose 3 parking spaces. There is insufficient parking on our street, and many people from the surrounding areas park, as well parents who come to collect their children from the school. The loss of 3 spaces is going to cause chaos. The fact that the current 2 hours spaces will be made into residents spaces is not going to help. We already park there!

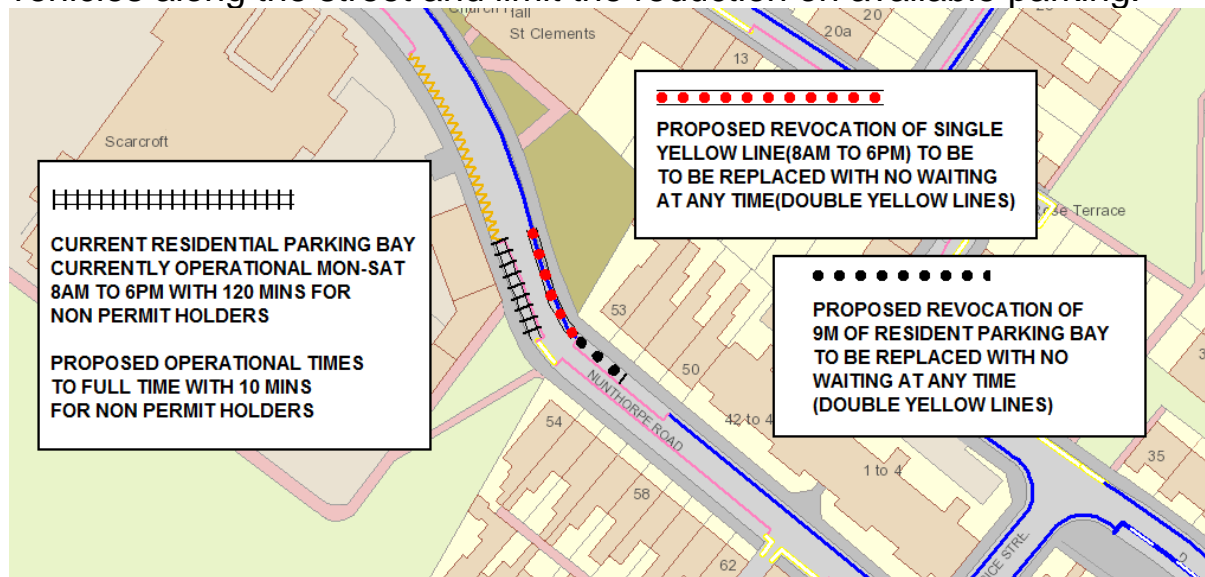
I am unsure why this particular proposal would have been chosen? Why was there no consultation with local residents, and did anyone actually come and view the street, as it seems to me it was done via maps, rather like the line drawn to divide India - ie no idea of the actual realities and practicalities for the people. Please look at this again and come up with some alternatives and it would be helpful if you could discuss alternatives/ proposals with residents in person.

- The proposed plan done without any meetings with local residents, no site visits as far as can be determined, seems to be a 'desk job' and for this area of Nunthorpe Road to lose 4/5 parking spaces is bordering on the ridiculous.

There is a major problem due to the curvature of Nunthorpe Road outside No 53 whereby HGVs and particularly Articulated vehicles are not able to negotiate the narrow space available hence the frequent 'knocks on the doors' of all the residents on both sides of Nunthorpe Road with " is that your car ?, do you know who's car that is? etc. The residents original proposal meets all traffic requirements with very little resource usage and most importantly preserves the current parking arrangements.

**Officer analysis and Recommendation**

The proposal was made due to concerns about vehicles unable to pass cars parked on both sides of the street outside No.'s 53 & 54 Nunthorpe Road, which is mentioned in the representations. The current proposal does remove available residents parking, which is already in high demand, it is therefore proposed to amend the proposal, to reduce the parking bay on the north east side, outside No.'s 52 & 53 Nunthorpe Road and review the area for the introduction of any additional parking bays. This will help alleviate the concerns about safe passage of vehicles along the street and limit the reduction on available parking.



**Options**

1. Implement as Advertised
2. Take no further action.
3. Implement a lesser restriction than advertised(recommended)

**M2****Location** Scarcroft Road**Nature of problem and plan of Advertised Proposal**

School parties regular use Wheatlands Lodge for residential field trips to York. A coach dropping off and picking up can take up to 60 minutes. Because of the proximity to the city centre the unrestricted parking bay outside the property is not available for loading activities. Unloading on the restrictions (yellow lines) either side of the parking bay obstructs the queue for the traffic light junction or vehicle access to nearby properties. We understand coaches can arrive on any day between the hours of 8am and 10pm.

**Representations Received**

We received two representations in support and fourteen in objection to the proposal. Please find below a precis of the comments received.

In support:

- With regards to the new double yellow lined area in front of the hotel, we have not changed our mind on this, and would be pleased to see it implemented as soon as possible.
- I welcome the yellow lines on Scarcroft Road to reduce the amount of non-residential traffic in York.

Could you also consider making the limited parking zone on Scarcroft Road in front of the (Granby Lodge) apartments into residential parking zone R48, which is the zone for Scarcroft Hill, Also change the parking zone on Scarcroft Hill and Wentworth Road to 24/7?

When the hotel was developed into apartments in 2001 it was recognised that there wasn't enough parking space for the amount



of apartments by making the area in front of the apartments zone R48 this would help the problem greatly.

Also if yellow lines are placed on Scarcroft Road, the cars will park on Scarcroft Hill and Wentworth Road after 17:00 and at the weekends as R48 is open to anyone between 17:00 and 09:00, also Saturdays and Sundays

- Whilst I don't have a problem with the proposed changes to parking bays on Scarcroft Road, I am concerned about the inevitable consequence of increased use of Scarcroft Hill and other roads for parking outside of permit hours. As a resident of Scarcroft Hill it is already difficult to park in the evening and weekends, and this will foreseeable get worse following these changes.

In objection:

- I think that the proposed amendments would increase the number of accidents in this area. The corner between Scarcroft Road and the A1036, south side, presents a small sidewalk. Pedestrians approaching the crossing on the east side of the A1036 are hidden by a hedge and have to wait close to the kerb to allow the passage of pedestrians that are not crossing.

Due to the fact that the width of Scarcroft Road leading to the A1036 allows for two lanes of cars, and that the traffic turning left (A1036 south) gets a green light before the traffic turning right (A1036 north) does, it often happens that vehicles turning left squeeze through the available space.

- The problem of coaches unloading and blocking the traffic lights is caused by the regular arrival of guests at Wheatlands lodge. I am surprised that these parking spaces for residents are removed for the convenience of a few tourists. The coaches are unloading illegally and will presumably now continue to do so in our spaces. With the earlier removal of the spaces near Scarcroft Green free spaces are now limited now that people are returning to park for work. There was no notification of this plan and it seems unprofessional that residents should find out through the press at the last minute.
- We are opposed to the proposed deletion of the four parking spaces outside Wheatlands Lodge Hotel because it is not necessary, will give rise to increased parking problems in the neighbourhood, and will not necessarily improve traffic flow at the junction. We would strongly support a one coach length bay be

created between the four car area and the entrance to Kirk House. This would be specifically for a time-limited loading/unloading of passengers and luggage for the hotel.

- I am not aware of any resident within our local small community having requested the above proposal and, judging by the opposition, of even wanting it. Some twenty five years ago the Council proposed Residents Parking for this part of Scarcroft Road. This was abandoned after a local petition was circulated. A further attempt by the Council some fifteen years later was also abandoned after objections from all the local residents, including the owners of Wheatlands Lodge who valued the parking spaces for their guests. A proposal by Wheatlands Lodge to turn the front garden of the hotel into a coach park was also rejected by the council. The south side of this part of Scarcroft Road has always remained with unrestricted parking even though some parking spaces have been lost due to the construction of what is now an entrance to Kirk House. It is only in recent times that coaches arriving at Wheatlands Lodge have become a feature. There are double yellow lines on Scarcroft Road and there is a 20mph speed limit. I have yet to witness any enforcement in relation to these. I am in favour of the status quo leaving things as they are but rigorously enforcing the speed limit for greater safety.
- I live on Scarcroft Hill. Parking in this road is permit controlled but is often difficult to find a space, particularly in winter and in the evenings. I understand parking is proposed to be reduced on Scarcroft Road. Whilst I do not object to that I am concerned that more people will seek to park on my road, Scarcroft Hill, outside the restricted hours of the permit scheme I would like to suggest the permit scheme be extended to 24/7 to enable residents to park on their own road.
- I am opposed to the proposed deletion of the four parking spaces because there does not seem any good reason for this to be done. Indeed, there is already a problem with vehicles approaching the traffic lights at high speed (well over the currently unenforced 20mph limit) which can only be made worse by a wider carriageway. Coaches loading and unloading guests to the Wheatlands Lodge Hotel are a continuing problem on the street. They park too close to the junction or blocking the vehicle entrance to the flats at Kirk House, or double park, or park on the

double yellow lines on the opposite side of the road. None of these dangerous stratagems to unload or load coaches should be allowed to continue, either explicitly or illegal, but ignored. If the deletion of the four car parking spaces and provision of double yellow lines is intended to allow coaches to load and unload on the double yellow but further away from the junction, this would of course be encouraging illegality. Could the four car parking area be moved one car's length nearer the junction and a new, one coach length bay be created between the four car area and the entrance to Kirk House, restricted to say 10 minutes to give time for unloading people and luggage? or, better, just leave things as they are and get the 20mph limit enforced - cutting speed reduces accidents and danger.

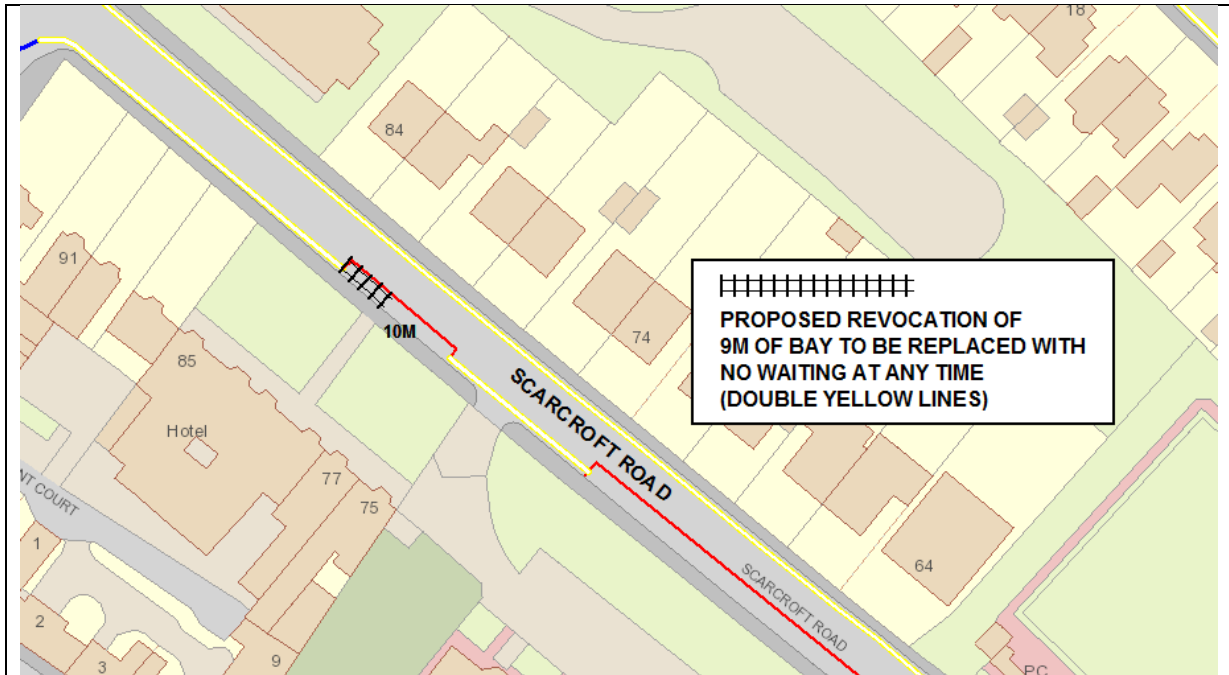
- The area you are intending to turn into a no waiting area is where I feel safe to park. Where am I now expected to park? The coaches seem to have taken a priority over local residents. Perhaps the bookings of coach parties should have been considered by the hotel if embarking and disembarking is a problem in such a busy residential area. There is a site further along, before Scarcroft Hill that has parking for 2 hours only. This isn't an area where residents can park, as it does not give us long enough. Why not use this? It would still allow the coaches to park without obstruction.
- It appears these plans may be to allow coaches to drop off passengers at the hotel. These vehicles cause a problem on Scarcroft Road because drivers leave their vehicles idling and this causes both noise and air pollution. Additionally, the traffic on the road is already too fast, with many drivers breaking the 20mph limit as they come through the traffic lights.
- Removing the parking option on the south side on Scarcroft Road will also remove the only thing which aids the unenforced 20 MPH speed limit.
- If the parking is removed, will the speed limit magically begin to be enforced? As I recall, the last time the police were asked they said that they would not consider enforcing the limit.  
Given the large number of schools in the area, removing the only thing which actually limits speeding motorists would seem to be a very bad idea.

- We agree that parking coaches between the current 4 parking spaces and the Scarcroft Road/Mount junction is dangerous and causes congestion at the traffic lights.
- However instead of removing parking spaces that are heavily used by Scarcroft Road residents, particularly residents of the flats next to Wheatlands Lodge Hotel, would it be possible to make a 10 minute drop off & pick up space between the driveway to Kirk House & the 4 parking spaces (possibly moving the parking spaces slightly towards the junction).
- I agree that coaches parking here, causes congestion at the traffic lights, and this needed to be addressed. However, parking along Scarcroft Road had already been reduced by the introduction some years ago, of a designated place for parents to collect their children from School, opposite the Allotments. I would like to suggest that a designated area for ONE coach be allocated on Scarcroft Road where the entrance to the new flats “Kirk House’ is situated.
- I live on Scarcroft Hill and currently we have residential parking, but only 9 - 5 Mon-Fri. The changes you propose to make to the adjoining roads will have a knock on effect on our street, which is already tight for parking.

**Officer analysis and Recommendation**

The loading and unloading of a vehicle on ‘No Waiting’ restrictions is not something that is enforceable by the Council Civil Enforcement Officers, it is therefore recommended to reduce the bay by 9 metres (leaving a 10 metre bay). This will move the unloading operation away from the signalised junction and still leave a parking amenity in the area.

A number of objections related to the hours of operation of the residents parking zone R48, this can be taken forward in the next review but not something that we can progress as part of this proposal.(plan below)



**Options**

- 1. Implement as Advertised
- 2. Take no further action
- 3. Implement a lesser restriction than advertised (Recommended)

**Ward Councillor comments:**


**Cllr. J. Crawshaw-**

**M2-** I can't say that I have ever received a complaint relating to this issue in the 5 years since I was elected. Likewise, I don't recall ever having observed a problem in the 12 years I have lived around the corner. My understanding is that none of the residents opposite are in support of the reduction in spaces (though my evidence is anecdotal, not empirical).

Over the past few years I have received a number of complaints about parking within R48 (and in the interests of transparency, please note that I live within this zone). I share the concerns raised that any reduction in free parking on Scarcroft Rd could have a detrimental impact on R48, particularly during evenings and weekends and especially when coupled with the recently agreed introduction of a ResPark Zone extension along further sections of Albemarle Rd. Therefore, if this reduction in spaces goes ahead, I recommend that a review of the hours of operation for R48 be instigated as part of the decision

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## Annex N Rawcliffe & Clifton Without Ward

<b>N1</b>	<b>Location</b> Landalewood Road
<p><b>Nature of problem and plan of Advertised Proposal</b></p> <p>Residents raised an issue via local ward Councillor regarding extensive parking on the footpaths of Landalewood Road leading to pedestrians being unable to access the footpaths and having to walk in the carriageway. Councillor has also advised of a child who lives on the road who requires a walking aid for mobility who is having to walk on the carriageway due to the parked vehicles.</p> 	
<p>Recommendation advertised: Implement no waiting at any time restrictions to north and east side of the play area, southern turning head and eastern carriageway section adjacent to the property boundary of 32 Landalewood Road.</p>	
<p><b>Representations Received</b></p> <p>We received five representations in support and three in objection to the proposal.</p> <p>In support:</p> <ul style="list-style-type: none"> <li>• I am in receipt of the Proposed Amendment to the TRO and totally support its approval. Since the increase in Houses of Multiple Occupancy in the three storey Townhouses parking is a problem.</li> <li>• I am writing to fully support the proposal as the parking situation in the street is terrible. The measures set out in the plan will vastly improve safety for pedestrians and cyclists as the parking on pavements and corners has become very dangerous. Also people</li> </ul>	

parking on the road opposite my house makes it difficult to leave or gain access to my driveway.

- I fully agree that additional road markings should be added to help with the parking issues. It is a regular occurrence that cars are parked on pavements, often with insufficient room for pedestrians to pass without using the road. There are many families with young children living on the road, including at least one with reduced mobility. My primary concern about the proposals is that the proposed locations of the markings will simply move the problem elsewhere on the road. The mandatory restriction of not parking within 10 m of a junction is routinely ignored at present, despite comprising a significant area of Landalewood Road; the roadsides outside Nos 15, 17 and 18 do not appear to be subject to the new markings, but are already frequently used for parking despite being on junctions. It seems likely that the proposed plans will make the situations in these areas worse. Additional markings in these areas would seem an obvious measure. I would add that every property on the road has sufficient land at the front for 2 cars to park off-road, and furthermore many houses also have garages. There are already a few designated parking areas as well as a largely unused (overnight) free car park at the Clifton Moor Church & Community Centre.
- Regarding the proposed new double yellow lines, it appears from my review of the planning documents that the area around the junctions are not going to get any new double yellow lines. The main safety issue has always been with these two junctions. At present the parking of vehicles on these junctions is in contravention of the Highway Code (for parking within 10m of the centre of a junction) and has created a real safety hazard for vehicles manoeuvring around parked vehicles that straddle the paths and block pedestrian access. Because of this we have cars struggling to pass through these parked vehicles safely with pedestrians also walking in the middle of road because the paths are blocked. There is a family with a disabled child whose mother has to transport her child using the middle of the road which is totally unacceptable. The white vans as illustrated in the attached photographs are parked in such a way as to obstruct the access of emergency vehicles to the occupants of the cul-de-sac at the far end, should there ever be a need for them to be called. The proposed new double yellow lines are welcomed but do not go far enough as the problems with white vans obstructing the junctions will persist because double yellow lines are not going to be put in these areas. Without hindering the current plans, I would be



grateful if you could consider further plans for more double yellow lines on the T junctions.

- Rawcliffe Parish Council would like to comment that they are in support of these Orders.

In objection:

- I object to various elements of the recent notice sent to householders in Landalewood Road. I understand the need for restrictions to parking on corners of roads and indeed the occupier of number 32 has parked a very large van across the corner of their front entrance for quite a long time, blocking visibility to traffic in several directions.

Whilst in favour of some restriction on that corner I cannot see the need for it to stretch right down the boundary of number 32, as it would appear to do on your plan, effectively stopping at the visitor parking bay. Most occupants of this road own 2 cars, sometimes more, and that stretch of road is needed for additional parking that cannot be accommodated by the householders' driveways.

- The issue with this is where do you expect everyone to park?? The problem is the council allowed these houses to be converted into flats, which in turn by the very nature of the conversion made for more cars looking for parking places down our street. A lot of the residents objected to the planning saying that parking was already at a premium but this was dismissed by the council. Now you are telling us that we won't be able to park in certain area of the street!!

We have already our converted drive because of this issue and now it's going to be compounded. All that is then going to happen is folk will park in the church car park and that has already been an issue with the church talking about putting a gate so it can actually be used for the hall not for the residents to park in.

Planning should not have been granted on the flats to begin with these are family homes and as such parking was adequate. Please re think these plans or make the houses turn back into houses not flats!!!

- Firstly, I would like to know why the letter regarding the changes at Landalewood Road wasn't addressed to us, although the changes directly affect us.

I have looked at our drive and even if we were to attempt to extend it, we still would not be able to park two vehicles on there. Unlike other households we only have two vehicles, one we park on the drive and the other outside our house. I don't feel it fair that you intend to put double yellow lines all around the outside of our

house, preventing us from parking there. Nowhere else on our street has been affected apart from us.

**Officer analysis and Recommendation**

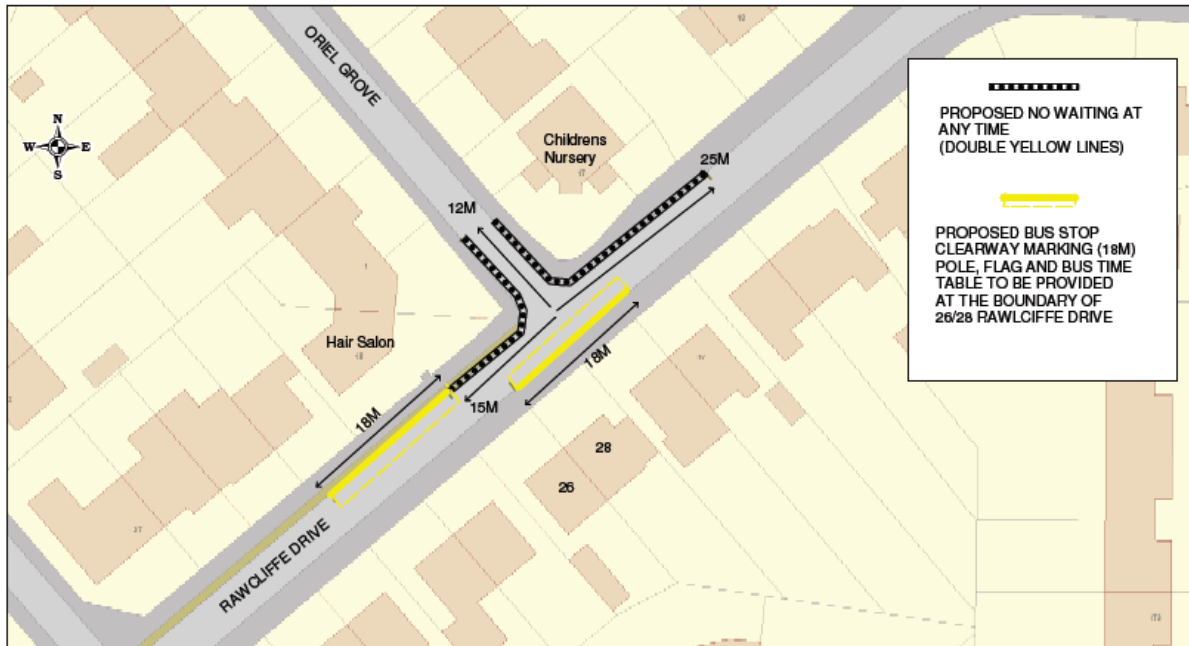
The proposed restrictions would remove some of the obstructive parking causing issues for pedestrians. The junction areas could be added to the next annual review for further consideration. Therefore, the recommendation is to implement as advertised.

**Options**

1. Implement as Advertised(recommended)
2. Take no further action.
3. Implement a lesser restriction than advertised

**N2****Location** Oriel Grove/Rawcliffe Drive**Nature of problem and plan of Advertised Proposal**

Reports of parking close to junction, including creating difficulties with access and pedestrian crossing. Issues compounded with a nursery day care provision and a hairdresser on the corners of the junction.



Recommendation advertised: No Waiting at any time to protect junction area from inconsiderate parking.

**Representations Received**

We received three representations in objection to the proposal.

- I was wondering how you can put a bus stop between 2 driveways, not only is this dangerous for people standing at the bus stop but also for the people living at them homes trying to get out of their drives. I live over the road and there is already a bus stop outside my house, a post box on my land and now a bin!!! Think this proposal need looking at again, also what do parents do with children at the nursery? This a busy road having to walk further down the road with small children is not the safest thing either.
- Firstly, we already have one bus stop opposite our house so to have another on our boundry line would be really disruptive and add to the already congested parking issues. If the proposed bus stop clearway markings were to go ahead this would cause significant disruption as we have two cars both used for work, one parked on the drive and one in front of our property. If other cars were forced to park in front of the house this would

cause chaos for us as we have baby on the way and my partner is a painter and decorator so needs to be parked as close to the house as possible for security reasons as he carries power tools etc is his van.

Parking is already difficult on this street and to impose further restrictions would be an absolute nightmare for myself and my neighbours.

We strongly oppose the proposed changes and do not see why another bus stop is needed when we have so many in close proximity.

- We are writing to object to the proposal for double yellow lines around our boundary at Bright Beginnings Day Nursery on Rawcliffe Drive. We have been an established nursery for 23 years and have served our local community well with no complaints from any of the neighbours until now. We have looked after the now grandchildren of some our unhappy neighbours and do everything in our power to ensure that our parents are parking safely and with respect for the neighbours. We have a current planning application in place for a small six place baby unit which has not gone down well with our neighbours. The threat of double yellow lines feels like a personal attack on this business rather than a proactive solution to helping the sustainability and sufficiency of the nursery. It is surely the role of planning to find compromises and solutions rather than sabotage us and our success. We appreciate that our recent planning proposal for a baby unit may have upset our neighbours, but we have plenty of photographic evidence to show that the cars parked on Rawcliffe Drive for most of the day are not actually our parents causing the problem.

There are several reasons we wish to object to this proposal but primarily we want to highlight that implementing double yellow lines around a children's day nursery will not solve the current issue surrounding parking. By preventing our parents from accessing the setting near to the door, you will be forcing them to park further down the street therefore causing more traffic problems. Our parents do use the stretch of footpath near to the junction of Oriel Grove and we do appreciate that it isn't always ideal. However, they drop off or pick up for a noticeably short period of time and very rarely cause an issue for other road users. There is already extremely limited available on street parking on Rawcliffe Drive. We have an appropriate amount of space available for our parents to pull up, hand over their children and

get on their way. We endeavour to remind our parents to park safely and with respect for our neighbours.

The hairdressers' clients across the road are elderly and rely on being able park near to the door of the salon to enable them to access the business for a haircut. It seems unfair to punish two small businesses who already struggle for appropriate parking by putting in double yellow lines. Both businesses have and do serve the local community. This is important especially when considering we are going through a pandemic where small business growth is limited.

When Bright Beginnings started on Rawcliffe Drive there was no bus route through the street. It is a narrow street and so allowing the bus to pass through does not help matters. The cars down Rawcliffe Drive must park on the path to allow enough room for the buses to pass though safely. This is nobody's fault but the person who decided Rawcliffe Drive was a safe and suitable bus route. Putting a bus stop opposite the Oriel Grove junction seems to be a dangerous decision as you will be removing more on street parking availability to the residents and business users of Bright Beginnings and the hairdressers across the road. It appears double yellow lines are more of a deterrent for our customers using our businesses as they are a measure to control and maintain highways safety. We would like to highlight that is extremely rare that anyone gets on the bus (number 19 and Hospital Bus) at the bus stop near to the nursery and we very rarely see people on the bus at all on this route. We use our outdoor space for most of the day and confidently suggest that you look into the passengers getting on and off the Rawcliffe Drive route. It may be more beneficial to move the bus route to a street with better access and without a children's day nursery and secondary school.

We have also noticed that a few of our neighbours have had dropped curbs and then extended their driveways to create more parking spaces. This is brilliant for those people but has resulted in a reduction of available on street parking. Double yellow lines will therefore just create more issues further down the street where residents use available space for parking due to not having enough space on their driveways.

As a business we have made an agreement with Clifton Hotel and they have allowed the team to park in their car park which was a very kind and neighbourly thing to offer. This has therefore left the space clear in front of our garden. However, since doing this a mysterious blue car, not belonging to the team has parked in front

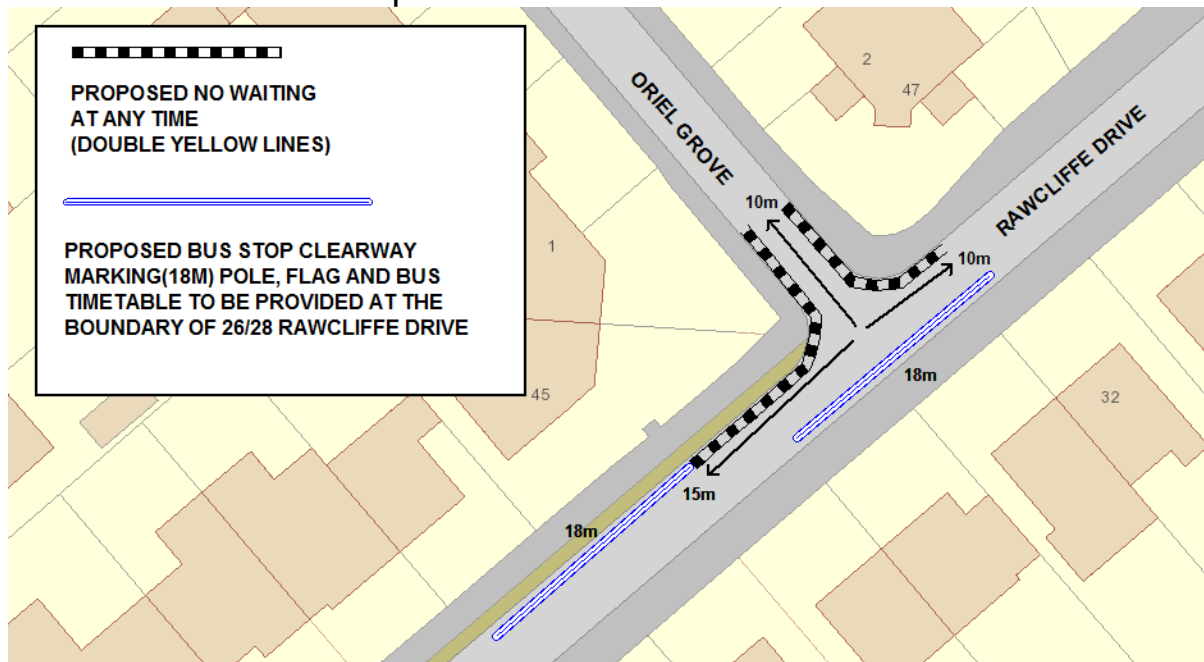
of the garden taking up half of the space we then allocated to help parents drop off and pick up safely. We feel that we are being punished by planning and highways because our neighbours were unhappy about our planning application. We seem to be scapegoat for all the planning issues down Rawcliffe Drive when really, we are an extremely small and insignificant part of the problem.

We also have some concerns of the safety of our families who will be forced to park down the street, sometimes get two small children out the car, walk them to nursery safely and ensure they are not blocking access to anyone's house. We have perfectly good 'setting down' access to the nursery without having to make it more complicated with double yellow lines.

We have done some research and would like to find a compromise where we can ensure that our families can pick up and drop off their children safely, the hairdressers can continue to serve their clientele and our neighbours are happy. Double yellow lines are only appeasing the neighbours of Bright Beginnings and is at the detriment of many more people. We feel a single white line may solve the problem.

### Officer analysis and Recommendation

The complaint was regarding pedestrian safety when using the tactile crossing. The recommendation is to reduce the restrictions to junction protection to ensure pedestrian safety, with consideration to the nearby children's nursery and ensuring the crossing facility is available and with unobstructed views for pedestrians.



**Options**

1. Implement as Advertised
2. Take no further action.
3. Implement a lesser restriction than advertised(recommended)

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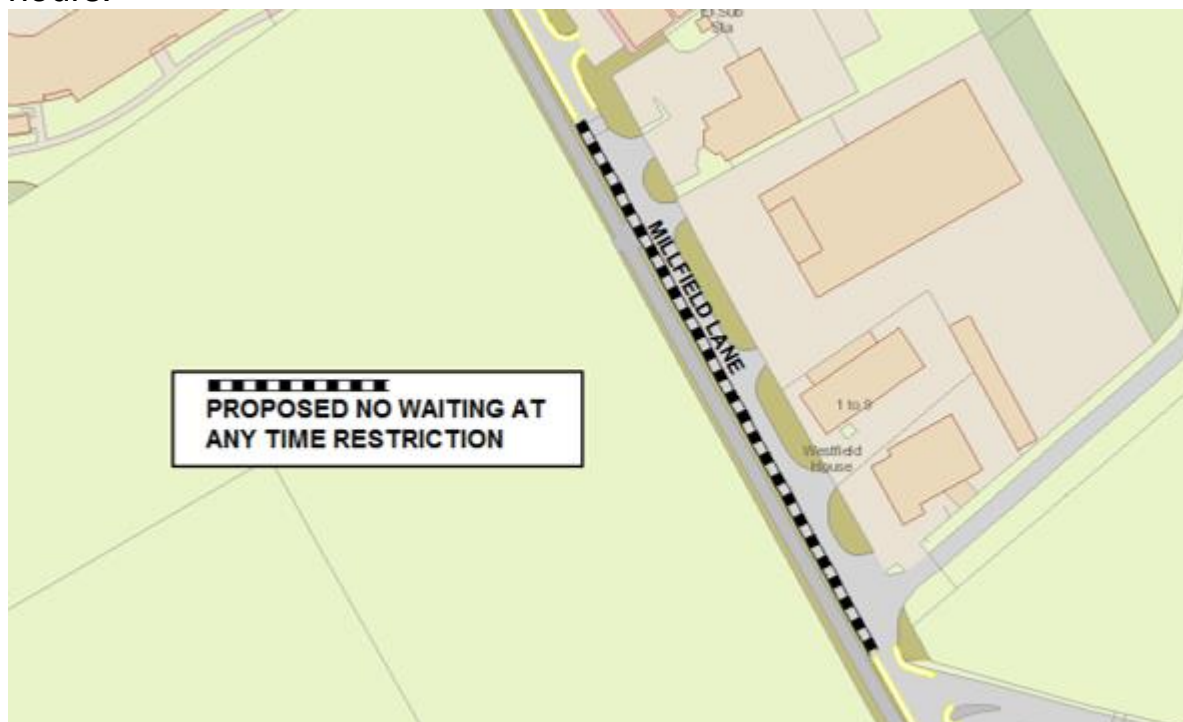
## Annex O Rural West Ward

# O1

**Location** Millfield Lane

### Nature of problem and plan of Advertised Proposal

A resident raised a child safety concern regarding vehicles parking on Millfield Lane. Resident states the issue is exacerbated by HGV's attempting to reverse into the yards of businesses during peak school hours.



Recommendation advertised:

Implement 155metres of no waiting at any time restrictions to the eastern side of Millfield Lane, joining to the two existing restrictions on that side of the carriageway.

### Representations Received

We received one representation in support from the Parish Council and four in objection to the proposal. Three of the objections were received from the same company based on Millfield Lane.

In objection:

- Specifically the suggestion that double yellow lines should be placed along the western or School side of Millfield Lane when lines are actually needed by all businesses on the east side of this road.

As a business resident of Millfield Lane and positioned at Westfield House (between Burton Roofing & City Electrical Factors)

we already face danger pulling out onto Millfield lane due to cars parking on our side of Millfield Lane.

There are numerous business entrances on this eastern side of the road all of whom encounter this danger, indeed one of our customers had his car written off whilst pulling out of our car park being un-sighted due to parked cars on our side of the road.

With this in mind it would make much more sense to put the new double yellows on the east / business side of Millfield Lane for safer access !!!

- Would you hereby take this email as our formal objection to the proposal, our reason for objection being the lack of alternative parking availability for the businesses that are based on this street.

As an office, we already have an issue with our staff parking, there are not enough spaces within our car park and each space is allocated to a business within this office block. The street is an essential parking area for all businesses on this street, along with customers of the businesses.

If these restrictions come in to force it would cause a detrimental effect on our business as our staff would not be able to park, not only causing problems with parking availability for all businesses along the street, but also our staff are sometimes required to carry tools and equipment to and from their cars, this would not be possible if they would have to park further away.

Further, our customers would not be able to park. If our customers cannot access our offices easily then we would have to find alternative arrangements, which would be potentially costly on our part.

We would respectfully ask you to reconsider this proposal.

- I understand that the new housing estate currently under construction on the west side of Millfield Lane will probably require this no waiting zone, however I would like to suggest that the east side would provide more benefit to those restrictions.

The east side of the road, where the entrance to our building's carpark is, every day is lined with parked cars. People have even been known to park on the grass verge, and on the curve of the entrance to the Westfield House carpark. This poses an obstruction of view to those leaving our carpark, which is at times extremely dangerous. The road is a busy cycle route, especially when Manor School children are going to and from school. Often you can't see oncoming traffic until you are halfway into the road, so despite every care being taken to edge forward and peer around the lines of parked cars to check for oncoming traffic, we

are frequently taken by surprise by both cars and cyclists, causing frequent near-misses. I know that people in our building have been involved in accidents at that junction in the past, and I have absolutely no doubt that it will happen again – especially considering an increase in traffic once the new housing estate is populated, and an ever growing number of children cycling to school.

This area is also just after the change in speed limit along the road, going from a 20mph zone to a 30mph zone, so any vehicles approaching from the north end of the road are accelerating as they overtake the parked cars that we are edging our way to see around.

I fear that the proposed “no waiting” restrictions will only force more people onto the east side of the road, where we already have a problem with visibility and obstruction. Not to mention that the west side is also used every day by HGVs and lorries waiting to access the yard for the roofing merchant next-door, and restrictions on that side will force them onto this side, further worsening our existing problem with larger vehicles. We would certainly benefit from some parking restrictions on the east side of the road, and I request that that is taken into consideration when planning any changes to Millfield Lane.

- Visibility is already very difficult when pulling out of our building – a lot of cars from businesses up and down the road park on the grass and the kerbside outside our entrance making it very difficult to pull out safely into traffic. A customer of ours was involved in a collision because of this a few years ago. If parking restrictions are to be put in place I would like to see them on our side of the road, or indeed both sides of the road.

Not allowing parking at the other side of the road will force more cars onto our side of the road making the existing visibility problem worse still.

There is little enough parking on this road already (made worse since Manor School closed their car park to parents) so my fear would be that parking restrictions would cause cars to park in unsafe places as they would be left with little choice.

I would also be concerned that the restrictions wouldn't be policed/monitored and would therefore be ignored anyway.

In my opinion Millfield Lane from Manor School down to CEF electrical is an “accident waiting to happen” regarding badly parked cars causing poor visibility, chaos of additional cars at school pick up/drop off and children cycling down the middle of the roads, so I would like to see an attempt to improve matters where

possible. This could be in the form of parking restrictions outside our entrance to Westfield House, as well as some car parking availability elsewhere for new residents of the development so that the parking issue doesn't worsen outside our building, and the school looking to make spaces available to parents at certain times of day.

In support:

- At last night's Parish Council meeting the Councillors discussed the plans for the yellow lines in Station Road and those on the Upper Poppleton side of Millfield Lane.

I can tell you that they resolved to support the proposals.

### **Officer analysis and Recommendation**

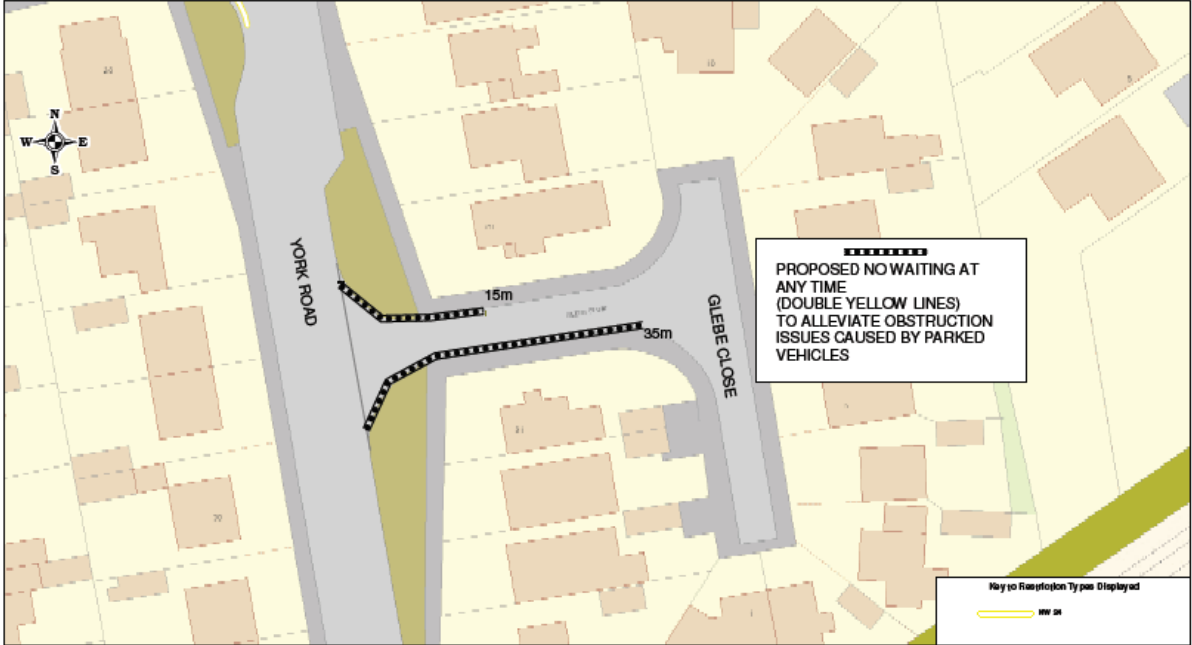
It is recommended to implement the proposal as advertised to help improve pedestrian safety around the school. It is also proposed to continue to monitor the area due to concerns raised about vehicles obstructing visibility by parking too close to the business accesses.

### **Options**

1. Implement as Advertised(recommended)
2. Take no further action.
3. Implement a lesser restriction than advertised

## Annex P

## Strensall Ward

<b>P1</b>	<b>Location</b> Glebe Close
<p><b>Nature of problem and plan of Advertised Proposal</b> Resident raised an issue of vehicles parking opposite their driveway and causing an obstruction when attempting to access and exit</p> 	
<p><b>Representations Received</b> We received one representation in objection and one requesting the restrictions are extended further on the north side of Glebe Close. In objection:</p> <ul style="list-style-type: none"> <li>• However in this situation, I would like to object to this proposal. Because, as you know the Glebe Close, cul-de-sac is very small and around 14 families (mostly Elderly people) live here. Their family members, including son/daughter, regularly visit here. People sometimes park their cars at this place (south side) and at the side of the driveway, because their driveway is already occupied. Me and my family moved to this street in February 2020. Since March 23rd (Lockdown) our two cars have been parked on my driveway and in front of my house (I mean south side). We never noticed any obstruction in this cul-de-sac, and nobody blocked anyone's driveway. Only one person who is my opposite neighbour, made an argument with me in front of my kids, because he said "No one can park anywhere on the opposite side of his driveway". But I didn't block his driveway. I didn't make any argument. My kids were very upset during that time. I was always</li> </ul>	

parking my car away from his driveway. He told me that "He was going to make a complaint". Since then, he has not even smiled or waved at me or my family. So I am believing this 'Alleviate obstruction issues caused by parked vehicles' complaint came from him. His car was always parked in front of my house (south side) before I moved in. He may not be happy with my colour, because his behaviour was not good after I bought this house. All the other families are very friendly. So kindly I am informing you that this Obstruction complaint is not genuine. Nobody blocked his driveway.

The other matter is, we have two cars. I am a taxi driver and part time care assistant. My wife is working in the Hospital. We can always keep 1 car on the driveway, but we are unable to park another car, if the council continues with the proposed amendments to the Traffic Regulation Order.

We can't park on York road, we can't block other people's driveway. If I am parking on the side of the driveway- it will obstruct other cars pulling out from their driveway. I would like to send some photos for reference, how it affects someone parking on both sides. We have only one place to park my wife's car, and that is on the corner bend after the yellow lines. This is making it more dangerous for others and my kids when they are in or out from the car. Please don't put me and my family into dangerous situations, my kids are also worried.

Because we don't have any other places to park my wife's car. Also, there will be no parking place when my family and friends come over occasionally. So kindly me and my family would like to request you to accept our objections

Requesting further restrictions:

- Thank you for taking the time to organise the parking restrictions on Glebe Close, Strensall. Parking restrictions are something my partner and I have previously asked for due to being at times unable to enter / exit our driveway.

My only concern with the current proposal is that it will likely invite people to park in the opposite side of the road, tight up to my driveway. Due to how narrow Glebe Close is, this will prevent us from being able to turn right, out of our drive. As there are no restrictions on the left side of our drive, there is a risk that we will be boxed in with vehicles on both sides of our drive.

Can I please therefore propose that the parking restrictions are extended slightly, up to the dropped kerb of my driveway towards York Road?

**Officer analysis and Recommendation**

During different site visits to the area no obstructive parking has been observed along the proposed section of carriageway and it is likely that the proposal is more likely to create an issue with dangerous parking on the estate. The recommendation is to take no further action at this location.

**Options**

1. Implement as Advertised
2. Take no further action(recommended)
3. Implement a lesser restriction than advertised

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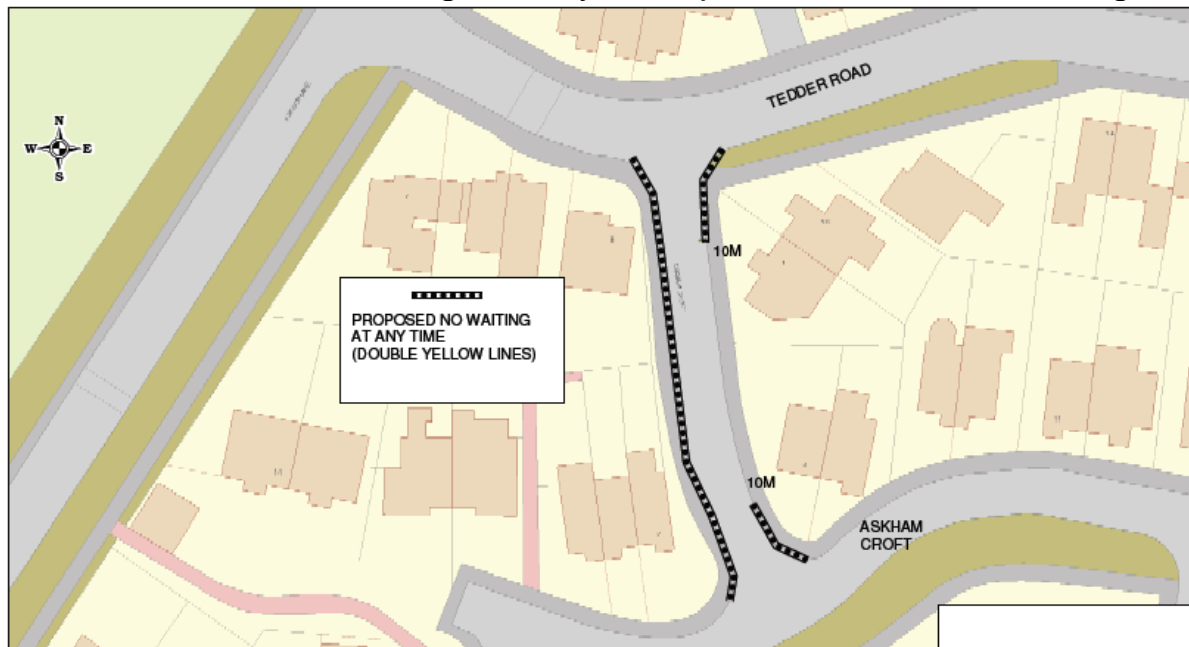
## Annex Q Westfield Ward

### Q1

**Location** Askham Croft

#### Nature of problem and plan of Advertised Proposal

Parked vehicles obstructing footways and pedestrian tactile crossings.



Recommendation advertised: No Waiting at any Time restrictions for junction protection and one side of the access to enable parking to take place without obstruction of footways.

#### Representations Received

We received two representations in support and two in objection to the proposal.

In support:

- I would firstly like to express my strong opinion in FAVOUR of the application of double yellow lines/no stopping lines between Tedder Road and Askham Croft. There have been numerous occasions when I've seen cars parked half on the footpath, and several other vehicles, at the same time on this short piece of road. God forbid there would be a situation that an emergency were to occur that required a fire engine, the driver would have absolutely no way of getting past the number and positioning of the parked cars to attend to whatever emergency might be occurring. 3 times a day this short stretch of road is very busy with Mum's and Dad's taking their small children to Westfield Primary School. I've personally witnessed Parents with a buggy, or double buggy and small school child in tow, trying to use the footpath but finding the gap too small due to cars on the footpath, and having to walk along the road. As a motorist myself I've found myself on several

occasions "meeting" another car head on at the junction at the Askham Croft end of the short stretch of road. If there were to be a car accident, cars can be replaced, small children can't.

In summary, I'm slightly dumbfounded that when the estate was built in 1993, that double yellow lines weren't put down at the time, especially given that the only vehicular access for Askham Croft, Waterman Court and Minter Close is via this short stretch of road.

- As a resident of Minter Close, I drive along Askham Croft at least twice daily, and have had numerous 'near misses' with other moving vehicles on and at the junctions of Askham Croft due to vehicles being parked on the road too close to the junctions. Most (if not all) houses in the vicinity have either a driveway or allocated parking spaces, so there should be no reason to park on the road close to the junctions of Askham Croft, causing obstructions and causing vehicles to have to be in the middle of the road when giving way at the junctions.

In my opinion, it is only a matter of time before there is a serious accident due to vehicles being allowed to park close to the Askham Croft junctions.

In objection:

- Having just received your proposal of restricting parking between tedder rd and Askham croft I can only see that you will be moving the problem and not solving. Although I agree that parking is a nightmare subject the rules in force already do not get enforced, this move to yellow line this road will move the cars into Askham croft and increase the parking and destruction of our green space opposite our homes, which I have already raised this to no avail.
- I am extremely concerned about the proposed parking restrictions on Askham Croft, which I feel are completely and utterly ridiculous and unnecessary for such a small stretch of road that is not even located in York City Centre. I am a car driver and have never experienced any problems with access or driving through Askham Croft, so I cannot understand why this is even being considered. As a tax payer, I would hope that my monthly Council tax actually contributes towards far more important and pressing issues, i.e. health and social care, more job opportunities to be made available, police, fire services, hospitals, education, repairing the absolutely appalling state of the roads in and around York, as well as tackling the increasing poverty that many families now find themselves in, following the recent pandemic. Can I please urge you to stop going ahead with this complete waste of time and money and put it to far better use and where it is urgently needed?

**Officer analysis and Recommendation**

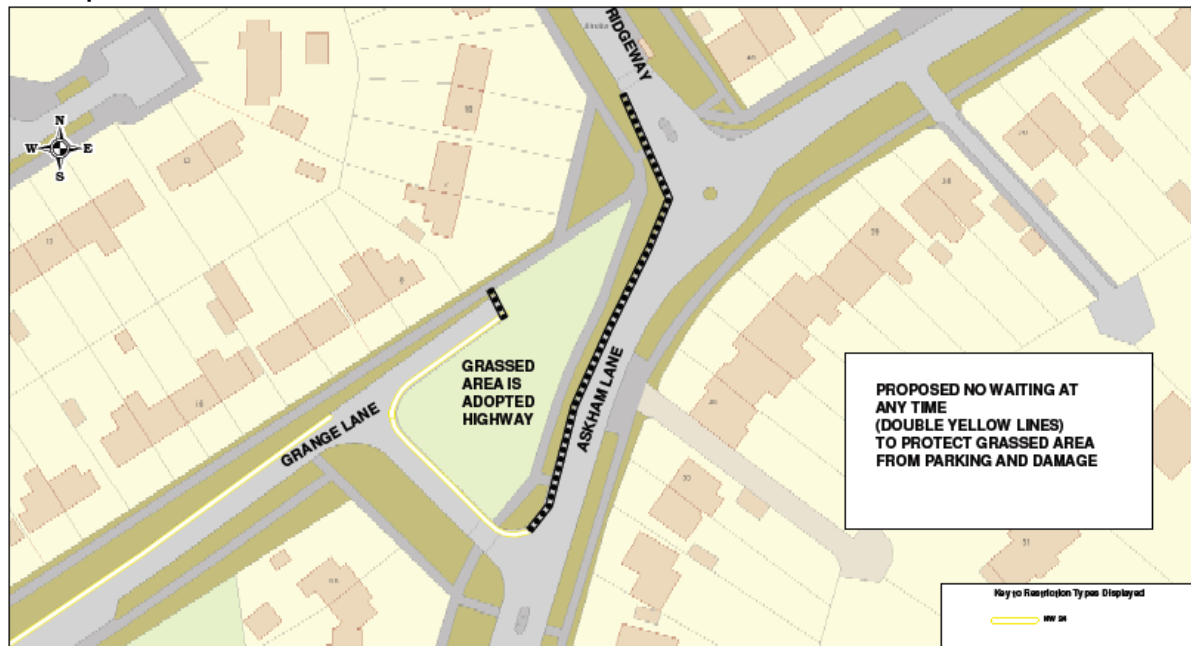
The restrictions provide junction protection when entering and exiting Askham Croft, with restrictions on the western side of the carriageway ensuring the footpath remains clear for pedestrians. The recommendation is to implement the restrictions as advertised.

**Options**

1. Implement as Advertised(recommended)
2. Take no further action.
3. Implement a lesser restriction than advertised

**Q2****Location** Askham Lane/Grange Lane**Nature of problem and plan of Advertised Proposal**

The large green area is surrounded by adopted highway. Vehicles are driving onto the verge and parking at the side of the green where no restrictions are in place causing damage. Parking services have asked the green area is surrounded by restrictions to allow enforcement to take place.



Recommendation advertised: No Waiting restrictions to surround the green area.

**Representations Received**

We received two representations in objection to the proposal.

- As a resident in the area (Parker Avenue, off Grange Lane) I am deeply concerned that this area would have more double yellow lines added to it - the double yellow lines that are already present adjacent to the junction of Hotham Avenue are ineffective and at school pick up and drop off times regularly have multiple vehicles parked on them - introducing more double yellow lines will just push more vehicles onto the surrounding roads at school times. How are you proposing to deal with the absolute nightmare of parking for parents? It is currently a nightmare for me to head straight off to work after dropping my daughters at the school - because cars park all along the top of Hotham avenue and if I am heading towards grange lane I regularly have to reverse back to Parker avenue to allow cars through, then there is the challenge of turning right (I would never consider turning left) onto Grange lane at school times. The challenge is because cars park on the

double yellow lines! Is there the possibility of removing the grass verge to put some parking bays on the same side as the school - this would not solve the issue but could certainly alleviate the issue slightly? I really feel for any parents that are required to drive to the school as it is so limited for legal parking spaces - I am lucky that I live so close to the school - but then sometimes can't set off to work straight away for fear of getting caught up and stuck in the backlog of cars, so find myself sat waiting to give the roads time to clear. I understand these are difficult times but feel that you should be working with the school and the residents in the area. The school do so much to try and ensure that the roads around are safe with staff regularly outside the gates monitoring the situation - but reducing any parking will particularly make the other end of grange lane even more dangerous.

- I am just writing to say that I have an objection to your Notice of proposal to parking, stopping and waiting amendment no 14/48 traffic order 2021 (c). This is at the end of our driveway, from the road onto our drive we have a very steep slope so when the weather is bad we have to park on the road outside our driveway. If you put the yellow lines there, we wouldn't be able to and we set off for work very early in the morning and there-is no public transport , but if there was an alternative to this so we would still be able to park outside our driveway then we would be more than willing to listen to it. We don't feel that it is fair as every other household is able to park outside their houses other than ourselves.

**Officer analysis and Recommendation**

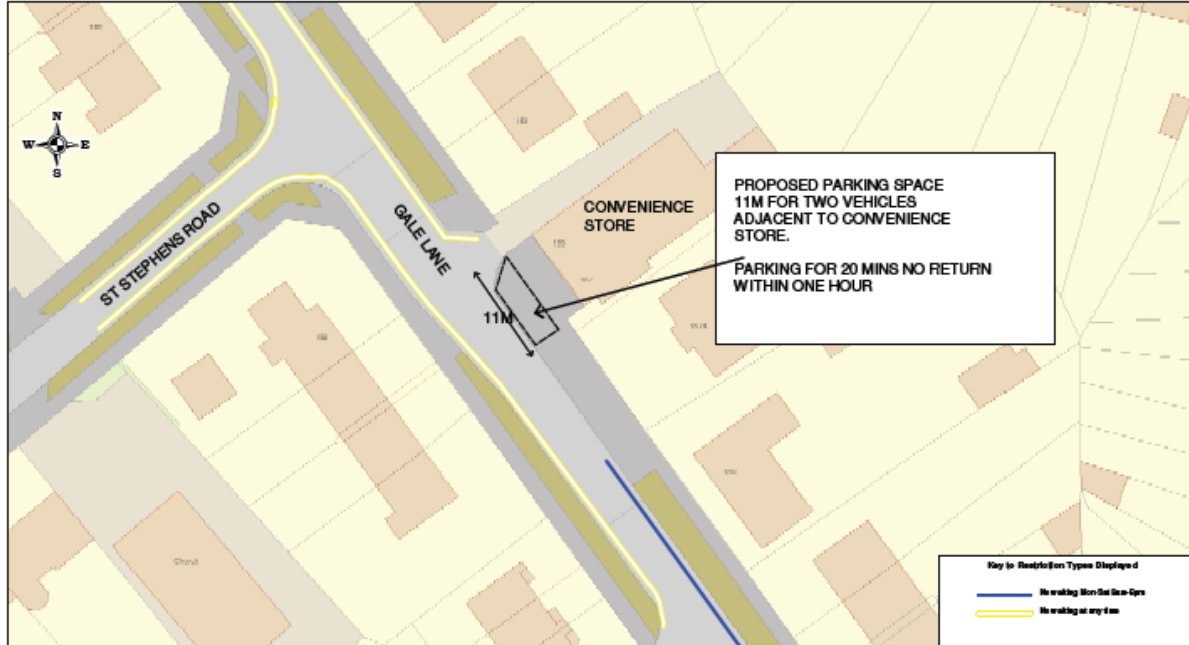
The restrictions will prevent parking on grassed area and verge surrounding it. The restriction on Grange Lane does not present any access issues to the driveway of the adjacent property. The recommendation is to implement the restrictions as advertised.

**Options**

1. Implement as Advertised(recommended)
2. Take no further action.
3. Implement a lesser restriction than advertised

**Q3****Location** Gale Lane**Nature of problem and plan of Advertised Proposal**

Long term parking preventing customer access to McColls convenience store.



Recommendation advertised: Introduce a timed 20 minute parking bay.

**Representations Received**

We have received two representations in objection to the proposal.

- I am intrigued to know why the highway's department are wanting to restrict parking outside 155 and 157a Gale Lane as I have lived here for 35 years and have had no problems whatsoever with people parking their vehicles in the mentioned lay-by. The only problems I do have is that for whatever reasons we now have articulated lorries making deliveries to McColl's shop from 5am disturbing us with their cooling units waking us up. After all this is supposed to be a residential area.

Also there is a gentleman across the road from me who has carers visit him 4 times a day so where are they supposed to park. I assume that McColls have requested this so business overrides what the residents want.

- I live on Gale Lane, which is a council owned house. As this property does not have a dropped curb, although does have the space for a driveway. The intended place for us to park is exactly where you propose the parking restrictions, which is across the road from our property. There is no other safe place to park our car along Gale lane.

I would appreciate a meeting with a member of your team to discuss the alternative plans that will be made for the parking of residents that do not have driveways.

I understand that there is a problem in this area since the house of multiple occupation was granted for the bungalow next to the shop, as they often have visitors parking in these spaces. Also the large refrigerated lorries that arrive now at 5.30 in the morning, since McColls took over the shop. This is a residential area and these lorries are very noisy at this hour of the morning while unloading.

Most of our problems started when McColls took over the shop. We have had staff members demanding we move our car, saying it is private property. Also they have sent the lorry drivers over during the day time, asking us to move so they can get their deliveries. They have multiple deliveries each day. None of this ever happened with the previous shop owners because they only had small vans making deliveries, which parked on their driveway at the side of the shop.

**Officer analysis and Recommendation**

The introduction of a limited time parking bay provides the ability for customers of the convenience store to use the bay and there is unrestricted parking for two vehicles in front of 157a Gale Lane. The recommendation is to implement as advertised.

**Options**

1. Implement as Advertised(recommended)
2. Take no further action.
3. Implement a lesser restriction than advertised

**Ward Councillor Comments:**

**Cllr. A Waller-**

**On Q1- As ward councillors we have received a number of concerns about parking across the footpath on the stretch of Askham Croft leading from Tedder Road with specific concern about the proximity of a cable box further limiting the effective width of the footpath to start with. As there are sharp turns after this point either towards Waterman Court or Minter Way this has been a particular concern about visibility of oncoming traffic. Resolution of this junction point would assist both pedestrians and road users.**

**Q2- The parking on the large green area happens behind existing double yellow lines not the proposed lines. As there are properties which would be adversely impacted by the proposed lines we do not support the additional double yellow lines. There are ongoing issues with parking along Grange Lane and residents are particularly keen to have existing double yellow lines enforced.**

**Q3- We appreciate the request from the shop, which has now changed hands since the initial application, however, ask that the request to meet residents in relation to support for parking for nearby residents is undertaken.**



## Annex R Wheldrake Ward

# R1

**Location** Dalton Hill/Main Street

### Nature of problem and plan of Advertised Proposal

Parked cars creating issues for larger vehicles to negotiate the turn from Dalton Hill onto Main Street.



Recommendation advertised: No waiting at any time in the junction area and opposite

### Representations Received

We received one representation in objection to the proposal.

- I fear that the proposals will seriously affect a large amount of vulnerable village residents who are trying to use village facilities (shop, post office, doctors surgery). There are a lot of elderly residents in the village who are only able to walk short distances yet they don't have disabled parking badges, these proposals will have a will have a detrimental effect, something I'm sure nobody wants.

If the proposals were to go ahead who would police it? It is very clear that around the school a large number of people take no notice at all and just park wherever they want.

I think it would be much more beneficial to move the bus stop currently at the top of Dalton Hill. I have lost count at the number of times it has been crashed into, this is purely because there is limited room for large vehicles to turn when turning towards Thorganby. A much more suitable place for the bus stop would be at the other side of Church Close on the large green area as shown on your map. I think this would be a much safer place as

there is less activity and the footpath/green area is much wider giving a lot more room. This I think would be a very positive step forwards.

**Officer analysis and Recommendation**

As stated by the objector the bus stop has been damaged by large vehicles, trying to manoeuvre round the junction but struggling to do so, this is due to the parked vehicles in the area, making the turn more difficult. It is therefore recommended to implement as advertised, to help reduce the risk of damage to highway assets.

**Options**

1. Implement as Advertised(recommended)
2. Take no further action.
3. Implement a lesser restriction than advertised

**Ward Councillor Comments.**

**Cllr. C. Vassie- I am very happy to see the scheme for double yellow lines implemented at the junction of Dalton Hill and Main Street.**



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**Decision Session**  
**Executive Member for Transport**

**22 March 2022**

Report of the Director of Transport, Planning and Environment

**Update on Actions agreed by Executive for City Centre Accessibility**

**Summary**

1. This purpose of this report is to provide and update on the City Centre access action plans as agreed at 18<sup>th</sup> November 2021 Executive meeting.
2. The City Centre access plans were developed after extensive public and stakeholder engagement and proposes a strategy for improvements to how people are able to travel to and through the city centre and sets out how access to and through the city centre footstreets can be improved. It is vital that this work is progressed to support the implementation of hostile vehicle measures (HVM), as agreed in November 2021
3. The following is a summary of progress, including the creation of the role of the Access Officer, which will drive through sections of the current programme and work and provide a positive lead in the work to improve transport and network access and engagement around future projects.
4. The report also includes an update on the development of partnerships (Shopmobility and Dial & Ride) to support this work and the implementation of physical measures through improvements to the highway and facilities.

**Recommendations**

**5. It is recommended**

- i. that the Executive Member review and note progress on City centre accessibility and the action plan.

Reason: to update the Executive Member on the progress of agreed actions

- ii. that the Executive Member prioritises the programme of dropped kerbs in the city centre and to be funded from the

Pedestrian and Cycling Schemes element of the Transport Capital Budget.

Reason Part of the access improvement work is the review of dropped kerbs in the City Centre footstreets. The intended funding for this work was subject to a bid, £250,000 to the Department for Transport for Active travel. The announcement on this funding is yet to be made. To mitigate this and to ensure this important work could proceed, one of the decisions at the 18<sup>th</sup> November 2021 Executive meeting in the “Consideration of Changes to the City Centre Traffic Regulation Order” paper was for the Executive Member for Transport to be delegated authority to fund this work through the Transport Capital Programme in the absence of an announcement from Government.

## **Background**

6. The Executive approved an action plan in November 2021 to improve City Centre Access. This was developed after extensive public and stakeholder engagement. The below is an update on the progress of the action plan implementation

### ***Creation of an Access Officer Post and engagement on York Standard and Mobility aids***

7. The job description is in final draft form and engagement has been undertaken with representatives of disability groups to ensure their input into its design. The funding for the role was confirmed by Councillors at a meeting of Full Council in February 2022. Recruitment will follow the grading of the role. The Access Officer will develop a York standard for the City centre with disabled groups and stakeholders. The Access Officer will work with disabled people to implement and action relevant parts of the action plan, as well as support any future work to improve transport and network access and engagement around such projects.
8. The actions set to be led by the access officer include working with representatives of disability groups and disabled residents to assess the use of mobility aids in the footstreet areas. The Access Officer will also work with the Quality Bus Partnership, and local disability representative groups to review how drivers prioritise wheelchair users' access and make Class 3 access training available in York. They will also work on the co-production of additional seating to be provided at key points along routes in to and around the City Centre.

***Consult on removing the exemptions and waivers and permanently extending the footstreets until 7pm***

9. The statutory consultation period for the amendment to the Traffic Regulation Order (TRO) on exemptions and waivers to accessing the footstreet area started on Thursday 10<sup>th</sup> March and will run until Friday 1<sup>st</sup> April 2022. Depending on the level of response, it is currently proposed to be debated at either May/June decision session for the Executive Member for Transport
10. The statutory consultation on the proposal to make 10.30am to 7pm the permanent footstreet hours will take place in the summer to allow consideration prior to the expiry of the current temporary measures at the end of September.
11. Alongside these statutory consultations, a review is set to be carried out with Make It York regarding the operation of the markets. Market traders would be one of the key stakeholders affected by the permanent footstreet operating hour proposals, given the challenges of transporting stock. The My City Centre vision set out proposals to work with Make It York and traders to explore opportunities to further improve the market; increase popularity, vibrancy, hours of operation and flexibility of the space; as well as making the markets simpler and more efficient to operate. This engagement will take place throughout the Spring and will consider how market access can be managed in light of the above proposals.

***Additional Disabled bays***

12. The implementation of disabled bays, further to the statutory consultation on the TRO, was recognised as a significant mitigation to the changes to footstreets that affected Blue Badge holders
13. The work to extend this provision started during the COVID-19 lockdown recovery periods, and included agreements at the 26<sup>th</sup> November 2020 Executive meeting and the 18<sup>th</sup> November 2021 Executive meeting.
14. The agreed additional dedicated disabled bays have all been installed on street and the following locations:

<b>Location</b>	<b>Dedicated Blue Badge Parking indicative vehicle capacity</b>
St Saviourgate	2
Carmelite Street	2

Dundas Street	5
Piccadilly	9
Duncombe Place	7
Duncombe Place - Horse Carriage bay	3
St Andrewgate	1
Deangate	3

15. A review of the signing and lining in these areas is currently on-going. The provision of Blue Badge parking both on street and in the Council's car parks is monitored and is constantly under review, with the aim to identify and address any gaps in provision.

16. Once the hostile vehicle measure locations have been through detailed design, a review of the capacity for additional disabled parking bays on Blake Street will be undertaken.

17. The implementation of additional bays is supplementary to the provision of Blue Badge parking spaces in the Council owned car parks. As well as to dedicated disabled parking bays in the car parks, blue badge holders can also park for free in any space in council owned car parks. The current numbers of disabled bays in the Council's public car parks are as follows:

Location	Dedicated Blue Badge Parking bays
Bootham Row CP	9
Monk Bar CP	8
Union Terrace CP	13
St George's Field CP	7
Castle CP	20
Marygate CP	11
Coppergate Centre CP	18
Esplanade CP	5
Nunnery lane CP	12
Foss Bank CP	4

***Invest in Shopmobility to increase awareness of the service***

18. Once appointed, the Access Officer will work with Shopmobility to expand the provision of mobility aids to meet the needs of service users. Discussions have already taken place with Shopmobility representatives on how to improve their current offer and grant payment is in progress. Technology upgrades to improve the customer experience and new mobility vehicles have been identified and are set to be actioned.

***Investing in the Dial-&-Ride service, to improve awareness***

19. Work is ongoing with York Wheels to improve the Dial-&-Ride service to better meet the need of service users. The Council is also supporting the specification for the new Dial-&-Ride vehicle fleet. A proposal for a programme of investment has been requested from Dial-&-Ride in order to release the funding agreed by Executive, officers will be responsive to the request.

***Work with micro mobility operator (TIER) to explore the roll out of mobility aids at key points across the city***

20. The Council has no formal contract with TIER to request or instruct a service. However, the Council continues to highlight the benefits of introducing a mobility aid as part of the TIER service in York. TIER is engaging with national disability organisations and groups to understand the needs of disabled people in accessing and adapting vehicles. While this work continues, TIER recently announced a partnership with OMNI, a start-up in France, to understand how their adapted scooters for wheelchair users can improve accessibility.

***Improved routes into and around the City Centre, included improved paving and dropped kerbs***

21. The funding for this item was identified to come from the Active Travel Fund Round 2 bid. The funding award has not yet been confirmed by the DfT. The Executive Report highlighted the options that in the absence of other funding it could be funded from the wider Transport Capital Programme in advance of the award. Therefore, a decision is needed on whether or not the Executive Member wishes to prioritise this programme of work to now make this happen in the absence of a decision on the Active Travel Fund.
22. At present, capital footway maintenance schemes in the City Centre have been planned for FY 2021/22 on the following streets:
- a. Colliergate
  - b. Stonegate
  - c. Church Street
23. Opportunities have been sought to provide measures as part of this work. A number of challenges have been identified relating to the historic nature of the streets, including cellars and utilities in close

proximity to the footway slabs, which limit opportunities for highway work. Lessons learned as part of the work carried out on these streets will inform the next stages of improvement works.

24. The following areas have been identified as needing additional crossing points due to the location of pavement cafés (permitted under temporary Covid legislation until the end of September 2022).
25. Before work commences the street will be visited with disabled access advocacy groups to help focus on the issues.
  - i. **Fossgate** – In September 2021, an officer decision agreed to the provision of dropped kerbs at several locations on the street to support pedestrians crossing the street to continue using the footway and to improve access to shops and venues on the street. Five uncontrolled crossing points (pairs of dropped kerbs with tactiles) were initially identified and consulted on. However, when undertaking the detail design and site investigations, significant issues were identified with utilities at a very shallow depth under the existing footway (and / or carriageway) and gradients for the dropped areas, which would be in excess of 1 in 12 (due to the presence of cellar tops). This means that the proposed crossing points have not yet been constructed as further investigation and design work are required.
  - ii. **Goodramgate and Low Petergate** - In September 2021, an officer decision agreed for work to progress to provide additional uncontrolled crossing points (in the form of pairs of dropped kerbs with tactiles) on Goodramgate (five locations) and Low Petergate (three locations). Detailed design and investigations are in the process of being procured for these streets.
26. The experience described above has led officers to identify the proposed approach to improving crossing point provision in the City Centre as per annex B.
27. In addition officers are recommending that improved uncontrolled crossing point provision be considered and designed as part of the FY22/23 City Centre Footway Maintenance Programme at Lendal, Blake Street and Coppergate (3 Tuns to Low Ousegate).
28. The remainder of the streets in the City Centre Pedestrianised Area will then be reviewed to identify further crossing point improvements.
29. The methodology for the implementation of these measures is outlined in **Annex B**.



***Improve access to disabled toilets in the City Centre through multi-partner provision***

30. A funding bid has been made to Changing Places for funding to improve Council owned disabled toilets. The Access Officer will consider a scheme to work with private sector businesses to identify all disabled toilets and reach agreement that disabled people could use them without being a paying customer.

***Carry out a feasibility study for a dedicated shuttle service for disabled people and those with mobility issues***

31. An initial study was undertaken on this as part of a project with the University of York in 2019. As part of this, engagement with providers was carried out and ultimately a roll out will be subject to a provider being able to deliver the service in partnership with the Council. Once there is confirmation/clarity on the DfT's response to the Council's Bus Service Improvement Plan (BSIP), which features a bid to support a further feasibility study with a request for funding to trial such a proposal, the study will be initiated, and, if possible, a trial will be built into early work in order to prove concept.

***Improve awareness of Blue Badge parking and services which are available to improve access to the City Centre including toilets, accessible routes***

32. A refresh of the Council's website with up to date information will be launched on the 24<sup>th</sup> March 2022 to coincide with the publication and an accompanying paper map which will be made available from the end of March 2022, blue badge holder registered with the council will be updated with a letter.

***Work with disabled groups to identify from the hierarchy for priority investment, two car parks for improved disabled parking facilities and improved onward access routes in to the City Centre***

33. Discussions have taken place with York Disability Rights Forum. They do not support the decisions taken by Executive in regarding Castle Car Park or Footstreets. However, they are supporting the criteria for defining and engaging with wider blue badge holders on which should be the two priority disabled car parks. This will shape investment for blue badge holders, where

quality of parking spaces, disabled facilities and access routes are a priority over proximity.

## **Council Plan**

34. Considering this matter contributes to the Council Plan in the following areas:

- Getting around sustainably
- Safe communities and culture for all
- An open and effective council

## **Implications**

### **35. Financial**

The updates included within the report detail activity that is being undertaken within current budgets allocations. The report recommends that the dropped crossing programme will be funded from the LTP in the absence of further Active Travel allocations. This will mean other schemes originally planned to be delivered in 2022/23 are put back to later years. Updates to the LTP will be provided to the Executive Member as part of regular monitoring reports.

### **36. Human Resources (HR)**

A process consistent with the policies and procedures of the Council will be undertaken to develop the role and recruit to the Access Officer post/

### **37. Equalities**

Attached in **Annex A** is the latest version of the City Centre Access equalities impact assessment.

### **38. Legal**

Each of the proposed actions above will have their own specific legal implications. Specific advice should be sought from Legal Services on a case-by-case basis. Generally speaking at this point however, the following should be taken into account.

- i. Any grants, loans, and subsidies to be made by the Council to any third parties (e.g. Shop mobility grants; grants to community organisations such as York Wheels for the Dial-a-Ride service), will be subject to Paras. 6 to 8 of Part E of the Council's Financial Regulations. Legal advice should be sought on the preparation and execution of any relevant grant/loan/subsidy terms and conditions, and on compliance with and the impact of any rules and requirements under the UK Subsidy Control Regime (formerly the EU State Aid Regime).

For the avoidance of any doubt, at the time of writing this report, Legal Services are already advising on and assisting with finalising the grant funding arrangements between the Council and York Wheels in respect of the Dial-a-Ride Service.

- ii. External grant funding sought for the delivery of any of the proposed measures outlined above (e.g. DfT Active Travel Fund; DfT funding for the BSIP; funding for provision of City Centre disabled toilets) will be subject to Paras. 6 to 8 of Part E of the Council's Financial Regulations. Further, Legal Services will be required to review and assess any grant funding terms before the Council enters into any such funding arrangements, and where necessary provide advice on the impact of any rules and requirements under the UK Subsidy Control Regime.
- iii. Any works, supplies of goods/materials, and services must be commissioned in accordance with a procurement strategy that meets the requirements of the Council's Contract Procedure Rules ("**CPRs**") and (where relevant) the Public Contract Regulations 2015 ("**PCRs**"); advice should be sought from Legal Services and colleagues in the Procurement where necessary. Where a procurement process is funded, in whole or part, by grant funding which has been awarded to the Council by an external funding body (see above), the Council must ensure that any rules or conditions imposed by the funding body are adhered to, in addition to the requirements of the CPRs and the PCRs.
- iv. Specifically in relation to TIER, the Council previously entered into a Concession Contract with TIER for the delivery of a trial e-scooter and e-bike service for the City of York, which began on 12<sup>th</sup> October 2020 and is due to expire on 31<sup>st</sup> March 2022. Work has begun to extend this arrangement up to and including 30<sup>th</sup> November 2022. Any changes to the current Concession Contract to include the additional rolling out of mobility aids will require a variation to the Concession Contract in accordance with its terms and conditions, the

CPRs and (where applicable) the Concession Contract Regulations 2016, as well as possible amendment to the City of York Council E-Scooter Trial Order 2020.

The Council, as a traffic authority, has the power to make temporary Traffic Regulation Orders under the Road Traffic Regulation Act 1984 and (where applicable) in accordance with the procedures contained in the Road Traffic (Temporary Restrictions) Procedure Regulations 1992 and the Local Authorities Traffic Orders (procedure) (England & Wales) Regulations 1996. Some of the proposed actions above may require amendments to the York Parking, Stopping and Waiting Traffic Regulation Order 2014. The traffic authority must be satisfied the traffic on the road should be restricted or prohibited for a reason set out in section 14(1) of the 1984 act.

**39. Crime and Disorder**

There are no Crime and Disorder implications.

**40. Information Technology (IT)**

There are no IT implications.

**41. Property**

There are no Property implications.

**42. Other**

There are no other implications identified.

**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**

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**Chief Officer Responsible for the  
report:**

James Gilchrist  
Director of Transport, Planning and  
Environment

**Report  
Approved**



**Date** 14/03/2022

**Specialist Implications  
Officer(s)**

**Financial:**

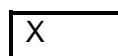
Patrick Looker  
Finance Manager

**Legal:**

Dan Moynihan  
Senior Solicitor

**Wards Affected:** Guildhall

**All**



**For further information please contact the author of the report**

**Background Papers:** N/A

**Abbreviations:**

HVM – Hostile Vehicle Measures

DfT – Department for Transport

CYC – City of York Council

BSIP – Bus Service Improvement Plan

**Annexes:**

Annex A: Equalities Impact Assessment

Annex B: Dropped crossing methodology

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**City of York Council**  
**Equalities Impact Assessment**

**Who is submitting the proposal?**

<b>Directorate:</b>	Economy and Place		
<b>Service Area:</b>	Regeneration		
<b>Name of the proposal :</b>	Strategic Review of City Centre Access and Council Car Parking		
<b>Lead officer:</b>	Andy Kerr		
<b>Date assessment completed:</b>	04/11/2021, updated on 14 March 2022		
<b>Names of those who contributed to the assessment :</b>			
<b>Name</b>	<b>Job title</b>	<b>Organisation</b>	<b>Area of expertise</b>
Katie Peeke-Vout	Regeneration Project Manager	City of York Council	Regeneration
Andy Kerr	Head of Regeneration and Economy	City of York Council	Regeneration, economy, housing
Heidi Lehane	Senior Solicitor	City of York Council	Legal Services
Helene Vergereau	Traffic and Highway Development Manager	City of York Council	Transport

## Step 1 – Aims and intended outcomes

<p><b>1.1</b></p>	<p><b>What is the purpose of the proposal?</b> Please explain your proposal in Plain English avoiding acronyms and jargon.</p>
	<p><i>As set out in the My City Centre vision, people are crucial to the ongoing economic and social success of the city centre. The purpose of the Strategic Reviews of City Centre Access and Council Car Parking is to improve access to the city centre to continue to support the economic and social vibrancy of the city centre.</i></p> <p><i>The Strategic Reviews of City Centre Access and Council Car Parking have been undertaken in conjunction with the creation of the My City Centre Vision and the recommendations contained in both strategies' positively contribute to the aspirations set out in the long term vision for the city centre.</i></p> <p><i>The aim of the review of city centre access is to explore through public and stakeholder engagement how access can be improved to and through the city centre and the pedestrian footstreet area, with a particular focus on disabled people, cycling and e-scooters, deliveries, taxis and residents who live within the footstreets.</i></p> <p>The aim of the review of the council's car parking is to create a hierarchy that identifies priority car parks for investment and informs future decision making.</p> <p>Both elements of the Strategic Review undertaken have accompanying action plans, the recommendations of which this EIA assesses.</p> <p>The two reviews are intrinsically linked, particularly in the role car parks have in improving access to the city centre for disabled people. During the public engagement on city centre access some disabled people identified that proximity to the city's pedestrianised footstreets was less important to them, and they would rather park in car parks with high standard disabled parking bays, better facilities, and high quality access routes in to the city centre. The review of council car parking has drawn on the city centre access review engagement to inform the action plan.</p>



<b>1.2</b>	<b>Are there any external considerations?</b> (Legislation/government directive/codes of practice etc.)
	<p>Equality Act 2010, which aims to protect people from discrimination in the workplace and in wider society. The Act includes a Public Sector Equality Duty, which requires public bodies to consider how their decisions and policies affect people with protected characteristics. The public body also should have evidence to show how it has done this. It also requires that public bodies have due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between different people when carrying out their activities. The Equality Act 2010 covers the following protected characteristics: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.</p> <p>The Blue Badge scheme: rights and responsibilities in England (<a href="http://www.gov.uk/government/publications/the-blue-badge-scheme-rights-and-responsibilities-in-england">www.gov.uk/government/publications/the-blue-badge-scheme-rights-and-responsibilities-in-england</a>)</p> <p>Road Traffic Regulation Act 1984, setting out the legal basis for Traffic Regulation Orders</p> <p>Guidance on the Use of Tactile Paving Surfaces, December 2021, providing a guide to best practice on the use of tactile paving surfaces</p> <p>Inclusive Mobility A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure, December 2021, providing a guide to best practice on access to pedestrian and transport infrastructure</p>

1.3	<p><b>Who are the stakeholders and what are their interests?</b></p>
	<p><i>All current and potential future users of the city centre are stakeholders in this review of city centre access. This includes residents, visitors, businesses, and people travelling through the city centre.</i></p> <p><i>A number of people and representative groups who were identified as key stakeholders were targeted through direct engagement. These groups are those particularly impacted by the city centre’s pedestrianised footstreet area. It should be noted that the Strategic Reviews are separate to other decisions on the geography of the footstreet areas, instead it is focused on how access to and through the footstreets could be improved.</i></p> <p><i>Proposals have been put forward by various groups and individuals through previous engagement and the first phase carried out as part of this access review. These proposals have been considered from a technical perspective, but also through targeted engagement with those who will likely be impacted by these proposals. The majority of the proposals in the action plan provide new and additional measures to improve the situation for those affected groups</i></p> <p><i>This includes <b>Cyclists</b> and cycling groups who use the routes in to and around the city centre.</i></p> <p><i><b>Disabled people</b>, and the groups that represent and advocate the views and rights of these individuals.</i></p> <p><i>City Centre <b>business</b> both from the perspective of those benefitting from the additional space created through the extended footstreets and those that have been impacted negatively such as <b>delivery/courier businesses</b> and <b>employees</b>, and businesses who rely on these services.</i></p> <p><i><b>City Centre residents</b> are also stakeholders as any changes to access and measure proposed will affect their access to their homes as well as the environment in which they live.</i></p>

<p><b>1.4</b></p>	<p><b>What results/outcomes do we want to achieve and for whom?</b> This section should explain what outcomes you want to achieve for service users, staff and/or the wider community. Demonstrate how the proposal links to the Council Plan (2019- 2023) and other corporate strategies and plans.</p>
	<p><u>Well Paid Jobs and an Inclusive Economy</u>: Both reviews are important parts of helping to deliver the My City Centre vision in seeking to provide a vibrant city centre with good footfall at all times to support jobs and the economy.</p> <p><u>Greener &amp; Cleaner City</u>: Both strategies set out a number of sustainable transport improvements, including the ambition for all city centre deliveries to be by ultra-low emission vehicles or cargo bike by 2030; a feasibility study in to a trans-shipment hub; improvements to cycle routes and parking; EV charging policies; and a strategy to manage any future natural or policy led reduction in car parking demand.</p> <p><u>Good Health &amp; Wellbeing</u>: The Strategic Review of City Centre Access recommends a number of improvements to access in the city centre, particularly for disabled people, and investment in active transport.</p> <p><u>Safe Communities &amp; Culture for All</u>: The Strategic Review of City Centre Access considers how access to all groups can be improved to the city centre and proposes a number of recommendations and funded projects to deliver the vision.</p> <p><u>An Open and Effective Council</u>: The Strategic Review of City Centre Access has been developed through an open, transparent, wide-ranging and inclusive engagement approach following the ‘My’ principles set out in the report.</p>

## Step 2 – Gathering the information and feedback

2.1	<p><b>What sources of data, evidence and consultation feedback do we have to help us understand the impact of the proposal on equality rights and human rights?</b> Please consider a range of sources, including: consultation exercises, surveys, feedback from staff, stakeholders, participants, research reports, the views of equality groups, as well your own experience of working in this area etc.</p>
<p><b>Source of data/ supporting evidence</b></p>	<p><b>Reason for using</b></p>
<p><i>Extensive community and stakeholder engagement carried out directly related to this review.</i></p>	<p><b>Strategic Review of City Centre Access Engagement</b></p> <p>The review followed the council’s ‘My’ approach to public engagement that places the public and stakeholders at the heart of understanding and defining challenges, producing an open brief, establishing a draft vision, and then testing and refining that vision through further engagement.</p> <p>The initial engagement:</p> <ul style="list-style-type: none"> <li>• Ran for 12 months, included 3 surveys distributed online and to every household in York – with freepost return – in the council’s Our City publication.</li> <li>• The council co-facilitated two online workshops and events with the York Disability Rights Forum in the summer of 2020 and were signed by British Sign Language interpreters and attended by 30 people.</li> <li>• Officers attended specific insight meetings with York Disability Rights Forum, My Sight York, the Older People’s Advocacy Group and others with a combined membership of several thousand.</li> <li>• In 2021 there were a further seven targeted events to discuss the disabled access routes through the city centre, Shopmobility services, cycling and couriers, deliveries and taxis.</li> </ul>

	<p>All of these events went in to producing an Open Brief (a separate annex to the report) on the issues raised. The draft recommendations and strategy were then based on that Open Brief and the findings of two independent reviews that considered York’s accessibility challenges. The final engagement on the draft recommendations received over 1,000 survey responses and 300 interactions on social media and helped to refine the final strategic review document.</p>
<p><i>Drawing on the extensive community and stakeholder engagement that has been undertaken since 2020</i></p>	<p><b>My City Centre engagement</b> – was an ongoing engagement with residents, businesses and special interest groups. This was an open discussion approach around what the city centre could look like in the future and was again based on a multi-platform approach to engagement with face to face workshops (pre-covid), online session, questionnaires, live Facebook panel Q&amp;A, and social media interactions.</p> <p><b>City Centre Access Project</b> (<i>relating to the Hostile Vehicle Mitigation</i>) - The extent of the footstreet area has been subject to ongoing discussions for a number of years as part of the City Centre Access project in part in response to the threat of terrorism, and particularly the use of hostile vehicles as a potential mode of attack. This led to the approval of a first phase of hostile vehicle mitigation measures for the existing permanent footstreet area, but with potential future phases to expand the area of protection.</p> <p><b>Temporary Covid measures</b> – When the temporary Covid measures were introduced, the Council engaged with approx. 450 individuals as well as advocacy groups representing thousands of people with disabilities and/or reduced mobility across the city. An open community brief detailed the main themes and challenges which these changes sought to address, and the summary of conversations with the city’s businesses and representative groups. The principles of the footstreets extension was broadly supported by a majority of respondents to the citywide survey, which was also reflected in the support from residents identifying themselves as disabled. There are tangible benefits for many, in particular blind and partially sighted people, children, and older people. However, the desire from many for footstreets and spaces to be vehicle free is in contrast to Blue Badge holders’ request for vehicular access to the pedestrianised area. These objections were articulated in a petition signed by 1,093 people, including 501 York residents, calling for the reversal of the changes.</p>
<p><i>Independent Reports</i></p>	<p>Two independent reviews commissioned by the council and conducted in 2020 and 2021 by Disabled Motoring UK and Martin Higgett Associates which explored a range of issues and helped guide the outcomes as set out in the strategy document.</p>

York Open Data, Council corporate datasets	Inform hierarchy of council car parking - namely parking data
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### Step 3 – Gaps in data and knowledge

<b>3.1</b>	<b>What are the main gaps in information and understanding of the impact of your proposal? Please indicate how any gaps will be dealt with.</b>	
	<b>Gaps in data or knowledge</b>	<b>Action to deal with this</b>
	<i>Further feasibility work required for some of the proposed mitigation measures</i>	<i>Further feasibility work, consultation with affected groups and detailed design will be required for some of the proposals included in the Active Travel Fund bid, which aims to secure funding to improve disabled access routes into and around the city centre.</i>
	<i>Medium and long term impact on stakeholders</i>	<i>Review of new and emerging technology solutions which could potentially enable a review of restrictions or offer different access solutions in the future.</i>  <i>Continuous monitoring and engagement with stakeholders to understand the medium and long term impacts of the changes and identify further changes and potential adjustments.</i>
	<i>There has been significant behaviour change relating to modes of transport and city centre usage as a result of Covid. Due to still being in the midst of the pandemic, it is uncertain what the “new normal” will look like for individual and corporate behaviour.</i>	<i>Recommendations in both the Strategic Reviews of City Centre Access and Council Car Parking Strategy commit to continue to build evidence bases to inform future decision making and to continue engagement with stakeholders to understand emerging needs once behaviours settle in to a “new normal”.</i>



	<p><i>proportion of older people that would have preferred an earlier finish, however, this was not unanimous.</i></p> <p><i>It is important to consider these views in the context of wider changes to the footstreets as exemptions enabling Blue Badge holders to park in some of the pedestrianised streets have recently been removed. This means that Blue Badge holders who were previously able to access the footstreets by car during the day now can only do so after 7pm (under the temporary Covid arrangements) or 5pm (under the current permanent arrangements). A permanent change to 7pm would therefore further restrict access for all users, including Blue Badge holders.</i></p> <p><i>It should be noted that any change to the permanent footstreet hours will need a separate statutory consultation and full Equalities Impact Assessment before the decision is made.</i></p>		
<p><b>Disability</b></p>	<p><b>Overall positive impact:</b> <i>The range of measures proposed in the access review provide a wide range of improvements and investment in improving access for disabled people based on the issues that were identified through engagement. There is also an action to appoint an Access Officer which was a direct request of disabled advocacy groups and will take forward a number of measures to ensure that access continues to be improved.</i></p> <p><i>The review of council car parking commits to working with disabled people to identify two car parks for targeted investment</i></p>	<p><b>Positive</b></p>	<p><b>Medium</b></p>



	<p><i>with high standard disabled parking bays, better facilities, and high quality access routes in to the city centre.</i></p> <p><b>Negative Impact:</b> <i>There are some blue badge holders who have made clear that there are no improvement to access that is sufficient to replace their ability to be able to park in the footstreet areas. Whilst this review does not contain any decisions in relation to the geography of the footstreets, the proposal to consider the footstreet hours to be permanently extended to 7pm would mean they could not park in these areas until later than pre-pandemic. However, as noted above the impact on these blue badge holders would be considered in full as part of a separate statutory consultation and Equalities Impact Assessment which included consideration of the Human Rights Act 1998 that would accompany any changes to permanent footstreet hours.</i></p>	<b>Negative</b>	<b>Low</b>
<b>Gender</b>	<p><b>No differential impact identified.</b></p> <p><i>Although no differential impact has been identified, the engagement showed that females are significantly more likely to support the improvement of facilities (i.e. toilets) in the city centre, suggesting that the proposed improvement to facilities available will have a particularly positive impact for females.</i></p>	<b>Positive</b>	<b>Low</b>
<b>Gender Reassignment</b>	<p><b>No differential impact identified.</b></p>		

<b>Marriage and civil partnership</b>	<b>No differential impact identified.</b>		
<b>Pregnancy and maternity</b>	<p><i>The proposals have been identified as having a <b>positive impact</b> on pregnancy and maternity when considering the potential impact on women who may experience pregnancy related mobility impairments, especially in later stages of pregnancy.</i></p> <p><i>The improvements to access services, access routes, improved facilities and increased provision of benches across the city centre may have a positive impact on women who may experience pregnancy related mobility issues. The improvements may also positively impact on parents and carers of younger children in pushchairs through improved routes and facilities.</i></p> <p><b>Positive impacts</b> – <i>As evidenced by the consultation responses, some people living with a disability benefit from the reduction in the number of vehicles and cycles accessing the footstreet area, making it a safer environment for all users. Adopting the City Centre Access model outlined in the strategy which reaffirms the restriction of cycling and e-scooters from being in the footstreets whilst improving cycle parking and routes on the edge of the area would provide a safer environment for mothers, fathers and carers of young children young children.</i></p>	<b>Positive</b>	<b>Low</b>
<b>Race</b>	<b>No differential impact anticipated</b>		

<b>Religion and belief</b>	<p><i>The proposals have been identified as having a <b>positive impact</b> on access to places of worship in the footstreet area for people who live with reduced mobility or a disability.</i></p> <p><i>The recommendations identified in the strategy provide a range of different access improvements to the city centre. These access improvements to the city centre are also improvements that support access to places of worship in the city centre St Sampson’s Centre (Church Street), The Holy Trinity Church (Goodramgate), St Helen’s Church (Stonegate), and St Martin le Grand (Coney Street).</i></p>	<b>Positive</b>	<b>Low</b>
<b>Sexual orientation</b>	<p><i>No differential impact anticipated</i></p>		
<b>Other Socio-economic groups including :</b>	<p><b>Could other socio-economic groups be affected e.g. carers, ex-offenders, low incomes?</b></p>		
<b>Carer</b>	<p><i>The proposals have been identified as having a <b>positive impact</b> carers. This includes carers of disabled people, people with mobility issues, children and adults.</i></p> <p><i>The positive impacts for carers mirror those identified above under Disability, Age, and Pregnancy and Maternity.</i></p> <p><b>Negative:</b> <i>As noted earlier a change to 7pm from the 5pm pre-coivid permanent footstreet hours would impact on all car users, including Blue Badge holders who used to park in the footstreets, and by extension may impact on their carers at those times.</i></p>	<b>Positive</b>	<b>Medium</b>
		<b>Negative</b>	<b>Low</b>

<b>Low income groups</b>	<p><i><b>Mixed:</b> Improved access to the city through route improvements and improved access to facilities could have a positive impact on low income groups with limited mobility. Improving access to leisure and employment opportunities in the city centre.</i></p> <p><i>Some of the services identified that support access to the city centre through the provision of mobility aids and transport incur a cost to the user. This could preclude low income groups from accessing these services. The cost of using these services is kept to a minimum.</i></p>	<b>Neutral</b>	<b>Low</b>
<b>Veterans, Armed Forces Community</b>	<i>No differential impact anticipated</i>		
<b>Other</b>			
<b>Impact on human rights:</b>			
List any human rights impacted.	<p><i><b>Article 8 of the Human Rights Act 1998 - right to respect for private and family life</b></i></p> <p><i>This Convention Right is broad and covers a person's right to develop your personal identity and to forge friendships and other relationships. This includes a right to participate in essential economic, social, cultural and leisure activities.</i></p> <p><i>The Strategic Reviews reflect significant commitments that improve access to the city centre for disabled people, whilst</i></p>		

	<i>noting that some blue badge holders may be negatively impacted by any future formal change to later footstreet hours.</i>		
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**Use the following guidance to inform your responses:**

Indicate:

- Where you think that the proposal could have a POSITIVE impact on any of the equality groups like promoting equality and equal opportunities or improving relations within equality groups
- Where you think that the proposal could have a NEGATIVE impact on any of the equality groups, i.e. it could disadvantage them
- Where you think that this proposal has a NEUTRAL effect on any of the equality groups listed below i.e. it has no effect currently on equality groups.

It is important to remember that a proposal may be highly relevant to one aspect of equality and not relevant to another.

<p><b>High impact</b> (The proposal or process is very equality relevant)</p>	<p>There is significant potential for or evidence of adverse impact  The proposal is institution wide or public facing  The proposal has consequences for or affects significant numbers of people  The proposal has the potential to make a significant contribution to promoting equality and the exercise of human rights.</p>
<p><b>Medium impact</b> (The proposal or process is somewhat equality relevant)</p>	<p>There is some evidence to suggest potential for or evidence of adverse impact  The proposal is institution wide or across services, but mainly internal  The proposal has consequences for or affects some people  The proposal has the potential to make a contribution to promoting equality and the exercise of human rights</p>
<p><b>Low impact</b> (The proposal or process might be equality relevant)</p>	<p>There is little evidence to suggest that the proposal could result in adverse impact  The proposal operates in a limited way  The proposal has consequences for or affects few people  The proposal may have the potential to contribute to promoting equality and the exercise of human rights</p>

## Step 5 - Mitigating adverse impacts and maximising positive impacts

5.1	<b>Based on your findings, explain ways you plan to mitigate any unlawful prohibited conduct or unwanted adverse impact. Where positive impacts have been identified, what is been done to optimise opportunities to advance equality or foster good relations?</b>
<p><i>The positive impacts identified in this Equalities Impact Assessment are the product of significant engagement to design solutions that improve access to the city centre and identified investment streams to deliver them. As in any exercise there may be further ideas and requests from those engaged but not all can be delivered due to technical or budget constraints.</i></p> <p><i>In terms of negative impacts, the only identified impact is on some blue badge holders should a formal decision be taken to enact the proposed permanent change to the footstreet hours. However, this will require further consideration of the impact, a statutory consultation and separate Equalities Impact Assessment to consider this in detail.</i></p> <p><i>Some of the proposals may have a legal requirement for consultation, as well as the need for other consents, approvals or legal processes. The requirements for each specific proposal will need to be carefully considered with the Council's legal team to ensure decisions relating to them are properly made.</i></p>	

## **Step 6 – Recommendations and conclusions of the assessment**

<b>6.1</b>	<p><b>Having considered the potential or actual impacts you should be in a position to make an informed judgement on what should be done. In all cases, document your reasoning that justifies your decision. There are four main options you can take:</b></p> <ul style="list-style-type: none"> <li>- <b>No major change to the proposal</b> – the EIA demonstrates the proposal is robust. There is no potential for unlawful discrimination or adverse impact and you have taken all opportunities to advance equality and foster good relations, subject to continuing monitor and review.</li> <li>- <b>Adjust the proposal</b> – the EIA identifies potential problems or missed opportunities. This involves taking steps to remove any barriers, to better advance quality or to foster good relations.</li> <li>- <b>Continue with the proposal</b> (despite the potential for adverse impact) – you should clearly set out the justifications for doing this and how you believe the decision is compatible with our obligations under the duty</li> <li>- <b>Stop and remove the proposal</b> – if there are adverse effects that are not justified and cannot be mitigated, you should consider stopping the proposal altogether. If a proposal leads to unlawful discrimination it should be removed or changed.</li> </ul> <p><b>Important:</b> If there are any adverse impacts you cannot mitigate, please provide a compelling reason in the justification column.</p>
<b>Option selected</b>	<b>Conclusions/justification</b>



<p>No major change to the proposal</p>	<p><i>The proposals are considered to have a significant positive impact on access to the city centre, with clear actions identified to continue to improve access to the city centre for all.</i></p> <p><i>Where known or potential negative impact is identified, this is balanced by the range of measures being proposed so ensure that there are improvements for all. Further work is identified to continue to explore additional services or access improvements through ongoing engagement with the identified stakeholder groups.</i></p>
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## Step 7 – Summary of agreed actions resulting from the assessment

7.1	What action, by whom, will be undertaken as a result of the impact assessment.		
Impact/issue	Action to be taken	Person responsible	Timescale
<p><i>This report identifies that 7pm is the preferred time for the footstreets to re-open.</i></p>	<p><i>Any approval to proceed with changing the footstreet hours will require a statutory consultation and its own EIA.</i></p>	<p><i>Head of Transport</i></p>	<p><i>Decision yet to be taken</i></p>

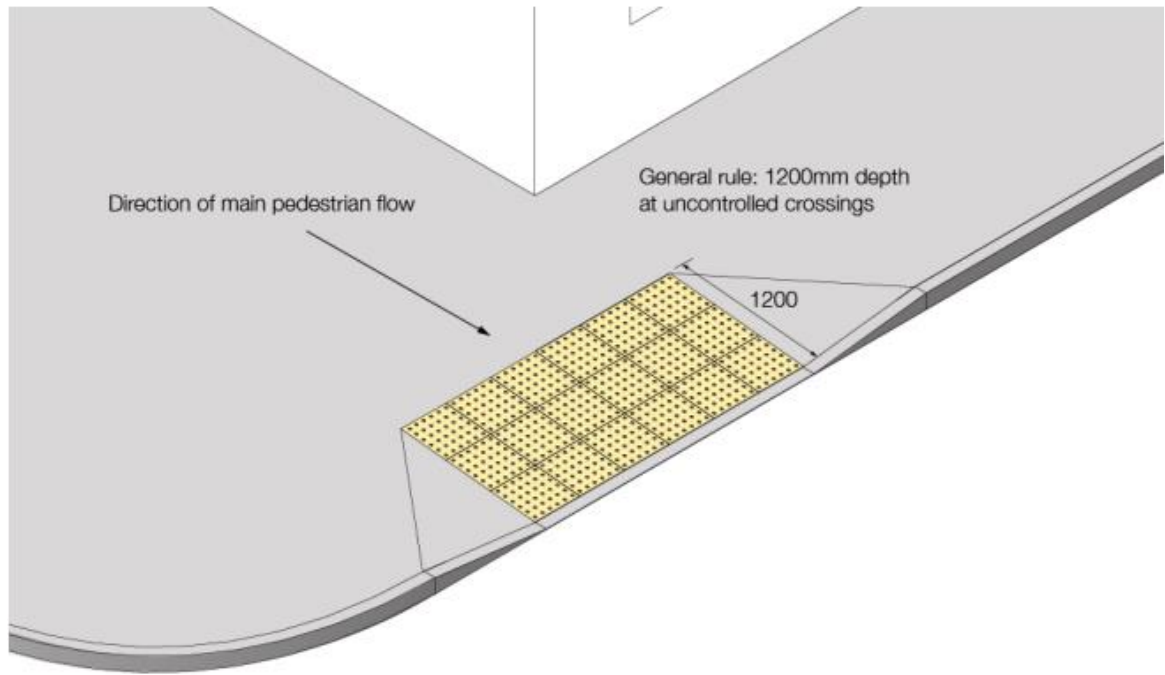
**Step 8 - Monitor, review and improve**

<p><b>8. 1</b></p>	<p><b>How will the impact of your proposal be monitored and improved upon going forward?</b>          Consider how will you identify the impact of activities on protected characteristics and other marginalised groups going forward? How will any learning and enhancements be capitalised on and embedded?</p>
	<p><i>The impacts of the proposals will continue to be monitored through the following activities:</i></p> <ul style="list-style-type: none"> <li>• <i>Ongoing liaison with key disabled groups through the Access Officer (once appointed – subject to approval)</i></li> <li>• <i>The creation of a York Standard will increase awareness across all stakeholders the barriers to accessing the city centre and establish a city wide commitment to continued improvement</i></li> <li>• <i>Ongoing engagement with the business community in the city centre through representative groups such as the BID</i></li> </ul>

## Annex B: Dropped crossing methodology

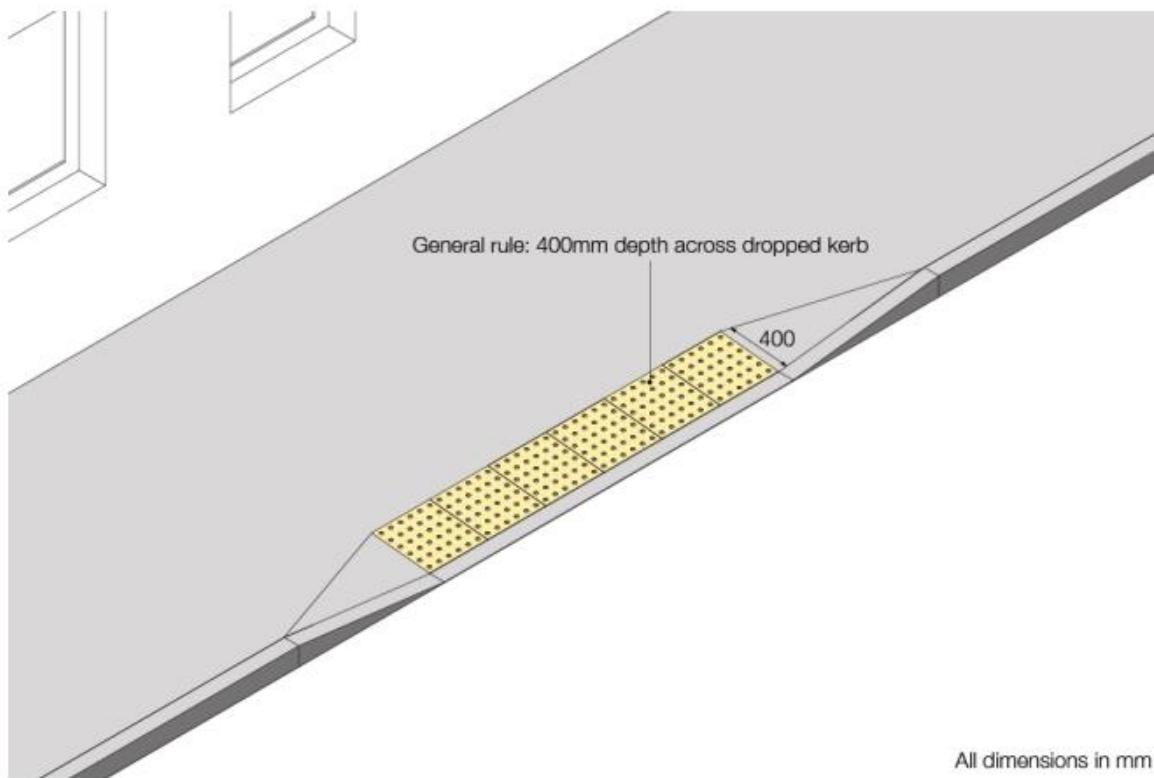
- Approach to design options (See glossary below for definitions):
  - Option 1 – Can an uncontrolled crossing point (pair of dropped kerbs with tactiles, with gradient not exceeding 1:12 as specified in [national guidance](#) and shown in **Figure 5B** below and standard detail at the end of this document) be delivered? If not;
  - Option 2 – Can a reduced depth uncontrolled crossing point be delivered (pair of dropped kerbs with tactiles, with gradient not exceeding 1:12 as specified in [national guidance](#) and shown in **Figure 5A** below and standard detail at the end of this document)? If not;
  - Option 3 – Can an uncontrolled raised crossing point with tactiles be delivered (key considerations include height and gradient, drainage, road marking, signage and lighting – the introduction of a 20 mph zone for the City Centre may be required to enable the delivery of raised crossings)? If not;
  - Option 4 – Can an uncontrolled crossing point with tactiles be provided using build outs (key considerations include height and gradient, carriageway widths, potential parking issues, drainage, required signage and lighting)? If not;
  - Option 5 – Can an uncontrolled crossing point with tactiles be provided by dropping the full width of the footway on both sides (key considerations include height and gradient, potential parking issues, drainage)? If not;
  - Option 6 - Can another location nearby accommodate any of the options listed above? If not;
  - Option 7 – Can a dropped kerb without tactiles be delivered (not compliant with guidance due to gradient and/or lack of matching dropped kerb opposite for example)?

Figure 5B: Layout of the blister surface at an in-line uncontrolled crossing point



All dimensions in mm

Figure 5A: Layout of the blister surface at an inset uncontrolled crossing point



All dimensions in mm

Source: [Guidance on the Use of Tactile Paving Surfaces](#)

## CROSSING POINTS GLOSSARY (at grade crossings)

**Controlled crossings:** A facility provided to help people cross a carriageway but where they have priority over motorised traffic.

Types of controlled crossings include:

- Zebra crossings; and
- Signalled controlled crossings.

**Uncontrolled crossings:** Uncontrolled crossings do not afford pedestrians any particular priority over motorised traffic, although some layouts may result in some drivers deciding to give way. Some pedestrians may decide to assert priority over drivers, but this cannot be relied on.

Types of uncontrolled crossings include:

- Dropped kerb crossings;
- Flat-topped road hump;
- Refuge/central reservation (allowing crossing in two stages on wider roads, generally not applicable to city centre streets);
- Build-out;
- Side road entry treatment;
- Blended junction or continuous footway (level walking surface where drivers cross the footway, which continues across the junction – applicable to side roads).



Dropped kerb with tactile paving



Kerb build-out



Pedestrian refuge



Side road entry treatment and speed table

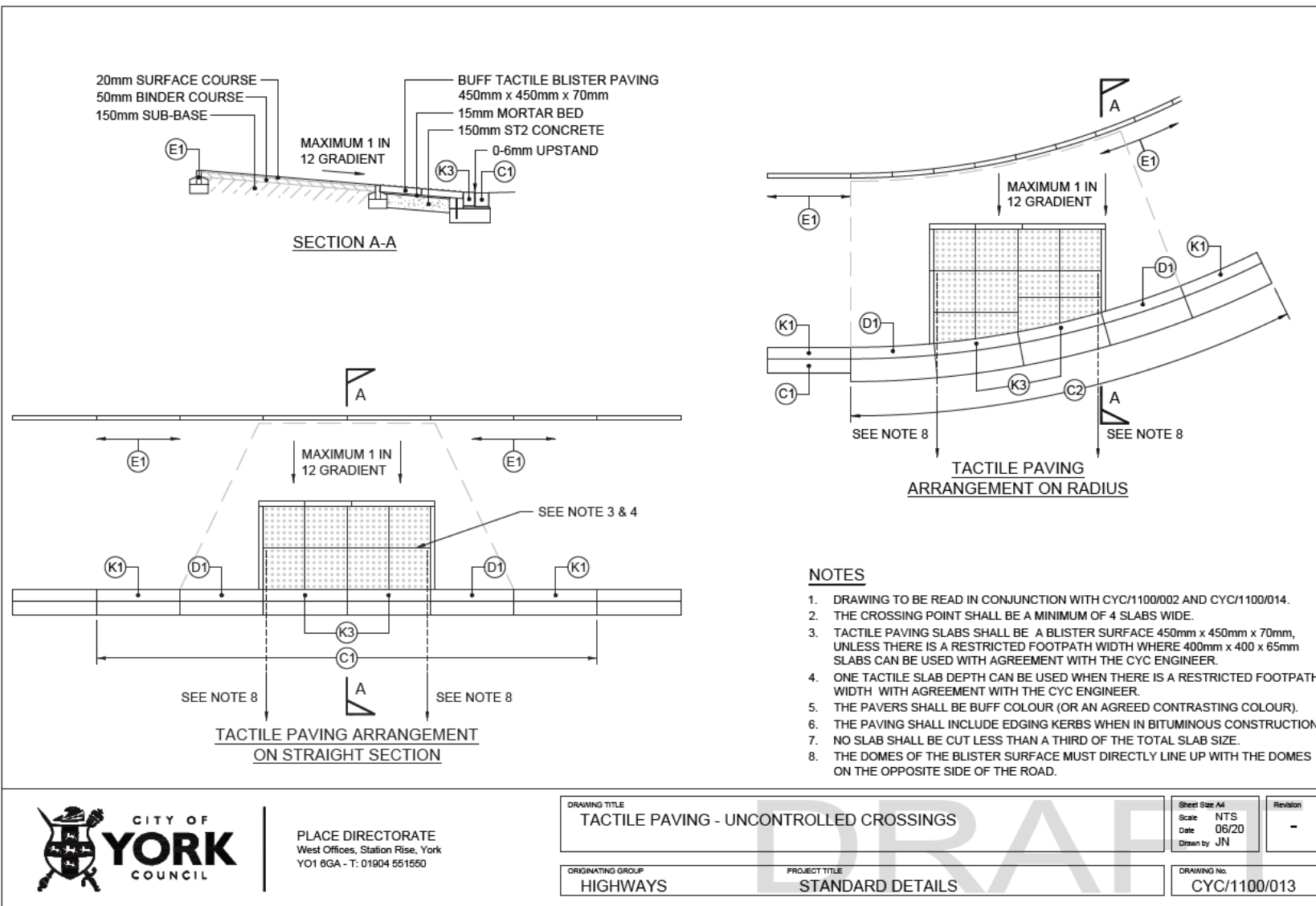


Flat top road hump / raised crossing table



Blended junction/continuous footway (footway continues across side road junction)

Source: [CIHT Designing for walking](#)









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**Decision Session – Executive Member for Transport****22 March 2022**

Report of the Director of Transport, Environment and Planning.

**Coppergate Traffic Regulation Order Update****Summary**

1. The current single direction flow of motorised traffic along Coppergate with a segregated contraflow cycle route was installed as an emergency active travel measure and provided under a Temporary Traffic Regulation Order (TTRO) as part of the coronavirus (COVID) response.
2. The segregated cycle route has recently been improved in accordance with the decision made at the Decision Session for the Executive Member for Transport in November 2021 with better temporary measures to address the vandalism.
3. At the Decision Session for the Executive Member for Transport in November 2021, the decision was made to apply for an extension of 6 months to the TTRO (this was granted by the Secretary of State) and to allow a second application to be made to the Secretary of State, if needed, to ensure that the city centre bus study could be undertaken and options around a permanent solution for Coppergate be developed.
4. The city centre bus study is intended to look at the dynamics of the city centre (including Coppergate), inner ring road and radial routes. This will be in the context of the Bus Service Improvement Plan (BSIP), the current Local Transport Plan 2011-2031 as well as the emerging themes of a new Local Transport Plan, the Local Plan, the Carbon reduction strategy and the Economic strategy. The brief for the city centre bus study has been drafted in order to engage with a specialist consultant to deliver the study.
5. On the critical path for the development of the brief for the bus study was a steer from central government on funding bid associated with the

council's BSIP. The original timetables provided by the Department for Transport on consideration of BSIP have slipped.

## Recommendations

6. The Executive Member is asked to:

- 1) Note the improved arrangements have been implemented for a segregated cycle lane.

*Reason: Following vandalism the segregation infrastructure for the cycle route have been improved.*

- 2) To request officers commence work on the process of formal consultation to make the current arrangements permanent.

- 3) Delegate to the Director of Environment, Transport and Planning the authority to confirm the Traffic Regulation Order if no objections are received. If objections are received then a further report will be brought to the Executive Member.

*Reason: The current arrangements will need to be removed in June unless a decision is made to make it permanent*

- 4) To request that upon completion of the bus study a further report is brought forward about the future operation of all traffic on Coppergate.

*Reason: To ensure the longer term future of Coppergate considers all the potential options.*

## Background

7. In response to COVID an Emergency Active Travel scheme to provide social distancing space for pedestrians on Coppergate was implemented in June 2020. In order to achieve this, the carriageway space for vehicles was reduced. This also provided an opportunity to provide a contra flow cycle lane in a south-west to north-east direction. The scheme physically implemented on the ground provided the social distancing space for pedestrians on the south side of the street by widening the footway space available into the carriageway. A one-way only TTRO (Piccadilly to

Nessgate) was implemented, along with the contraflow cycle lane (Nessgate to Piccadilly).

8. This meant that motorised vehicular traffic is allowed to travel in one direction only, cyclists can travel in both directions and additional space was provided for pedestrians on the southern side of the street. This arrangement is still in place (March 2022) with the exception of the segregated pedestrian area which was removed in summer 2021 as COVID restrictions relaxed.
9. The original TTRO was for 18 months and was due to expire in December 2021. However, following the Executive Member for Transport decision session in November 2021 an application was made to the Secretary of State to extend the current TTRO for 6 months. The extension was agreed and the current TTRO expires on 14<sup>th</sup> June 2022.
10. Following repeated vandalism of the segregation of the cycle lane, a more robust solution has been installed which was approved by the Executive Member in November last year. This comprises a short length of bolted down segregation measures and signing fixed in order that it is not stolen or removed.
11. A key consideration is to appreciate that some bus routes have been adversely affected by the closure of Coppergate at the western (Nessgate) end.
12. A brief for a review of city centre buses has been prepared and it is proposed that this will be commissioned in due course. The city centre bus study will also inform the decision on longer term arrangements.
13. On the critical path for the development of the brief for the city centre bus study was a response to the council's BSIP and funding bid to the Department for Transport. The original timetable for consideration of these from the Department for Transport has slipped.
14. It would not be possible to continue the temporary arrangements until the bus study is complete as the Secretary of State would not authorise extensions without the council's long term intention being clear. Therefore a decision needs to be made now on whether to make the current one way operation of Coppoergate for motor vehicles the substantive traffic regulation order.
15. The bus study may produce options for investment to enable further improvements to the public realm for pedestrians, cyclists and public transport users.

16. At the conclusion of the city centre bus study, a report will be brought forward for consideration of next steps.

## **Consultation**

17. Informal consultation took place on the first extension of the TTRO (to May 2022) and with bus companies and cycle groups.
18. Responses from other stakeholders, such as cyclists, has been mixed – some cyclists welcome the new lane, whilst others comment that they are too narrow, dislike the right turn into Coppergate from Nessgate or believe that the signage is inadequate. Cycle groups were also critical of the approach taken to consultation, which they believed to be inadequate, in advance of the decision to extend the TTRO for 6 months from December 2021.
19. The changes to the cycle segregation measures are relatively recent and feed back has not yet been obtained.
20. Consultation with the bus companies in the York Quality Bus Partnership highlighted that they are not in favour of making the arrangement permanent because it lengthens bus journey times for passengers and introduces a source of unreliability for services because of varying traffic conditions on the diversion route along Tower Street. It also increases service distances by half a mile a trip – which can add up to 10 miles over the course of a working day, challenging the range of electric buses on some services.
21. The consultation which was undertaken more widely in the summer demonstrated that there were other groups who favoured retention of the one-way arrangement, such as York Civic Trust, because it improved the environment for pedestrians. There was also support for the contraflow cycle lane arrangement, although some cyclists commented that the lane was insufficiently wide for some types of non-standard or adapted cycle.
22. Formal consultation will need to be undertaken if the substantive Traffic Regulation Order is changed to reflect the current arrangements, but the consultation can be clear that there will be opportunities for further review.

## **Options**

23. The options can be summarised as follows:
  - a. Do not seek to make the current arrangements permanent and allow it to expire and revert to previous two way traffic operation

with no cycle segregation, commission the city centre bus study and then consider the arrangement of Coppergate in light of that study.

- b. Take all necessary steps on making the current arrangements permanent in advance of the bus study report. The one way operation of Coppergate being a constraint the bus study needs to address.

## **Analysis**

24. The implementation of the measures in Coppergate has created a quieter, more pleasant environment that feels safer for pedestrians and cyclists, mainly due to the exclusion of vehicular traffic in the west to east direction (resulting in a circa 50% reduction in the traffic on Coppergate, which itself has more carriageway space).
25. The current Local Transport Plan 2011 – 2031 (Local Transport Plan 3) places walking, then cycling at the top of the mode hierarchy. A review of the Local Transport Plan is unlikely to change that hierarchy. The temporary arrangements have improved walking and cycling. Therefore option A is not recommended.
26. Option B ensures the improvements for walking and cycling are retained and allow the Bus Study to be completed. Officers would recommend this option.
27. The already improved environment could be further enhanced once the long term options for Coppergate are determined with the opportunity for interventions for improving the pedestrian areas through introduction of paved surfaces and planting.
28. A one way route also has benefits from a wider regeneration perspective. The Castle Gateway masterplan, approved in 2018, set out the challenges Coppergate presents in severing the Coppergate Centre and the Castle and Eye of York from the main shopping area. Reducing vehicle dominance and removing eastbound traffic makes it easier to cross the road to and from the area; improves the desirability of Coppergate itself for the businesses located on the street; and creates potential opportunities to widen footways and enhance the public realm. This is also consistent with the My City Centre vision which was approved in November 2021 by creating a more pedestrian family friendly environment for residents and making the best use of our streets and public spaces.

## Council Plan

29. The Scheme proposals are embedded in the Council Plan 2019-23. The implementation of these proposals are an integral part of the key priorities to enable “getting around sustainably; a greener and cleaner city; safe communities and culture for all and an open and effective council”.

## Implications

- **Financial** – There is an allocation of £100k in the transport capital programme to fund the cost of the interim changes to the traffic management layout and review of the TTRO. If a permanent TRO is ultimately agreed alongside the long term options for Coppergate this may require further funding to implement which will be considered as part of a future budget process.
- **Human Resources (HR)** – there are no HR implications.
- **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 (“PSED”).

Statutory guidance issued in May 2020 reiterated that the Public Sector Equality Duty continued to apply as Councils made changes (permanent and temporary) to their road networks in response to Covid-19, and the needs of disabled people and those with other protected characteristics must be considered. A fair and proportionate balance had to be found between the needs of people with protected characteristics and the interests of the community as a whole. Case law held that achieving such a balance is not a breach of the PSED and that there is no prescriptive way to evidence due regard. The measures taken by the Council by making and extending a TTRO were those considered necessary to achieve the objective of helping to limit the spread of Coronavirus and were therefore considered to be a proportionate means of achieving a legitimate aim.

An Equalities Impact Assessment is included with this report, see Appendix A, detailing 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, particularly in relation to disabled people.

- **Legal –**

The Council has powers under the Road Traffic Regulation Act 1984 (“Act”) to make Traffic Regulation Orders and Temporary Traffic Regulation Orders (“TTRO”). A TTRO can remain in force for up to 18 months but, under Section 15(3) of the Act, an application can be made to the Secretary of State to extend the TTRO. In making the decision to extend the duration of the TTRO the Council must consider the criteria within Section 122 of the Road Traffic Regulation Act 1984 and, in particular, the duty to make decisions to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians).

- **Crime and Disorder** – There are no crime and disorder implications.
- **Information Technology (IT)** - There are no IT implications.
- **Property** – There are no property implications.

## **Risk Management**

8. At this stage the main risks are connected with delays to any decision making. Primarily this depends on the outcome of consultation.

**Contact Details**

**Author:** Chief Officer Responsible for the report:

**Author's name** James Gilchrist

Gary Frost

**Major Transport Projects  
Manager**

**Director for Environment, Transport,  
Highways & Planning**

**Report**  **Date** 14 March 2022  
**Approved**

**Specialist Implications Officer(s)**

**Financial:**  
Name: Patrick Looker  
Title: Finance Manager

**Legal:**  
Name: Dan Moynihan  
Title: Senior Solicitor

**Wards Affected:** [List wards or tick box to indicate all] **All**

**For further information please contact the author of the report**

**Background Papers:**

Decision Session Executive Member for Transport November 2021

**Annexes**

Annex A Equality Impact Assessment

**List of Abbreviations Used in this Report**

BSIP – Bus Service Improvement Programme  
COVID – Coronavirus-19  
TRO – Traffic Regulation Order  
TTRO – Temporary Traffic Regulation Order  
PSED – Public Service Equality Duty



HR – Human Resources

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**City of York Council  
Equalities Impact Assessment**

**Who is submitting the proposal?**

<b>Directorate:</b>	Place		
<b>Service Area:</b>	Highways and Transport		
<b>Name of the proposal :</b>	Coppergate Traffic Regulation Order Update		
<b>Lead officer:</b>	Gary Frost		
<b>Date assessment completed:</b>	04-03-2022		
<b>Names of those who contributed to the assessment :</b>			
<b>Name</b>	<b>Job title</b>	<b>Organisation</b>	<b>Area of expertise</b>
Gary Frost	Major Transport Projects Manager	CoYC	Infrastructure development, civil engineering and project management.

## Step 1 – Aims and intended outcomes

1.1	<p><b>What is the purpose of the proposal?</b> Please explain your proposal in Plain English avoiding acronyms and jargon.</p>
	<p>The aim of the proposal is to reconcile the current traffic regulation order applied to Coppergate and suggest options to retain the Order in place for now and look ahead to future studies and possibilities for Coppergate. Currently, motorised vehicles can only travel in one direction from Piccadilly to Nessgate. Pedestrians and cyclists can travel in both directions.</p>
1.2	<p><b>Are there any external considerations?</b> (Legislation/government directive/codes of practice etc.)</p>
	<p>The Road Traffic Act, 1984. The Equality Act 2010.</p>
1.3	<p><b>Who are the stakeholders and what are their interests?</b></p>
	<p>The following stakeholders are affected:</p> <ol style="list-style-type: none"> <li>1. All road users, including pedestrians, cyclists and motorists, taxis and public transport users.</li> <li>2. Frontagers, mainly business proprietors, but including some residents and a church.</li> <li>3. Bus operators.</li> </ol>
1.4	<p><b>What results/outcomes do we want to achieve and for whom?</b> This section should explain what outcomes you want to achieve for service users, staff and/or the wider community. Demonstrate how the proposal links to the Council Plan (2019- 2023) and other corporate strategies and plans.</p>

	<p>The desired outcome is to ensure compliance with the Traffic Regulation Order process in order to maintain the current arrangements whilst wider studies and evolving policy emerges to understand future proposals for use and streetscape of Coppergate. Therefore this outcome is about ensuring procedural compliance in the short term whilst ideas and studies can be undertaken in the meantime about Coppergate.</p>
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## Step 2 – Gathering the information and feedback

<p><b>2.1</b></p>	<p><b>What sources of data, evidence and consultation feedback do we have to help us understand the impact of the proposal on equality rights and human rights?</b> Please consider a range of sources, including: consultation exercises, surveys, feedback from staff, stakeholders, participants, research reports, the views of equality groups, as well your own experience of working in this area etc.</p>	
<p><b>Source of data/supporting evidence</b></p>	<p><b>Reason for using</b></p>	
<p>Consultation undertaken for the current TRO, and feedback from bus operators.</p>	<p>It provides views on the current arrangements from the public including cycling groups and bus companies.</p>	

## Step 3 – Gaps in data and knowledge

<b>3.1</b>	<b>What are the main gaps in information and understanding of the impact of your proposal? Please indicate how any gaps will be dealt with.</b>	
<b>Gaps in data or knowledge</b>		<b>Action to deal with this</b>
Understanding the long term impact on bus services and long term impact on bus users.		Proposed City Centre Bus Study.

### Step 4 – Analysing the impacts or effects.

<b>4.1</b>	<b>Please consider what the evidence tells you about the likely impact (positive or negative) on people sharing a protected characteristic, i.e. how significant could the impacts be if we did not make any adjustments?</b> Remember the duty is also positive – so please identify where the proposal offers opportunities to promote equality and/or foster good relations.		
<b>Equality Groups and Human Rights.</b>	<b>Key Findings/Impacts</b>	<b>Positive (+) Negative (-) Neutral (0)</b>	<b>High (H) Medium (M) Low (L)</b>
<b>Age</b>	May find using the road easier to use and negotiate with safer layouts and more space. Likewise those who take up the opportunity to walk or cycle will find it easier and safer to use the road.	+	M
<b>Disability</b>	May be encouraged to cycle more.	+	M
<b>Gender</b>	None	0	
<b>Gender Reassignment</b>	None	0	
<b>Marriage and civil partnership</b>	None	0	

<b>Pregnancy and maternity</b>	None	0	
<b>Race</b>	None	0	
<b>Religion and belief</b>	None	0	
<b>Sexual orientation</b>	None	0	
<b>Other Socio-economic groups including :</b>	<b>Could other socio-economic groups be affected e.g. carers, ex-offenders, low incomes?</b>		
<b>Carer</b>	None	0	
<b>Low income groups</b>	More encouraged to cycle for utility purposes.	+	M
<b>Veterans, Armed Forces Community</b>	None	0	
<b>Other</b>	Restrictions to overall motorised traffic could lead to improvements in air quality will provide benefits to people with respiratory problems.	+	M
<b>Impact on human rights:</b>			
List any human rights impacted.	None	0	

**Use the following guidance to inform your responses:**

Indicate:

Where you think that the proposal could have a POSITIVE impact on any of the equality groups like promoting equality and equal opportunities or improving relations within equality groups

Where you think that the proposal could have a NEGATIVE impact on any of the equality groups, i.e. it could disadvantage them

Where you think that this proposal has a NEUTRAL effect on any of the equality groups listed below i.e. it has no effect currently on equality groups.

It is important to remember that a proposal may be highly relevant to one aspect of equality and not relevant to another.



<p><b>High impact</b> (The proposal or process is very equality relevant)</p>	<p>There is significant potential for or evidence of adverse impact The proposal is institution wide or public facing The proposal has consequences for or affects significant numbers of people The proposal has the potential to make a significant contribution to promoting equality and the exercise of human rights.</p>
<p><b>Medium impact</b> (The proposal or process is somewhat equality relevant)</p>	<p>There is some evidence to suggest potential for or evidence of adverse impact The proposal is institution wide or across services, but mainly internal The proposal has consequences for or affects some people The proposal has the potential to make a contribution to promoting equality and the exercise of human rights</p>
<p><b>Low impact</b> (The proposal or process might be equality relevant)</p>	<p>There is little evidence to suggest that the proposal could result in adverse impact The proposal operates in a limited way The proposal has consequences for or affects few people The proposal may have the potential to contribute to promoting equality and the exercise of human rights</p>

## Step 5 - Mitigating adverse impacts and maximising positive impacts

5.1	<b>Based on your findings, explain ways you plan to mitigate any unlawful prohibited conduct or unwanted adverse impact. Where positive impacts have been identified, what is been done to optimise opportunities to advance equality or foster good relations?</b>
If measures are implemented to restrict motorised traffic it is likely that the profile of the scheme will be high and members of the public will have awareness through press and social media. People will use the street in their daily lives and will experience a quieter, safer and more pleasant environment.	

## Step 6 – Recommendations and conclusions of the assessment

6.1	<b>Having considered the potential or actual impacts you should be in a position to make an informed judgement on what should be done. In all cases, document your reasoning that justifies your decision. There are four main options you can take:</b>
- <b>No major change to the proposal</b> – the EIA demonstrates the proposal is robust. There is no potential for unlawful discrimination or adverse impact and you have taken all opportunities to advance equality and foster good relations, subject to continuing monitor and review.	

- **Adjust the proposal** – the EIA identifies potential problems or missed opportunities. This involves taking steps to remove any barriers, to better advance quality or to foster good relations.
- **Continue with the proposal** (despite the potential for adverse impact) – you should clearly set out the justifications for doing this and how you believe the decision is compatible with our obligations under the duty
- **Stop and remove the proposal** – if there are adverse effects that are not justified and cannot be mitigated, you should consider stopping the proposal altogether. If a proposal leads to unlawful discrimination it should be removed or changed.

**Important:** If there are any adverse impacts you cannot mitigate, please provide a compelling reason in the justification column.

<b>Option selected</b>	<b>Conclusions/justification</b>
No major change to the proposal	The proposal is concerned with ensuring compliance with the traffic regulations in the short term and seeking a harmonious solution in the longer term.

## Step 7 – Summary of agreed actions resulting from the assessment

<b>7.1 What action, by whom, will be undertaken as a result of the impact assessment.</b>			
<b>Impact/issue</b>	<b>Action to be taken</b>	<b>Person responsible</b>	<b>Timescale</b>
Safety of people with protected characteristics	Road Safety audits	TBA	TBA
Improvement of air quality	Publication of benefits realisation report (monitoring and evaluation).	TBA	TBA

## Step 8 - Monitor, review and improve

<b>8.1</b>	<b>How will the impact of your proposal be monitored and improved upon going forward?</b> Consider how will you identify the impact of activities on protected characteristics and other marginalised groups going forward? How will any learning and enhancements be capitalised on and embedded?
	This will be considered in the study and the evolving policies which will emerge in due course.



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## Executive Member Decision Session

22 March 2022

Report of the Corporate Director of Place  
Portfolio of the Executive Member for Transport

### Directorate of Place Transport Capital Programme – 2022/23 Budget Report

#### Summary

1. This report sets out the programme of works to be delivered through the Directorate of Place Transport Capital Programme in 2022/23.

#### Recommendations

2. **The Executive Member is asked** to approve the proposed programme of Schemes for 2022/23.

**Reason:** To implement the Council's transport strategy identified in York's third Local Transport Plan and the Council Priorities, and deliver Schemes identified in the Council's Transport Programme, including the Active Travel Programme.

#### Background

3. Following approval at Budget Council on 17<sup>th</sup> February 2022, the Transport Capital Budget for 2022/23 has been confirmed at **£22,926,000**. The approved budget includes funding from the Local Transport Plan ("LTP") grant, grants for individual Schemes, and Council resources.
4. The budget includes significant funding from various external sources, including the Active Travel Tranche 2 Grant, the West Yorkshire Transport Fund, the Transforming Cities Fund and funding from the Department for Transport ("DfT") for the York Outer Ring Road Dualling Scheme.

5. Full details of the 2022/23 budget and funding are shown in Annex 1 to this report.

## **2022/23 Major Schemes**

6. The allocations within the Major Schemes block will deliver a significant programme of improvements to the city's infrastructure. Funding for these Schemes has been secured from several external funding sources, with contributions from the Council's capital budgets agreed to support these projects.
7. Work on the Outer Ring Road scheme in 2022/23 will be focused on the completion of the detailed design and securing planning approval for the proposals, and submission of an application is anticipated in April 2022. Concurrently, work will be in progress to acquire land for the scheme and making preparations for completing the Final Business Case for submission in early 2023. Procurement of a contractor to deliver the scheme will be commenced in 2022/23 with the construction stage expected to start in mid-2023.
8. The main construction work on the York Station Gateway scheme is planned to start towards the end of 2022/23. The utility diversion works have commenced and due to finish in the summer with the construction contractor for the main highway works planned to be procured over the next few months. Construction work is due to commence in the autumn, and the scheme is expected to be completed in summer 2024.
9. Funding has been allocated for the implementation of the City Centre Access & Security Scheme (Hostile Vehicle Mitigation), following the approval of the proposed Scheme at the 13<sup>th</sup> January 2022 meeting of the Executive. Following the completion of the detailed design for the Scheme, the work to install the new static bollards and sliding bollard systems will be carried out later in 2022/23.
10. Following the approval of the preferred location **for Haxby Station** at the 9<sup>th</sup> December 2021 Executive meeting, funding has been included in the programme for the further development of this Scheme and the submission of an updated bid to the DfT's New Station Fund for the proposed new station.

11. Following the approval of the proposed Tadcaster Road Transport Improvements Scheme at the 18<sup>th</sup> January 2022 Decision Session, funding has been included in the programme for the delivery of the Scheme. The proposed Scheme will provide improved cycle facilities along Tadcaster Road, and improvements for pedestrians and cyclists at Slingsby Grove and Nelsons Lane. This Scheme will be delivered with the Highways Maintenance Scheme planned for Tadcaster Road in 2022/23.
12. Funding has been included in the programme for the design and implementation of the Castle Gateway Transport Development Scheme, which aims to improve accessibility for pedestrians and cyclists and increase use of active travel modes, as part of the redevelopment of the Castle Gateway area. The delivery of the bridge over the River Foss is dependent on the progression of the Castle Gateway Scheme, and an update will be brought to the Executive later in the year.
13. An allocation has been included in the programme for the Electric Vehicle Fleet Infrastructure Scheme, which will complete the installation of charging infrastructure at Hazel Court Depot and satellite sites to support the upgrade of the Council's vehicle fleet to electric vehicles.

### **2022/23 Transport Schemes**

14. The proposed allocations for Transport Schemes aim to deliver the strategic aims of the Council's third Local Transport Plan ("LTP3") and the Council Priorities. These Schemes are funded from the Local Transport Plan grant, and supplemented by the Council's capital resources. Further details of the programme are shown in Annex 2 to this report.
15. Funding has been allocated for the on-going programme of upgrades to the city's Park & Ride sites, including resurfacing at Rawcliffe Bar. Funding has also been allocated for improvements to bus stops and shelters across the city, and improvements to the existing Real-Time Passenger Information system. The Council submitted a bid for additional funding for public transport through the government's Bus Service Improvement Plan ("**BSIP**"), and if the bid is successful, a revised public transport programme will be developed and presented at a future meeting.

16. The Public Transport block also includes the funding for the completion of the purchase of two new Dial & Ride buses, as agreed in the report to the Executive meeting on 18<sup>th</sup> November 2021.
17. The allocation for Traffic Management Schemes includes funding for improvements to signs and lining throughout the city, and funding for the continuation of the Traffic Signals Asset Renewal (“TSAR”) programme, with upgrades proposed at eight locations across the city.
18. The allocation for the Automatic Number Plate Recognition (ANPR) Renewal Scheme will allow the existing camera systems used for bus lane enforcement at Low Poppleton Lane and Coppergate to be replaced, as the existing systems are now life-expired.
19. Funding has also been allocated for the completion of schemes from the 2021/22 transport capital programme, including the Bishophill and Micklegate public realm improvements and the review of the continued one-way closure of Coppergate. Other carryover Schemes will be added to the programme at the Consolidated Report in the summer.
20. The allocation for Pedestrian & Cycle Schemes will allow the commission of the review of access barriers on the walking and cycling network to identify sites where amendments to improve accessibility can be made; the continued review and implementation of requests for new pedestrian crossings; smaller-scale schemes to improve pedestrian and cycling facilities across the city; and improvements to structures on the Public Rights of Way network to ensure the routes continue to be accessible.
21. Funding has been included in the programme for feasibility and design work on the proposed upgrade of the existing cycle path from Jubilee Terrace to Scarborough Bridge, which will be part funded through a Section 106 developer contribution from the York Central development.
22. An allocation has also been included for upgrades to a section of the Solar System cycle route between Tadcaster Road and the new Bishophthorpe White Rose playing fields, which will allow the path to be widened and improve the drainage in the underpass at Tadcaster Road.



23. The allocation for safety Schemes will fund measures to improve walking and cycling facilities and address safety issues on routes to school; measures to improve safety at accident cluster sites; measures to address safety issues raised by the public through the Danger Reduction programme; and Schemes to address issues with vehicle speeds raised through the Speed Review process.
24. The allocation for Scheme Development will be used to develop new Schemes for implementation in future years; fund final completion works, retention payments, and items identified during safety audits of Schemes completed in previous years; and fund the staff resources incurred in the development and implementation of Local Transport Plan-funded Schemes.
25. Funding has also been allocated from the council's capital resources improvements for the ongoing programme of Bridge Maintenance works, which includes continuing the programme of Principal Inspections and General Inspections, and development of a maintenance scheme for the refurbishment of Lendal Bridge. The scope and estimated cost of the Lendal bridge work is currently being finalised. The delivery timeline is also being developed to minimise disruption in the area by programming the work to avoid conflict with the traffic management for other major schemes in the area.

### **Active Travel Programme**

26. The Council's Active Travel Programme includes the funding allocated for Cycling Schemes in the Summer 2019 budget, and the grant funding awarded from the government's Active Travel Fund for Schemes to encourage the use of active travel modes (walking and cycling) through the provision of new/ improved infrastructure across the city.
27. As previously reported to the Executive Member, limited progress had been made on the Active Travel Programme in 2020/21 due to a lack of staff resources to progress the Schemes. However, during 2021/22 new Project Managers have been appointed and good progress has been made on developing the Schemes for implementation. A detailed report on the Active Travel Programme Report was presented to the 14<sup>th</sup> February 2022 Decision Session, which outlined the priorities and timescales for the proposed

schemes, and approval was granted for the schemes to be progressed in 2022/23.

28. Details of the Active Travel Programme Schemes are shown in Annex 3 to this report, including costs and indicative timescales for feasibility, design, and implementation.

### **Consultation**

29. The capital programme is decided through a formal process using a Capital Resources Allocation Model (“CRAM”). CRAM is a tool used for allocating the Council’s capital resources to schemes that meet corporate priorities.
30. Funding for the capital programme was agreed by the Council on 17<sup>th</sup> February 2022. While consultation is not undertaken on the capital programme as a whole, individual scheme proposals do follow a consultation process with local councillors and residents.

### **Options**

31. The Executive Member has been presented with a proposed programme of Schemes, which have been developed to implement the priorities of the LTP3 and the Council Plan.

### **Analysis**

32. The programme has been prepared to meet the objectives of LTP3 and the Council Plan as set out below; implement the Active Travel Programme; implement the City Centre Access & Security Scheme; develop the proposals for a new rail station at Haxby; and progress the York Outer Ring Road upgrades and York Station Frontage major Schemes.

### **Council Plan**

33. The Council Plan has eight Key Outcomes:
  - Well-paid jobs and an inclusive economy
  - A greener and cleaner city
  - Getting around sustainably
  - Good health and wellbeing
  - Safe communities and culture for all
  - Creating homes and world-class infrastructure

- A better start for children and young people
  - An open and effective Council
34. The Transport Capital Programme supports the prosperity of the city by improving the effectiveness, safety and reliability of the transport network, which helps economic growth and the attractiveness for visitors and residents. The programme aims to reduce traffic congestion through a variety of measures to improve traffic flow, improve public transport, provide better facilities for walking and cycling, and address road safety issues.
35. Enhancements to the efficiency and safety of the transport network will directly benefit all road users by improving reliability and accessibility to other Council services across the city.
36. The capital programme also addresses improvements to the transport network raised by residents such as requests for improved cycle routes, measures to address safety issues and speeding traffic, and improvements at bus stops such as real-time information display screens and new bus shelters.

## **Implications**

37. The following implications have been considered.
- **Financial**
    - Following approval at Budget Council on 17th February 2022, the total Place Transport Capital Programme budget is £22,926,000. The programme will be amended to include any carry-over funding from 2021/22 at the Consolidated Report in Summer 2022. Over-programming within the LTP funded Schemes will be used to limit the impact of Scheme delay beyond officer control.
    - Details of the funding are shown in Annex 1 to this report, and details of the full programme of Schemes are shown in Annex 2 to this report. The Active Travel programme is set out in more detail in Annex 3.
  - **Human Resources (HR)**

In light of the financial reductions in recent years, the Executive Member's attention is drawn to the fact that the majority of Highways and Transport staff are now funded either through the

capital programme or external funding. This core of staff are also supplemented by external resources commissioned by the Council to deliver capital projects, which provides flexible additional capacity and reflects the one-off nature of capital projects.

- **Equalities**

There are no Equalities implications.

- **Legal:**

Each of the Major Schemes highlighted above will have their own legal implications, and therefore specific advice should be sought from Legal Services for each individual Scheme.

Generally speaking at this point however, the following should be taken into account.

- External grant funding sought for the delivery of any of the proposed Schemes outlined above will be subject to Paras. 6 to 8 of Part E of the Council's Financial Regulations. Further, Legal Services will be required to review and assess any grant funding terms before the Council enters into any such funding arrangements, and where necessary provide advice on the impact of any rules and requirements under the UK Subsidy Control Regime.
- Any works, supplies of goods/materials, and/or services required for any of the above Schemes must be commissioned in accordance with a procurement strategy that meets the requirements of the Council's Contract Procedure Rules ("**CPRs**") and (where relevant) the Public Contract Regulations 2015 ("**PCRs**") and that has been approved by both Legal Services and Procurement. Advice must be sought from Legal Services and colleagues in the Procurement where necessary.
- Where a procurement process is funded, in whole or part, by grant funding which has been awarded to the Council by an external funding body (see above), the Council must ensure that any rules or conditions imposed by the funding body are adhered to, in addition to the requirements of the CPRs and the PCRs.

## Risk Management

38. For larger Schemes in the programme, separate risk registers will be prepared and measures taken to reduce and manage risks as the Schemes are progressed throughout 2022/23.

## Contact Details

**Author:**

**Dave Atkinson**

Head of Highways &  
Transport

**Chief Officer Responsible for the  
report:**

**James Gilchrist**

Director – Environment, Transport and  
Planning

**Report  
Approved**



**Date** 14/03/22

### **Specialist Implications Officer(s)**

Finance:

Patrick Looker

Finance Manager

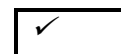
Legal

Dan Moynihan

Senior Solicitor

**Wards Affected:** *List wards or tick box to indicate all*

**All**



**For further information please contact the author of the report**

### **Background Papers:**

Directorate of Place Transport Capital Programme 2021/22 Monitor 2  
Report – 18 January 2022

### **Annexes**

Annex 1: 2022/23 Transport Budget

Annex 2: 2022/23 Transport Capital Programme

Annex 3: 2022/23 Active Travel Programme

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**Annex 1 - Council Approved 2022/23 Transport Capital Budget**

<b>Funding</b>	<b>£1,000s</b>
Local Transport Plan Grant	1,570
Developer Funding (Section 106)	28
Traffic Signal Asset Renewal Programme (CYC Funding/ DfT Grant)	1,700
Bishophill/ Micklegate Access Control (CYC Funding)	230
Cycling Schemes (CYC Funding)	400
Pedestrian Crossing Review (CYC Funding)	40
Access Barriers (CYC Funding)	100
Active Travel Fund (DfT Grant/ CYC Funding)	850
Bridge Maintenance (CYC Funding)	1,100
Outer Ring Road Dualling (WYTF)	3,422
York Station Gateway (WTYF)	5,479
City Centre Access & Security (CYC Funding/ DfT Grant)	1,632
Haxby Station (CYC Funding/ DfT Grant)	2,100
Tadcaster Road Transport Enhancements (TCF Grant)	1,280
Castle Gateway Transport Development (WYTF)	2,095
EV Fleet (CYC Funding)	900
<b>Total</b>	<b>22,926</b>

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2022/23 Transport Capital Programme	22/23	Scheme Details
	Budget	
	£1,000s	

Public Transport		
P&R Site Upgrades	100	Improvements to Park & Ride sites
Rawcliffe Bar Resurfacing	200	
Bus Stop Improvements	100	Improvements to bus stops & shelters
Real-Time Passenger Information Improvements	100	Upgrades to existing real-time system
Public Transport - Carryover Schemes		
Dial & Ride Buses	130	Purchase of two new Dial & Ride buses

<b>Total Public Transport</b>	<b>630</b>
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Traffic Management		
Air Quality Monitoring	20	Ongoing programme of monitoring
Signing & Lining	20	Citywide signing & lining work
TSAR Programme	1,700	Ongoing programme of traffic signals upgrades
Monks Cross Drive Crossing		
Barbican Road/ Paragon Street Junction		
Green Lane/ Front Street Junction		
Hull Road/ Melrosegate Junction		
Malton Road/ New Lane Junction		
Hull Road/Tang Hall Lane		
Bishopgate Street Crossing		
Pavement/ Piccadilly/ Coppergate Junction		
ANPR Bus Lane Enforcement	200	Upgrade of existing bus lane enforcement cameras
Traffic Management - Carryover Schemes		
Bishophill/ Micklegate Access Control (CYC Res)	230	Proposed access & public realm improvements in vicinity of Victoria Bar
Hungate CCTV	28	Renewal of CCTV network to improve traffic monitoring
The Groves Traffic Restrictions (Experimental TRO)	80	Implementation of permanent scheme

<b>Total Traffic Management</b>	<b>2,278</b>
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Pedestrian & Cycle Schemes		
Access Barrier Review	100	Review of access barriers on the walking & cycling network
Cycle Minor Schemes	25	Minor improvements to cycle facilities throughout the city
Business Cycle Parking	20	Contribution to cycle parking at businesses
Pedestrian Minor Schemes	10	Minor improvements as required throughout the year
Dropped Kerbs	90	Installation of new dropped kerbs across the city
Pedestrian Crossing Review	100	Implementation of schemes from prioritised list following review of pedestrian crossing requests
PROW Structural Upgrades	50	Repairs to structures on the Public Right of Way network
Riverside Cycle Path Improvements	20	Development of improvements to route between Jubilee Terrace & Scarborough Bridge
Solar System Cycle Route Improvements	150	Improvements to Solar System path between Tadcaster Road & White Rose playing fields

<b>Total Pedestrian &amp; Cycle Schemes</b>	<b>565</b>
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Safety Schemes		
School Safety Schemes	50	Measures to improve safety on routes to schools
Local Safety Schemes	50	Implementation of safety schemes following review of accident cluster sites

2022/23 Transport Capital Programme	22/23 Budget	Scheme Details
	£1,000s	

Danger Reduction	50	Investigation of issues raised by the public & implementation of minor schemes where required
Speed Management Schemes	50	Measures to address issues raised through the Speed Review Process

<b>Total Safety Schemes</b>	<b>200</b>
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Scheme Development		
Future Years Scheme Development	50	Development of schemes for implementation in future years
Previous Years Costs	50	Budget required for minor completion works and retention payments
Staff Costs	200	Staff resources required to support transport capital programme

<b>Total Scheme Development</b>	<b>300</b>
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Active Travel Programme		
Cycle Schemes	400	Development & implementation of approved priority list of cycle schemes
Rougier Street/ Tanners Moat Cycle Gap		
Fishergate Gyrotory Ped & Cycle Scheme		
Hospital Fields Road Cycle Improvements		
Skeldergate - Cycle Improvements at Build-outs		
Fulford Road - Frederick House Improvements		
Tang Hall Lane/ Foss Islands Path Access		
Nunthorpe Grove/ Southlands Road Improvements		
Nunnery Lane/ Victor Street - Puffin to Toucan		
Manor Lane/ Shipton Road Improvements		
Chocolate Works Riverside Path Improvements		
University East-West Campus Link		
City Centre North-South Cycle Route		
Orbital Cycle Route - Lawrence Street/ James Street/ Regent Street Crossing Improvements		
University Road Improvements		
Navigation Road One-Way	5	Review of temporary scheme implemented in 2021/22
Active Travel Fund Tranche 2	850	Development & implementation of schemes set out in the Active Travel Fund bid
A1237 Ouse Bridge Cycle Route		
A19 Shipton Road Cycle Route		
City Centre Accessibility: St George's Field Crossing		
Wheldrake to Heslington Pedestrian & Cycle Improvements		
Acomb Road Cycle Lanes		
People Streets (Ostman Road)		

<b>Total Active Travel Programme</b>	<b>1,255</b>
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Structural Maintenance		
Bridge Maintenance	1,100	Programme of maintenance work, including Lendal Bridge scheme

<b>Total Structural Maintenance</b>	<b>1,100</b>
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2022/23 Transport Capital Programme	22/23 Budget	Scheme Details
	£1,000s	

Major Schemes		
Outer Ring Road	3,422	Development of ORR Dualling scheme for implementation in future years
York Station Gateway	5,479	Improvements to York Station and Station Road to improve access for all road users
City Centre Access & Security	1,632	Development & implementation of permanent measures for the city centre area
Haxby Station	2,100	Development of new station following award of DfT grant funding
Tadcaster Road Transport Improvements	1,280	Development of enhancements to provision for pedestrians, cyclists, and public transport as part of maintenance scheme
Castle Gateway Transport Improvements	2,095	Development of measures to improve accessibility for pedestrians & cyclists
EV Fleet Upgrade	900	Installation of electric vehicle charging infrastructure at council sites

<b>Total Major Schemes</b>	<b>16,908</b>
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<b>Total Programme</b>	<b>23,236</b>
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<b>Overprogramming</b>	<b>310</b>
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<b>Total Budget</b>	<b>22,926</b>
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Status of Active Travel Programme Schemes

Fin year 21/22
Fin year 22/23
Fin year 23/24

Dates reflect when the activity is complete

<i>Project</i>	<i>Notional Funding Assignment (£000)</i>	<i>Brief</i>	<i>Preliminary Design and Feasibility</i>	<i>Consultation</i>	<i>Decision</i>	<i>Detailed Design and Commissioning</i>	<i>Construction</i>	<i>Completion</i>
Navigation Road Cycle Route	40	Provision of One Way Plug on Navigation Rd to reduce traffic and improve cycle route. Link with Local Safety Scheme on Foss Islands Rd	Complete	Complete	Complete	Complete	Complete	Complete
A1237 section over the river Ouse	120	Provision of segregated Cycle Route on A1237 between Great North Way and A19.	Apr-22	May-22	Fin year 22/23	Fin year 22/23	Fin year 22/23	Fin year 22/23
Tadcaster Road (Transforming Cities Fund)	1400	Provision of on road and off road cycle routes from Sim Balk Lane to the Mount to link in with Highway Maintenance Scheme	Complete	Complete	Complete	Fin year 22/23	Fin year 22/23	Fin year 22/23
<b>A19</b>								
A19 Rawcliffe to Rawcliffe lane	305	Provision of improved cycle facilities/lanes. Complexity of delivery may mean a two phase approach (reflected in the construction milestones)	Apr-22	Jun-22	Fin year 22/23	Fin year 22/23	Fin year 22/23	Fin year 22/23
A19 Clifton Green to Rawcliffe lane		Provision of improved cycle facilities/lanes	Apr-22	Jun-22	Fin year 22/23	Fin year 22/23	Fin year 22/23	Fin year 22/23
A19 Bootham Bar-Clifton Green Cycle Route		Provision of improved cycle facilities/lanes on Bootham	Apr-22	Jun-22	Fin year 22/23	Fin year 22/23	Fin year 22/23	Fin year 22/23
Wheldrake Heslington path	250	Provision of cycle route between Wheldrake and Heslington	Aug-22	Sep-22	Fin year 22/23	Fin year 22/23	Fin year 23/24	Fin year 23/24
City Centre North-South Cycle Route		Improved signing High Petergate, Minster Yard, Deangate, Goodramgate, Aldwark, Hungate, Navigation Road and Walmgate	Jun-22	Aug-22	Fin year 22/23	Fin year 22/23	Fin year 22/23	Fin year 22/23
St Georges Field Crossing	100	Signalised Toucan Crossing of Tower Street near St Georges Field Car Park entrance to link with Castle Gateway bridge	Apr-22	May-22	Fin year 22/23	Fin year 22/23	Fin year 22/23	Fin year 22/23
Acomb Road	200	Provision of Cycle lanes on Acomb Rd/York Rd Acomb	Oct-22	Fin year 22/23	Fin year 22/23	Fin year 22/23	Fin year 23/24	Fin year 23/24
People Streets	80	Measures to improve environment for Cyclists/pedestrians on Ostman Rd near Carr Junior/Infant schools	Apr-22	Jun-22	Fin year 22/23	Fin year 22/23	Fin year 22/23	Fin year 22/23
City centre bridges	15	Review and campaigns for improving behaviours on bridges (inc. close passing)	May-22	Jun-22	Fin year 22/23	Fin year 22/23	Fin year 22/23	Fin year 22/23
City Centre Cycle Parking Improvements (subject to successful bid)	150	Upgrade of existing cycle parking facilities, introduce provision for adapted cycles and look at City centre lockers/secure storage	TBC	TBC	TBC	TBC	TBC	TBC
City Centre Access Improvements (subject to successful bid)	250	Improvements to the routes from car parks for people with mobility issues and visually impaired	TBC	TBC	TBC	TBC	TBC	TBC
People Streets (subject to successful bid)	200	Improve walking and cycling routes in the vicinity of 2 schools (Clifton Green primary and Badger Hill Primary)	TBC	TBC	TBC	TBC	TBC	TBC
Business and Retail Park Active Travel Package (subject to successful bid)	250	Improve travel links around Clifton Moor and Monks Cross	TBC	TBC	TBC	TBC	TBC	TBC

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<i>Project</i>	<i>Notional Funding Assignment (£000)</i>	<i>Brief</i>	<i>Preliminary Design and Feasibility</i>	<i>Consultation</i>	<i>Decision</i>	<i>Detailed Design and Commissioning</i>	<i>Construction</i>	<i>Completion</i>
<b>LTP Schemes</b>								
University Road Minor Pedestrian Works	30	As part of the Capital Programme 'Pedestrian Minor Schemes' project, an issue with the footpath on University road, caused by tree roots, will be addressed.	Mar-22	May-22	Jun-22	Aug-22	Oct-22	Fin year 22/23
Rougier St / Tanners Moat Cycle Gap	600	Improvements for cycling/ped amenity and to prevent non-cycle vehicle use	Jun-22	Jul-22	Aug-22	Dec-22	Mar-23	Fin year 22/23
Fishergate Gyratory Ped and Cycle Scheme		Improvements to make the gyratory less intimidating for cyclists	Jun-22	Jul-22	Aug-22	Dec-22	Mar-23	Fin year 22/23
Hospital Fields Road Cycle Improvements		Segregated cycle facility between off-road path and Fulford Road junction	Jun-22	Jul-22	Aug-22	Dec-22	Mar-23	Fin year 22/23
Skeldergate - Cycle Improvements at Build-outs		Improvements for cyclists at build outs	Jun-22	Jul-22	Aug-22	Dec-22	Mar-23	Fin year 22/23
Fulford Road - Frederick House Improvements		General cycling improvements	Jun-22	Jul-22	Aug-22	Dec-22	Mar-23	Fin year 22/23
Tang Hall Lane / Foss Islands Path Access		Improve access onto Foss Islands Path near humpback bridge	Jun-22	Jul-22	Aug-22	Dec-22	Mar-23	Fin year 22/23
Nunthorpe Grove / Southlands Rd Improvements		At Mandate Stage	Fin year 22/23	Fin year 22/23	Fin year 22/23	Fin year 22/23	Fin year 22/23	Fin year 23/24
Nunnery Lane / Victor St - Puffin to Toucan		At Mandate Stage	Fin year 22/23	Fin year 22/23	Fin year 22/23	Fin year 22/23	Fin year 22/23	Fin year 23/24
Manor Lane / Shipton Road Improvements		Safety improvements for cyclists at the junction	Fin year 22/23	Fin year 22/23	Fin year 22/23	Fin year 22/23	Fin year 22/23	Fin year 23/24
Chocolate Works Riverside Path		Make path wider and easier to use	Fin year 22/23	Fin year 22/23	Fin year 22/23	Fin year 22/23	Fin year 22/23	Fin year 23/24
University East-West Campus Link		Improved cycle links between East and West University campuses	Jun-22	Jul-22	Aug-22	TBC	TBC	TBC
Orbital Cycle Route - Lawrence/ James/Regent St Crossing Improvements		Cycling amenity improvements at James St / Lawrence St / Regent St	Jun-22	Jul-22	Aug-22	TBC	TBC	TBC