

## Comments by e-mail

Ref.	Comments	Officer response
1	<p>The route from Brownlow St to Clifton Moor will be more difficult.</p> <p>What is the suggestion for emergency ambulance route to Brownlow street from the hospital?</p> <p>What is the HGV delivery route to Brownlow street as access around the corner of Park Grove and Brownlow would be impossible.</p>	<p>Residents journeys will in some instances be longer.</p> <p>This will be investigated.</p>
2	<p>I am in favour of the reduction of traffic past the playing fields and the aim to reduce the use of the groves as a cut-through from Haxby road to Huntington road.</p> <p>This proposed scheme will cut the Groves in half for the residents. Please have the barriers in the current locations but as no entry signs not concrete bollards to allow for permit holders to commute to either Clifton moor or Layerthorpe through the imposed restriction.</p> <p>Also, I have to pay £370 to park our cars outside our own house. The scheme proposes to reduce the spaces by at least 30% in my area.</p> <p>2 other points:</p> <p>1) All HGV access to Brownlow street delivery would be via Park Grove where the physical gap is not possible?</p> <p>2) Same as above but for Fire engines and emergency access.</p>	<p>Noted.</p> <p>These restrictions do not work.</p> <p>There will be a loss of a small number of parking bays.</p> <p>This will be investigated,</p>
3	<p>As a resident on Lowther Street these plans cut off access to the on street parking from Lowther Street and will require a detour through even more built up areas. The plans are supposed to cut down on air pollution and number of vehicles yet the plans suggest that even more traffic will be filtering through streets that never saw it and will increase air pollution by lengthening time in cars by going down narrow streets.</p> <p>A proposed solution to the problems would be to put a zebra crossing near the spar shop at Lowther and another near the school.</p>	<p>Residents journeys will in some instances be longer.</p> <p>Zebra crossings would not achieve the aims of the proposals,</p>
4	<p>I park on Penley's Grove Street (outside the side of Helmsley House) and wonder how/if I'll be able to drive down that piece of one-way street to do so during the trial.</p> <p>Will Lowther St and Penley's Grove Street /Townend St stop being one way</p>	<p>All properties will be accessible.</p> <p>Only where necessary.</p>

5	<p>I think this is a very very bad idea by closing Lowther st</p> <p>1-it's going to be big traffic from the hospital towards Central which there is already traffic now</p> <p>2-going to affect peoples life because going to be big traffic from Wigginton Road For all them people live in Clifton Moor</p> <p>3-effect on the shops on Lowther St. We are from 6 Mansfield house Lowther St All our customers are coming by cars from other place in York. By doing that we absolutely get bankrupt And I spoke to all other shop owners They are absolutely against this as well We all get a solicitor we take this case to the court We are absolutely against this decision And nobody spoke to us about this</p>	<p>Additional traffic on the main roads is anticipated.</p> <p>The removal of through traffic does not automatically lead to a reduction in business.</p>
6	<p>Your stated aim is to improve air quality in The Groves by closing roads in this area to through traffic. This will increase traffic congestion on Haxby Road, Wigginton Road and Clarence Street; all of which are main arterial routes in and out of the city which already suffer traffic congestion.</p> <p>Haxby Road often has standing traffic which can sometimes extend from the Wigginton Rd junction to Rose Street. The air pollution outside my house is such that I can 'taste' the traffic fumes.</p> <p>I believe that City of York council have a duty of care to me and my neighbours not to exacerbate this situation. If indeed the effect of these road closures is to increase traffic congestion and air pollution on Haxby Road then surely CofYC will have demonstrated a blatant disregard for residents of these main road properties.</p> <p>You describe the impending road closures as an experiment. An experiment must have criteria for success or failure. Only by comparing objective (measured) evidence before, during and after the trial period can you determine its success or failure.</p> <p>I have to assume you have already agreed all this beforehand and have a plan to measure the impact of this trial on traffic flow and air quality both within the Groves and on the surrounding arterial routes.</p> <p>Could I request, therefore, that you provide me with details of your criteria for success or failure and the precise monitoring methods you will use to measure against these criteria?</p> <p>I would like you to quantify what level of increase in traffic congestion and air pollution on these roads you are prepared to accept before you declare the trial to be a failure.</p>	<p>Additional traffic on the main roads, where it should already be, is anticipated.</p> <p>See main body of report.</p>
7	<p>Could you confirm that a computer model using current vehicle movements has been used to come to these conclusions?</p>	<p>Some modelling work has been carried out.</p>

	<p>I know that the vast majority of non-residential traffic through this street is from Penley Grove St to Lord Mayors Walk. Blocking Penley Grove Street, will only exacerbate this situation especially when all the other routes have been blocked unless:</p> <p>a) the "Access Only" route is properly policed again or,  b). some form of residents-only access from St Johns Crescent to St John Street is also introduced (raising bollards).</p> <p>There have been serious accidents in St John Street in the past from vehicles trying to beat the lights, resulting in one death. I am concerned that the plans may result in more danger to residents.</p>	A revised proposal has been put forward.
8	<p>I'd just like to say that I think this is a brilliant start to a much needed change in the area. We live on Emerald Street and frequently walk out with our young children in the area and would welcome the closures.</p> <p>Whilst the closures are interesting, im more interested in the images on how the street could look. My question is after the 18 month trial how do you plan to evaluate the scheme and then if successful what would the permanent plan be? How the area would then welcome new shops, green spaces, outdoor seating and a community feel is the next thing that would be important. A Bishy Road equivalent would be brilliant.</p>	It is too early to say with a high degree of confidence how permanent measures might look.
9	<p>We live down George Court Penley Grove and sometimes my husband has to bring his van home. Would he still be able to get around these roads. Is Penley still one way?</p>	Yes. 2 way is being considered.
10	<p>I fully support these proposals. Motor vehicles have degraded our community. The front cover of your leaflet depicting Lowther St with village character is inspiring and at present hard to imagine.</p>	Noted.
11	<p>I live on the Groves. This will kill the shops. Your illustration could not be further from reality. Very sad badly thought through.</p> <p>All the cars will sit for longer round the Groves adding to the poor air quality.</p>	<p>See comment on businesses above.</p> <p>There should be much less traffic overall.</p>
12	<p>A resident on Fern Street.</p> <p>I feel that we are being blocked in by losing the access along March Street between Penleys Grove and Lowther Street and Townend Street - a route to get access on to Huntington Road/Wigginton Road to get out towards the ring road.</p> <p>Closing the junction at Penley Grove Street will send more traffic down St John Street</p> <p>Many delivery drivers aren't willing/able to get up and down St Johns Street to access our streets due to the narrow road. We always advise deliveries to enter/exit via Penleys Grove Street.</p>	<p>Residents journeys will in some instances be longer.</p> <p>A revised plan is being considered.</p> <p>Noted.</p>

	<p>I believe it would add at least a further 20 minutes during busier periods to exit from St John Street to reach Huntington Road direction.</p> <p>The junction at the top of St Johns Street and High Newbiggan Street it is difficult to exit with cars queuing blocking the road into the car park/in front of St John Street/Lord Mayors Walk.</p> <p>At the access point on to St John Street from Lord Mayors Walk it already states this a resident access only. Would it be possible to look at ways to police this with some form of reg plate system in place/fines That way only residents would be utilising these cut throughs to exit the Groves.</p>	<p>This can't legally be achieved.</p>
13	<p>Brownlow Street resident.</p> <p>my concerns are:-</p> <ul style="list-style-type: none"> <li>• parking space options reduced. It is more difficult to get parked in the R25 area, too many permits are issued, cars are parked in back lanes and on areas that no restrictions exist. The number of permits issued for students houses and the number of issued permits needs to be reviewed.</li> <li>• Road closures :- Any traffic coming from Markham Street/Eldon Street into Neville will have to turn around to get out</li> <li>• Earl Street closure, this would see a reduction in traffic and needs to be in place as soon as possible, but again parking options would reduce.</li> <li>• The closure on Penlys Grove Street with St John Street does make sense, however to make a small section two way makes no sense, but Penlys Grove Street could become two way, because there would be no access from Monkgate to Clarence Street, and vice versa.</li> <li>• The closure across Neville Terrace, just before Brownlow Street, which would mean ALL traffic coming up Park Grove would need to go along Brownlow Street, and then down to the bottom of Lowther Street, it would mean motorists going around in circles the same applies to motorists coming down Markham Street, down Eldon Street and then along Abbot St and up Penlys Groves Street</li> <li>• The closure of Lowther Street/ Brownlow Street</li> </ul>	<p>There are expected to be a small reduction in on street parking. There are no plans to reduce the number of permits for residents.</p> <p>This will be reviewed during the experiment.</p> <p>Noted.</p> <p>This area is being reconsidered.</p> <p>There should be an overall reduction in vehicles in the area.</p> <p>See comment above.</p>

	<p>would be great but again motorists coming down Lowther Street would need to go down Abbot Street and Back onto Penlys Grove Street, again going around in circles. Unless you reside, and you need to go down Lowther Street, great for residents especially at peak times as traffic queues would no longer exist, well not in Lowther Streets junction with Huntington Road.</p> <p>One way streets, proposal, which would make Brownlow Street one way, and this only makes sense if Park Grove Becomes one way, or at least from the Emerald Street. Making St John Street one way makes no sense whatsoever, as this would be used mainly by residents and to restrict access from Lord Mayors Walk would add to residents journeys.</p>	Noted.
14	I just wonder if you could supply some information from the meeting that took place at Park Grove School on Monday 17th Feb 2020 regarding the traffic proposals street closures and one way systems that are going to be trialled in the Groves for the next 18 months.	
15	I live on Clarence Street. The lack of communication is truly appalling. I 100% oppose this trial - all the benefits that the Groves may benefit from will be at my detriment. On Clarence Street, the number of vehicles will increase, the air quality will deteriorate, the speed of traffic will reduce and road safety will worsen. This will have a major impact on my life and I would like to register my opposition to it.	See previous comments.
16	<p>I hope you are not going to close Penley's Grove Street. It is a very popular route and many cars are using it. It is the best way to reach my home like for many people as well. I need a car to visit my daughter or to do shopping in a bigger shopping centres, etc. Next year I will need to go to her to look after my grandchild full day. I cannot afford to waste my time on buses since she is leaving her home at 7 am.</p> <p>Speed is low in the Groves.</p> <p>I think the Groves is too small for cycling. I am scared of cyclists in our area. Usually people are walking. Walking conditions are very good. Cars are not rivals for pedestrians. It would be nice to see more police officers.</p>	<p>Residents and their visitors journeys will in some instances be longer.</p> <p>This view is not shared by everyone. Noted.</p>
17	<p>Since this is an 18 month trial, I assume no dedicated cycle lanes are to be painted.</p> <p>The "Cafe culture" envisaged on the front is farcical, the</p>	<p>None are planned.</p> <p>View noted.</p>

	<p>vast majority of cyclists do not reduce speed when approaching pedestrians or possess audible devices. Therefore, without a physical separation much antagonism and possible accidents will ensue.</p> <p>If the object of the scheme is to reduce congestion and improve air condition how is this to be achieved? The one place you need better air quality is Park Groves school as more than 50% of parents drop off and pick up their children by car.</p> <p>Blocking off the roads at Earl St. and Park Grove is only going to mean more U turns resulting in more congestion and more pollution!</p>	<p>The object of the proposal is to remove through traffic.</p>
18	<p>I live off Gillygate.</p> <p>Traffic restriction measures have taken place in York to cut out 'through traffic'. Closing Muncastergate, Fountayne Street etc. have all added to the weight of traffic through the Groves. The plans to extend these restrictions to Penley's Grove Street and Lowther Street are the latest example.</p> <p>The plans don't solve the problem: all that happens is that they move it somewhere else. Gillygate is one of the, most polluted streets in Yorkshire. Why do you find the inevitable increase the incidence of pollution the Groves Plan will bring to this area to be acceptable? The pollution in Gillygate is enough to make one retch some days. The Groves plan is very likely to increase it. Don't pollute where I live any further.</p> <p>It's all very well closing streets, but what alternatives will you offer? There aren't buses or trains and as so many expensive cycle routes continue to be bereft of users, it's obvious people aren't going to suddenly get the bicycle clips out this time.</p> <p>There's a weather station in Gillygate. Please record pollution levels before the Groves Plan goes into operation, and measure it again in the months afterwards. And publish the results.</p>	<p>View noted.</p> <p>Through traffic should be on the main road network rather than narrow residential streets.</p> <p>View noted.</p> <p>The proposal is not linked to a wider pollution reduction plan.</p>
19	<ol style="list-style-type: none"> <li>1. Emergency service access. this could add precious time and delay their journeys to certain locations in the Groves.</li> <li>2. adding time to journeys will certainly apply to residents. To head towards Foss Island from Markham Street will now take 5-10mins longer depending on the traffic.</li> <li>3. I think you're overestimating the ability of surrounding roads to deal with the increased traffic.</li> </ol>	<p>Some journey times will be longer.</p> <p>Residents journeys will in some instances be longer.</p> <p>Noted.</p>

	<p>4. I also think March Street is going to see a great deal more cars on it.</p> <p>5. An 'up to 18 month' trial seems excessive. I sincerely hope they'll be flexibility to make changes earlier than that</p> <p>6. I am all for ideas to get cars off the road. Addressing climate change and pollution levels is our greatest challenge as a society going forward. However, this scheme is just redirecting cars, making other roads busier and creating issues elsewhere for others. In my opinion the traffic that cuts through the Groves is not excessive, and people do not drive fast.</p>	<p>Overall there should be a reduction in vehicles.</p> <p>Changes can be made during the 18 months.</p> <p>This scheme is aimed at reducing through traffic in the residential area.</p>
20	<p>I understand one of the main reasons for doing this trial is to reduce the pollution levels at Park Grove School. Could you please confirm what readings you have taken at the school and what will be deemed to be a successful reduction in levels there. Could you also confirm that you have taken readings at St Wilfrid's and will be monitoring that site for any potential increases.</p> <p>I'm not sure what traffic flow analysis has been completed, please could this information be shared, and furthermore could the success criteria be shared for what the change in traffic flows is looking to achieve. Could you confirm what would have to happen to change or abort the trial at any stage once it's implemented.</p>	<p>This is not the main aim.</p> <p>No pollution monitoring is planned.</p> <p>This was I the first report.</p> <p>Success criteria is covered in the main body of the report.</p>
21	<p>1) Remove the existing bollard between Neville Street and Neville Terrace.</p> <p>2) Sort out the horrible mess of signage and kerb at the bottom of Markham Street.</p> <p>A redesigned Markham Street/Eldon Street exit would help eliminate this.</p> <p>3) Allow two way cycling throughout the Groves area.</p> <p>4) Paving. Assuming the trial is a success, and I hope it is, I would really like to see more paving rather than tarmac.</p>	<p>This will be considered.</p> <p>This can be considered.</p> <p>This can be considered.</p> <p>Noted.</p>
22	<p>There's a planned road closure on Earle Street. This cuts off direct access to Haxby Road. A drive that I make multiple times a day as I work on Clifton Moor and drive there and back twice a day.</p> <p>I can't imagine many residents are going to be happy on either side of the divide now that their access is going to be cut in half, necessitating a five to ten minute detour for every single trip. If you're trying to reduce emissions, you are in fact increasing it.</p>	<p>Residents journeys will in some instances be longer.</p>
23	<p>I support trying to make the groves car free but am worried about it.</p> <p>Lowther St and Penleys Grove St are used as a cut through between haxby Road and Huntington Rd as you are aware. The letter said that you think the roads around</p>	<p>Noted.</p>

	can support the added traffic but I'm not so sure. I don't have solutions but I really don't think the alternate routes suggested can take the extra traffic	
24	I'm a carer for a friend who lives on Dudley Mews. Please could you advise which roads you are closing as I need to know which way round to go to get to my friends address	This will be done.
25	We are very much in favour of the traffic calming proposals, however the current proposed location for the Penleys Grove Street blockage needs re-thinking. 29 and 31 Penleys Grove Street are grade 2 listed properties it would be a tragedy to tarnish the look of these attractive houses with a concrete bollard outside. I think it would be much more sensible to move the bollard further down Penleys Grove Street.	This is being revised.
26	<p>A resident of St John Street</p> <p>The communication strategy of the council in my view has been very poor with the initial meeting held to discuss this project with the community on a working day at 2pm. The drop in meeting held on the 17th Feb 20. We learnt the council intends to divert traffic up St Johns Crescent and St Johns Street. When your representative was asked a simple project planning question he was unable to confirm the following:</p> <ul style="list-style-type: none"> <li>- The number of cars that use St Johns at present and the volume by which the numbers would increase,</li> <li>- The number of households that would be forced to use St Johns Street as their exit route and therefore the impact on traffic volumes</li> <li>- Nor do the council know how this change will impact air pollution in the street!</li> <li>- Nor do the council know how this change may impact parking in the street!</li> </ul> <p>In the GREEN LIGHT newspaper Feb 2020 an article from Councillor Craghill makes it clear this trial is a done deal - on the 17th we were informed the plan was still at the consultation stage?</p> <p>In addition Councillor Craghill states she wants no unintended consequences - what does this mean? Clearly we have outlined the consequences of this plan for St Johns street - am i to assume the consequences are therefore intended?</p>	<p>Noted.</p> <p>There is a revised proposal for the St. John Street area and there are uncertainties hence the experiment.</p> <p>Not aware of this and unable to comment.</p>
27	I am strongly in favour of the proposal for the trial road closure. I have experienced the adverse effects of the current road layout which has inadvertently encouraged large numbers of vehicles to use the neighbourhood as a rat run. Although the narrow road has a 20 mph speed limit, the majority of vehicles travel at over 30 mph and	Noted.



	<p>rarely give way to pedestrians seeking to cross the road. We are regularly subjected to aggressive driving, with vehicles mounting the pavement rather than wait whilst I cross the road with my children or park the car outside my house.</p> <p>I have seen how streets such as Fountayne Street and St Johns Street have improved dramatically with the installation of access restrictions.</p>	
28	<p>Read in the press that you were planning to close penleys grove Street to traffic, so attended the meeting at park grove school to see the plans, but they showed the closure to be after the st John's crescent turning, still allowing traffic to enter st John's crescent/street! Last night's press said you are going to stop traffic entering st John street from penleys grove Street! I would like to know how? We do not want St John street return to the rat run it used to be before it was made access only!</p>	<p>The proposals for this area have been revised.</p>
29	<p>I am writing to support the plans for the Experiment.</p> <p>I use the cycle route through the Groves many times each week, and occasional shop at the Spar shop. My suggestion that would be helpful for cyclists is to increase the number of signposts which show the best ways of travelling through the Groves. And you could have a specific map for cyclists in the area.</p>	<p>Noted.</p>
30	<p>I am a Groves resident.</p> <p>I am confused that a plan to further isolate us is being marketed as a 'regeneration'. 'Gentrification' would seem a far more appropriate term. I fail to see how cutting off the area is going to breath life in the community. The artist's impression of a pedestrianised Lowther Street is very optimistic in showing all the shops there still doing business. I also noticed that it's claimed in the marketing that the area is cut in half by traffic, which isn't something I had noticed, and this is considered a bad thing, however the proposed road closures divides the area between the more up market houses in the St. John's st/Penley Grove st area and. those of us in the council housing.</p> <p>Concerned about access to my flat. I rely on delivery for items and deliveries by truck or large van will not be easy or even possible. How are the Londis and the shops on Lowther street to get stock?</p>	<p>The main aim of the proposals is to remove through traffic whilst still enabling access and deliveries to properties.</p>
31	<p>I request a response to all of the questions/statements below please:</p>	

	<p><b>Consultation and implementation</b></p> <ol style="list-style-type: none"> <li>1. How has this consultation been conducted?       <ol style="list-style-type: none"> <li>a. How many residents are there in the Groves?</li> <li>b. How many residents were consulted?</li> <li>c. How were they consulted?</li> <li>d. Why weren't all residents invited to the consultation events – these were clearly not widely publicised. Putting notices up on local noticeboards is not acceptable if not all residents pass them/look at them.</li> <li>e. Some residents only became aware when this was published in the Press in October 2019 and more only found out when the leaflet was distributed recently.</li> <li>f. All residents should be given a vote on the proposals</li> </ol> </li> <li>2. At the council meeting in October Andy D'Agorne suggested that the additional road closures, i.e. Earle Street would not necessarily be implemented immediately and that the impact of the primary road closures would be monitored before doing this – has this now changed?</li> <li>3. At the meeting in October it was reported that this would only be implemented once further consultation had taken place, why is this only happening now, weeks before the work is due to start?</li> <li>4. Implementation was planned for April due to other road works taking place and the potential impact this would have on roads that are expected to absorb the traffic – road works frequently take place, how will these routes cope then?</li> <li>5. The leaflet refers to creating turning points at the closed off roads – how will this be achieved? – removing car park spaces and reducing already limited parking?</li> <li>6. How will delivery trucks, bin trucks and emergency vehicles be able to turn in the limited space available?</li> <li>7. The leaflet states that the traffic will be directed to other bigger roads – these roads are already congested, the report (appendix B – scenario 3) stated that there would be an increase:       <p>AM:</p> <ol style="list-style-type: none"> <li>a. 148% increase in traffic turning left from Clarence Street to Lord Mayors Walk</li> <li>b. 97% increase on the straight-ahead movement from Wigginton Road to Haxby Road</li> </ol> </li> </ol>	<p>Consultation is covered in the main body of the report.</p> <p>The current proposal is for all the closures to be put in at the start of the experiment.</p> <p>Consultation will be ongoing for up to 18 months if the proposal goes ahead.</p> <p>If the closures had already been in place the works may have had to be carried out differently.</p> <p>There will be a small loss of parking spaces.</p> <p>Reversing in some cases as is done elsewhere already. Through traffic is more appropriate for the main road network rather than narrow residential streets.</p>
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	<p>c. Right turn from Monkgate to Foss Bank increase of 148%</p> <p>d. 59% increase in traffic turning left from Lord Mayor's Walk to Monkgate</p> <p>PM:</p> <p>a. 134% increase in traffic turning left from Clarence Street to Lord Mayors Walk</p> <p>b. 140% increase on the straight-ahead movement from Wigginton Road to Haxby Road</p> <p>c. Right turn from Monkgate to Foss Bank increase of 171%</p> <p>d. Figures not provided for increase in traffic turning left from Lord Mayor's Walk to Monkgate</p> <p>Report stated: Subject to discussions with CoYC officers, it may be necessary to undertake some junction assessments to assess in detail the operational impact of one of more of the scenarios on the existing junctions.</p> <p>8. Why is there no concern for residents surrounding the Groves and the impact the increased traffic will have on them and their quality of life and the increase in air pollution?</p> <p>9. Safety in the Groves – at night it feels unsafe to walk through the Groves, however the gradual flow of cars coming through on an evening is currently reassuring, safety is likely to decrease with the implementation of a closed area – how will this be managed?</p> <p>10. Have ambulance/emergency vehicle drivers/dispatchers been made aware – what are their thoughts on this?</p> <p>11. How will the implementation be managed?</p> <p>a. Initially this will cause chaos as drivers will be unaware when entering the Groves that they can't get through!</p> <p>b. It is already difficult to navigate the Groves and signage through the Groves is already poor – how will this be managed?</p> <p>12. How will the situation be monitored throughout the next 18 months? And what feedback will residents get?</p> <p>13. Who proposed these changes? How can we be confident that there is not a conflict of interest, i.e. local green councillor Denise Craghill proposing changes and approval provided by Andy D'Agorne? Surely someone independent should be approving/declining?</p>	<p>See comment above.</p> <p>View noted.</p> <p>They will be made aware.</p> <p>There will be signs in advance.</p> <p>Everyone will have the opportunity to make representation on the experiment. Decision makers have to declare any interests during meetings.</p>
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	<p>14. The conservative councillors have voiced concerns – why are these not being listened to?</p> <p>15. Why have the one-way systems not been highlighted in the leaflet?</p> <p>16. All access to Huntington Road is blocked to those living in the west of the Groves – this is not acceptable given the proximity to that side and access required by local residents – why was the decision made to block the road at Earle Street?</p> <p>17. Traffic will be moved to Haxby Road and will be forced past the Haxby Road primary school – why is this not a concern?</p> <p>18. Increased traffic will be forced from the west of the Groves on to Haxby Road forcing a right turn towards Yearsley Crescent – what will be done to make this safer? It is already a busy road with limited visibility to each direction due to parked cars?</p> <p>19. The junction from Haley's Crescent to Huntington road is busy and dangerous, especially when turning right on to Huntington Road, the filter is not always on and limited cars can turn right in the time given – will these lights be changed to allow a better flow of traffic?</p> <p>20. The consultation documents suggest that traffic permit zones will change – what will this look like and how will this be monitored?</p> <p><b>Arguments proposed for the closures</b></p> <p>1. Through traffic and congestion has been raised as an argument, I walk through the Groves 4x a day, in the morning, lunch and between 4-6pm, this is only a minor issue at rush hour times, so limited to 1-2 hours max a day – how can this be classed as a major problem?</p> <p style="padding-left: 20px;">a. How has this been assessed?</p> <p>2. Queuing traffic is worse when the School is open and there is barely any during holidays, this suggests that it is mainly parents taking their children to School that are the main cause of traffic on Lowther Street –</p> <p style="padding-left: 20px;">a. do you really expect this traffic to stop?</p> <p style="padding-left: 20px;">b. Have you asked the School to question parents and ask how many drive their children to School?</p> <p style="padding-left: 20px;">c. Why have you not spoken to the School to see if they can discuss how parents transport their children to school</p> <p>3. Air pollution – what are the levels? Is this above what is to be expected?</p>	<p>They will be listened to during the experiment. Was not aware this was a problem. Residents journeys will in some instances be longer.</p> <p>The aim is to remove the through traffic from the minor road network. Drivers have to use their judgement when carrying out any manoeuvre.</p> <p>This can be reviewed.</p> <p>Unsure what this means.</p> <p>This view is not shared by everyone.</p> <p>Overall there will be a reduction in traffic in the area.</p> <p>Not known.</p>
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<p>4. The leaflet refers to road incidents/safety/accidents – how many road accidents has there been in the Groves?</p> <ol style="list-style-type: none"> <li>a. Why haven't other measures been tried first? E.g. speed bumps, pedestrian crossings?</li> </ol> <p>5. Leaflet refers to a divide in the community – as a resident of over 4 years there is no cohesive community, the Groves is predominantly made up students (transient residents, here for a limited time), those in social housing, a considerable amount of people with drug and alcohol issues and finally homeowners.</p> <ol style="list-style-type: none"> <li>a. The proposed road closures completely cut off the west of the Groves from the rest of the community</li> <li>b. What is going to be done about antisocial behaviour in the Groves which is more of a problem than traffic?</li> </ol> <p>6. The leaflet proposes that people will want to be outside more – the area most effected is outside a probation office – is that likely to be appealing?</p> <p>7. <b>Notable quotes from the official report</b> - None of the below points have any substance or evidence to back up the claims – what evidence is there to support these statements?</p> <p>Residents feel that there is a barrier dividing the community which threatens safety both in terms of risk of accidents and poor air quality. It also puts people off getting out and about and meeting up with neighbours - particularly families with children and older people with limited mobility.</p> <ul style="list-style-type: none"> <li>• How many said this?</li> <li>• Not all residents have been consulted, how can these views be truly representative of the Groves?</li> <li>• FEEL does not equal FACT</li> <li>• Do families with children want to socialise outside a probation office?</li> <li>• What is going to be done about antisocial behaviour in the Groves which is more of a problem than traffic?</li> </ul> <p>We don't want to stop people from accessing their homes or local shops by car. It's important that we all support local businesses and having access for all is key.</p> <ul style="list-style-type: none"> <li>• The proposals will make the entry and exit of the Groves for most residents convoluted and will increase journey times</li> </ul> <p>"Equally we also need to consider safety, particularly as</p>	<p>There will be very few reported injury accidents but that doesn't mean local residents do not have concerns about safety. This message has come from within the community. This proposal does not seek to directly address antisocial behaviour.</p> <p>This message has come from the local community.</p> <p>View noted.</p> <p>These points were drawn from comments made and themes discussed as part of a regeneration project. The proposed experiment is to determine what level of support there is in the whole community for the removal of through traffic.</p>
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<p>this route is located next to Park Grove Primary School. However, the Groves Regeneration Project has been talking to residents in the area for some time now and a key message that has come out of consultations is that the level of traffic on narrow residential roads through the area has a significant adverse impact on the local community.”</p> <ul style="list-style-type: none"> <li>• Provide evidence of the amount of road accidents in the Groves, particularly near the school</li> <li>• Question parents of the School and ask how many drive their children to School</li> <li>• Why are you not closing Park Grove Road to incoming traffic – as this is the one that predominantly suffers at School drop off and pick up time and is a narrow residential street?</li> </ul> <p><b>Post ‘consultation’ event on the 17<sup>th</sup> Feb.</b></p> <ul style="list-style-type: none"> <li>• How are you going to feedback the results of the consultation to residents? A list of the questions asked at the meeting and answers from the Council should be provided to all residents.</li> <li>• Will you have a further meeting to discuss the outcome of this meeting with residents?</li> <li>• How are you going to capture the opinions of this from those that could not attend the meeting?</li> <li>• Why was The York Press provided with an interview on the consultation without residents being communicated to first?</li> <li>• Why were council workers at the consultation told that all residents had been consulted on the plans so far? For information, I think that one of the main sources of anger surrounding this whole debacle is that the Council are continuously and incorrectly claiming that there has been extensive consultation. This is an outrageous lie. Consultation seems to have been limited to those members of the Groves Association, which I only found existed after attending the council meeting in October, and those living in the vicinity of Lowther Street and Penley’s Grove Street.</li> <li>• Have you read the comments on every article that the York Press has published on this so far, (on the Facebook posts and comments underneath their article on their website) they certainly paint a different picture of public opinion to the one that the council leaders are stating – are you going to take this in to account as part of the consultation feedback?</li> </ul>	<p>Access to this report will be available on line.</p> <p>The decision on the experiment will be open to the public. Via the experimental process. Media releases during consultation is common. The purpose of the drop in meeting was to help ensure greater participation in the process.</p> <p>No. The comments section in the York Press does not give a balanced view.</p>
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	<p><b>During the trial – if it goes ahead</b></p> <ul style="list-style-type: none"> <li>• How will you ensure that residents have adequate knowledge on how to express their feedback during the trial period?</li> <li>• How will you keep residents updated on throughout the trial?</li> <li>• What measures will be in place to monitor the trail?</li> <li>• All residents should be provided with regular updated via the post and should be constantly provided with information on how they can provide feedback. This should also be extended to residents of the surrounding roads that are expected to absorb the traffic – what is your response to this?</li> </ul>	<p>There will be a leaflet drop outlining how to make representation. It depends on how the experiment progresses. View noted.</p>
32	<p>We are writing this letter to express our concerns over the proposed new traffic measures being implemented in the groves area of York which we feel will adversely affect life in our part of the city. Whilst we commend the ultimate aims of the scheme to improve air quality and life in general by reducing extraneous traffic from the area, we feel the proposals are being poorly implemented as they do not take into account the wider impacts of these changes and there has been a lack of proper consultation with all affected local residents on the impacts of the scheme. Apart from the single meeting we attended at Park Grove school we have found no evidence of local consultation with residents that has been publicised locally.</p> <p>The scheme is set up to stop traffic “rat running” through the groves area, rerouting traffic either up or down Haxby Rd and around Huntington Rd, Monkgate and the already extremely congested Lord Mayors Walk thereby increasing traffic flows and, exacerbating road safety problems and pollution on these already very busy roads. Our concerns are as follows:</p> <ol style="list-style-type: none"> <li>1. The pollution and air quality on other local street including Lord Mayors Walk, Haxby Road, Monkgate and Huntington Road will be significantly worsened as vehicles will be idling for longer producing more co2 and NOx impacting local people across a wider area, and will have a detrimental effect on the historic city walls.</li> <li>2. A number of the roads in the area already have accident problems and these will become worse. Huntington Road in particular has a long standing problem with speeding traffic on a busy narrow</li> </ol>	<p>See main body of report on consultation.</p> <p>The aim of the proposals is to remove through traffic from the minor residential streets on to the main road network where it is more appropriate. The additional traffic on the main road is not thought likely to increase highway safety concerns.</p> <p>The purpose of the experiment is to better understand the impact the measures would have before a decision is made on whether to make the measures permanent.</p> <p>Other suggestions such put forward such as opening rail links, rents, parking charges, etc. are outside the scope of this project.</p> <p>If a petition is presented this will form part of the</p>

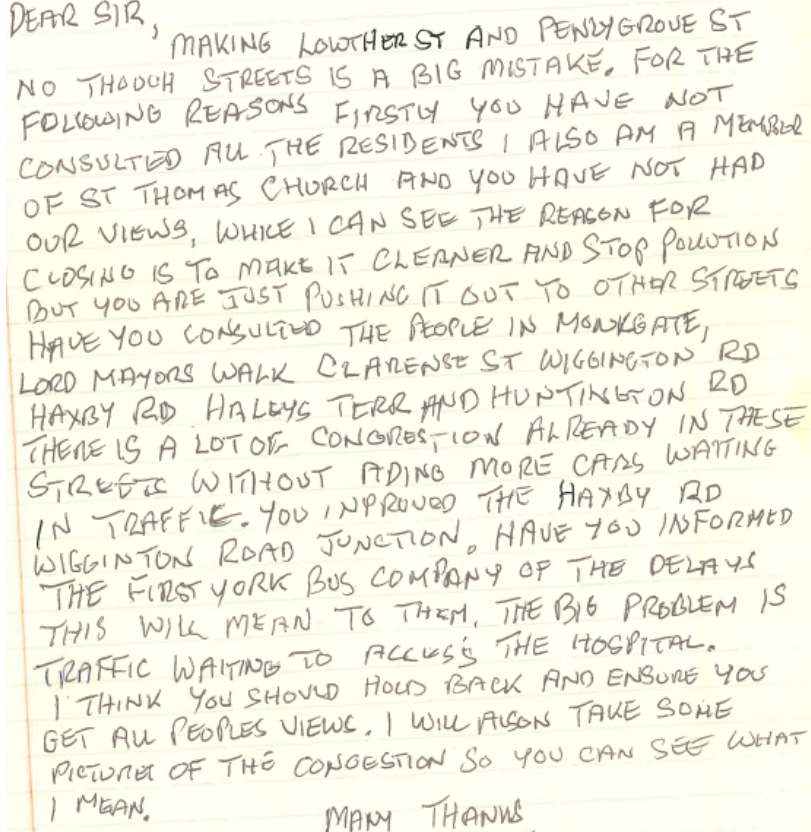
	<p>main road with children, cyclists and parked vehicles.</p> <ol style="list-style-type: none"> <li>3. There is no evidence of any detailed traffic studies to assess the impact of different options and the capacity of different roads to accommodate additional vehicles, and what alternatives might have been considered to reduce overall traffic flows in the area.</li> <li>4. Staff and visitors to York District Hospital have a major impact on traffic flows in the area and this needs a detailed travel plan to reduce the adverse impacts that accessing the hospital create. This also impacts on access for emergency vehicles which we believe will worsen as a result of the proposals.</li> <li>5. There will a significantly adverse impact on bus service reliability and journey times on Haxby Road and Huntington Road due to increased congestion on these roads.</li> <li>6. The council should have explored the possibility of reopening the railway lines between the city and the surrounding suburbs of Haxby and Wigginton where the majority of the car traffic through the Groves originates. The railway lines are still there and it would offer a viable alternative for public transport as would extending the operational hours of the line that runs through Poppleton to Harrogate which doesn't run late enough or very frequently. The park and ride buses finish too early and should be extended until midnight.</li> <li>7. The city centre, which is already seeing many shops closing due to a combination of high rents, business rates set at unrealistic levels and high car parking charges, will decline further due to implementation of this scheme making it difficult for people to come to the city.</li> <li>8. The existing shops on Lowther st will suffer a serious drop in trade and eventually close due to lack of custom due to access issues.</li> <li>9. People who rely on carers to visit will be impacted as already time pressured carers will have less time to spend with them as they will be sat in traffic for longer.</li> </ol>	<p>decision making.</p>
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	<p>All these points have really not been addressed with the local community and the council is not taking into account the wider concerns of the residents of the area.</p> <p>Please can you provide us with evidence of the analyses that you have undertaken and the different options you have considered. We would be interested to understand the impacts on road safety for different users, air quality and congestion, as there was none available at the consultation event at Park Grove school.</p> <p>For your information we intend to start a petition to oppose these changes with the local residents, and we would ask you to not beginning implementing any changes until you have provided us with more information on the impacts.</p>	
33	<p>How do residents enter and exit the Groves? I live in Markham St, from the map I assume I can no longer exit via Huntington Rd? Markham St is currently one way, will that be changed so we can turn around or will Lowther St one way be changed so we can turn right at Eldon St?</p> <p>The proposed re direct roads for traffic, Clarence St, Lord Mayors Walk and Monkgate are already congested and the map does not highlight Wigginton Rd and Haxby Rd which also are congested. Those who currently use Penley Grove St (and are needing access to Wigginton Rd) could chose to use Huntington Rd and do a U turn around onto Haxby Rd causing increasing congestion. Additional road pressure is also going to come from the housing development on the Nestle site.</p> <p>My concern is that I have professional visitors such as nurses and carers who have very busy client lists and getting around York is already an issue. Late calls because of traffic has an adverse impact on the client. They are already being impacted by the increasing congestion in the areas I have mentioned above. How will re directing onto your proposed route help?</p>	Residents, their visitors, carers and trades people journeys will in some instances be longer.
34	<p>As a regular church attendee at At Thomas's Church I must protest at the proposal to close Lowther st to through traffic. For 156 years At Ts has served the parish its where we worship our God, its where we send of our dead, and where so many other facilies serving the aged, the disposed <i>etc</i>, <i>I think those proposing this closure will probably bring about the closure of St The, we have struggled over many years to keep this church alive and</i></p>	People attending the Church and its activities may have to take a different route if travelling by car.

	<i>now have 150 dedicated Christians working out of the church to serve the parish and the grove's, this propa I has the potential to kill us off. I plead with those tasked with agreeing this proposal look at the broader picture and understand the importance of a vibrant welcoming Church in the Grove's</i>	
35	<p>I am writing to you with regard to the proposed new traffic system for the Groves area. I have serious concerns for this proposal.</p> <p>I am concerned that considerably more traffic will be flowing along Lord Mayor's Walk, a road that is already very congested. This will cause a backlog onto St John St, creating pollution in this residential area of York.</p> <p>I live on St John St and am concerned that the only exit will be on to Lord Mayor's Walk.</p> <p>I very much appreciate that there is a lot of through traffic using Penley's Grove St., and this will be forced to use Lord Mayor's Walk.</p> <p>By turning St John St one way, this will stop the cycle route, from Lord Mayor's Walk out of the city, which is well used at the moment.</p> <p>Can I suggest that Penley's Grove Street is blocked at the Londis Shop so that traffic can exit from the Groves area via Abbot Street and Lowther Street onto Huntington Road.</p> <p>This will end any through traffic and enable two way traffic still on St John St.</p> <p>An alternative could be that Penley's Grove street is again blocked as suggested and made two way. This could maintain the cycle route and give two way access to St John St and Penley's Grove Street.</p> <p>I think there needs to be a further meeting with residents of the area, especially as no mention was made in your leaflet about a one way system.</p>	A revised proposal has been put forward.
36	<p>A resident of St John Street.</p> <p>Councillor Craghill, assures me that a follow on meeting will be organised to discuss specific concerns.</p> <p>Whilst I am in favour of reducing traffic in the Groves area, I feel that the plans, as proposed will merely shift the problem to our end of the Groves.</p> <p>The plans as outlined in the session indicate that Penley's Grove Street will be blocked off at the former Groves House, sending traffic down St John Crescent/St John Street.</p>	The pandemic makes further meetings inadvisable. However concerns from residents in this area have resulted in a revised proposal.

	<p>I have the following questions/concerns: -</p> <ol style="list-style-type: none"> <li>1. Is it proposed that there is signage at Monkgate/Penley's Grove Street to indicate the street is blocked off.</li> <li>2. Has any consideration been given to making Penley's Grove Street two way, and then whilst I am not in favour of it, St John Street could be made one way, from where it meets Garden Street towards Lord Mayor's Walk.</li> <li>3. If the street is made one way, could speed bumps be installed to slow down traffic? .</li> <li>4. St John Street is access only, and has been so, for at least 30 years. The proposals would negate this.</li> <li>5. The pinch point at the Lord Mayor's Walk end of the street was widened, only last year, to minimise large lorries/van from coming down the street.</li> <li>6. What will happen when large vehicles come down the street and get stuck?.</li> <li>7. St John Street is a cycle route ? is it proposed there will be contra flow for cycles, if the street is made one way?</li> <li>8. There are other consequences of making the street one way ? .</li> <li>9. St Wilfrid's School entrance is in the car park. Cars queue from the car park into Lord Mayor's Walk twice a day. The length of the queue will most likely increase if the street is made one way.</li> <li>10. Will pollution test levels be done in the street before and during the trial?</li> <li>11. Has there been a car count of vehicles using the street, and will this be done during the trial?</li> <li>12. The proposal states the trial will be closely monitored - by whom and what criteria will deem it a success or otherwise?</li> </ol> <p>The proposals are a result of Grove residents working with councillors over the last two years. To my knowledge, no-one in St John Street was included in discussions regarding this.</p>	
37	<p>I am concerned that the knock on effect of these proposals is an increase in traffic through the junction at the end of Claremont Terrace.</p> <p>The Groves proposal should be matched by a campaign to reduce the number of car journeys in the area so that the existing routes are protected from increased pollution from engine fumes. Otherwise the only thing that is being done is to dump the traffic problem onto another community.</p>	<p>Concerns noted.</p> <p>This is outside the scope of this project.</p>

	Also, the Gillygate/Clarence Street/LMW junction is often at saturation point so the extra traffic will simply spend more time stationary, idling and waiting for the queues to clear. This will lead to a build up in air pollution as well as frustration for drivers	
38	<p>As parents with three children at Park Grove Primary School we know well the issues with traffic in the Groves</p> <p>However, as a resident of Claremont Terrace, in one of the most polluted areas of the city due to excessive traffic congestion, I cannot see how a forecasted 148% increase is reasonable.</p> <p>I respectfully request a formal consultation with those most impacted by these decisions as a minimum requirement before any closure is enacted.</p>	Anyone can make representation during an experimental traffic regulation order.
39	<p>I live on Claremont Terrace with two young children and I have to contend with already high levels of emissions everytime I take them to school or nursery - using Gillygate and Lord Mayors Walk. I feel like residents are being sold out by moving a problem, not a resolving it.</p> <p>I would also like to take this opportunity to try and ascertain current air quality on Gillygate.</p>	Concern noted.
40	 <p>DEAR SIR,      MAKING LOWTHER ST AND PENNYGROVE ST      NO THOUGH STREETS IS A BIG MISTAKE. FOR THE      FOLLOWING REASONS FIRSTLY YOU HAVE NOT      CONSULTED ALL THE RESIDENTS I ALSO AM A MEMBER      OF ST THOMAS CHURCH AND YOU HAVE NOT HAD      OUR VIEWS, WHILE I CAN SEE THE REASON FOR      CLOSING IS TO MAKE IT CLEANER AND STOP POLLUTION      BUT YOU ARE JUST PUSHING IT OUT TO OTHER STREETS      HAVE YOU CONSULTED THE PEOPLE IN MONK GATE,      LORD MAYORS WALK CLARENSE ST WIGGINGTON RD      HAXBY RD HALYS TERR AND HUNTINGTON RD      THERE IS A LOT OF CONGESTION ALREADY IN THESE      STREETS WITHOUT ADDING MORE CARS WAITING      IN TRAFFIC. YOU IMPROVED THE HAXBY RD      WIGGINGTON ROAD JUNCTION. HAVE YOU INFORMED      THE FIRST YORK BUS COMPANY OF THE DELAYS      THIS WILL MEAN TO THEM, THE BIG PROBLEM IS      TRAFFIC WAITING TO ACCESS THE HOSPITAL.      I THINK YOU SHOULD HOLD BACK AND ENSURE YOU      GET ALL PEOPLES VIEWS. I WILL ALSO TAKE SOME      PICTURES OF THE CONGESTION SO YOU CAN SEE WHAT      I MEAN.      MANY THANKS</p>	The aim of the scheme is to remove through traffic from the minor residential streets on to the main road network.

41	<p>This is a complete waste of that taxpayer money.</p> <ol style="list-style-type: none"><li>1. We will lose 2-3 resident parking spaces, This, when York respark is over doubly subscribed.</li><li>2. To excavate the dimensions of the "island", to alter the drains (surface water), then to construct the so called island and place the bollards to effectively block the road.</li><li>3. With the cost of anything these days, the labour costs, machines, transport costs, this is going to be a very expensive operation, running to many thousands of pounds.</li></ol> <p>Not Two Hundred Meters away, at the junction with, March Street, Townend Street, there already exists what the council are prepared to spend a great deal of money building. All that is needed are the bollards to close the road.</p>	<p>The experimental measures used have to be appropriate to the aim of the proposals.</p>
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