

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

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

**Date:** Thursday, 24 October 2019

**Time:** 2.00 pm

**Venue:** The Snow Room - Ground Floor, West Offices (G035)

**A G E N D A**

**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 Support Group by **4:00 pm on Monday 28 October 2019**

\*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 **4.00pm on Wednesday 23 October 2019**.

**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 1 - 10)

To approve and sign the minutes of the meetings held on:

- (i) 19 September 2019, and
- (ii) 29 August 2019.

## 3. Public Participation

At this point in the meeting, members of the public who have registered to speak can do so. The deadline for registering is **4.00pm on Wednesday 23 October 2019**. Members of the public can speak on agenda items or matters within the Executive Member's remit.

To register to speak please contact the Democracy Officers for the meeting, on the details at the foot of the agenda.

### Filming, Recording or Webcasting Meetings

Please note that, subject to available resources, this meeting will be filmed and webcast, or recorded, including any registered public speakers who have given their permission. The broadcast can be viewed at <http://www.york.gov.uk/webcasts> or, if recorded, this will be uploaded onto the Council's website following the meeting.

Residents are welcome to photograph, film or record Councillors and Officers at all meetings open to the press and public. This includes the use of social media reporting, i.e. tweeting. Anyone wishing to film, record or take photos at any public meeting should contact the Democracy Officers (contact details are at the foot of this agenda) in advance of the meeting.

The Council's protocol on Webcasting, Filming & Recording of Meetings ensures that these practices are carried out in a manner both respectful to the conduct of the meeting and all those present. It can be viewed at

[https://www.york.gov.uk/downloads/file/11406/protocol\\_for\\_webcasting\\_filming\\_and\\_recording\\_of\\_council\\_meetings\\_20160809](https://www.york.gov.uk/downloads/file/11406/protocol_for_webcasting_filming_and_recording_of_council_meetings_20160809)

- 4. Osbaldwick Area 20mph Speed Limit** (Pages 11 - 24)

The Executive Member will receive a report to re-consider expanding the existing 20mph speed limit in the Osbaldwick area to include several through routes that were originally omitted from the 20mph scheme with the aim of reducing the overall number of signs in the area.
- 5. 2018 Annual Review of Traffic Regulation Order Requests** (Pages 25 - 166)

The Executive Member will consider a report requesting approval to advertise the amendments to the Traffic Regulation Order (TRO) required to introduce the restrictions detailed in Annexes A to U. In addition, approval is requested to implement the amendments to the Traffic Regulation Order (TRO).
- 6. Consideration of Representations Received in Response to Advertised Amendments to the Traffic Regulation Order** (Pages 167 - 210)

Members will receive a report that outlines consideration of representations received, in support and objection, to advertised proposals to amend the Traffic Regulation Order.
- 7. Residents Parking Consultations** (Pages 211 - 244)

The Executive Member will receive a report on the resident parking consultation results for Clifton Dale and Pasture Farm undertaken between January and March 2019 and determine the appropriate action.
- 8. The Groves Area Experimental Traffic Regulation Order** (Pages 245 - 268)

The Executive Member will consider this report which seeks Approval in Principle to undertake detailed preparatory work and implement a set of measures on an experimental basis aimed at trialling the removal of through traffic from The Groves area to improve the environment for local residents.
- 9. Traffic Management Order Process and Elvington Weight Limit Petition** (Pages 269 - 276)

The Executive Member will receive the report to confirm a regular review of requests for Traffic Regulation Orders relating to the movement of traffic and to report the receipt of a petition in the form of a questionnaire requesting the introduction of a weight restriction on the B1228 through Elvington.

- 10. Junction Alterations - Monkgate Bar** (Pages 277 - 294)  
The Executive Member to consider a report to approve the proposed junction alterations.
- 11. Petitions Updates** (Pages 295 - 302)  
The Executive Member to consider the report which advises on the receipt of and updates on five petitions.
- 12. Cycling in High Petergate** (Pages 303 - 310)  
The Executive Member to receive the report which seeks approval to introduce an Experimental Traffic Regulation Order (ETRO) to permit cycling in High Petergate during Footstreet hours (i.e. 10:30 – 17:00) on a trial basis.
- 13. Directorate of Economy & Place Transport Capital Programme - 2019/20 Monitor 1 Report** (Pages 311 - 324)  
The Executive Member will receive the report which sets out progress to date on schemes in the 2019/20 Economy & Place Transport Capital Programme, and proposed adjustments to scheme allocations to align with the latest cost estimates and delivery projections.
- 14. Urgent Business**  
Any other business which the Executive Member considers urgent under the Local Government Act 1972.



Democracy Officers:

Michelle Bennett

Contact details:

- Telephone – (01904) 555173
- Email [michelle.bennett@york.gov.uk](mailto:michelle.bennett@york.gov.uk)

For more information about any of the following please contact the Democratic Services Officers 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 własnym języku. (Polish)

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

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

 **(01904) 551550**

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## City of York Council

## Committee Minutes

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Meeting	Decision Session - Executive Member for Transport
Date	19 September 2019
Present	Councillors D'Agorne (Chair)
Apologies	Councillors

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**19. 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. He confirmed he had none.

**20. Public Participation**

It was reported that there had been 3 registrations to speak at the meeting under the Council's Public Participation Scheme. A written statement, which the chair read out, had also been received.

Ms Elizabeth Knowles a resident of Longfield Terrace spoke on agenda item 5. She explained that when resident parking had initially been proposed in 1988, there were a number of objections from several Guest Houses. Numbers 1-19 had remained a non-controlled parking area, surrounded by resident parking. Over time the Guest Houses had closed, and are now owned by residential-families or couples. Parking for residents had become increasingly difficult, particularly recently as there had been a number of vehicles parked in that area long term. On behalf of residents of 1-19 Longfield Terrace, she requested that this application be accepted and proceeded with swiftly.

Mr Tim Kendal, Local resident of Longfield Terrace also spoke about agenda item 5, the non-controlled parking section at numbers 1-19 Longfield Terrace. He highlighted concerns regarding congestion due to use by residents who did not want to pay for a parking permit and non-residents parking in that area which is used as parking for people visiting the city. This had resulted in difficulty in parking for residents, their visitors, deliveries and tradespeople working in the area. Non-resident

parkers had frequently parked with little regard to residents, blocking vehicles, leading to potentially dangerous situations. He supported the previous speakers request that this application be accepted and proceeded with swiftly.

Cllr Crawshaw spoke in relation to agenda item 5 in support of the officer recommendation to consider resident parking in a number of areas. He highlighted the need to consider different applications together, as different areas had different concerns which would impacted on surrounding areas. Residents in Balmoral Terrace had wanted a scheme that was different from Bishopthorpe Road as it was residents or visitors at Bishopthorpe Road that were parking on Balmoral Terrace. This would need to be considered in that context.

As regard parking considerations for Lower Ebor Street, he expressed concern as to potential impact of the new Hotel at that location. Although the Hotel had been subject to a planning condition, this had been in relation to how guests would park in respect of a resident parking zone. In the absence of a controlled parking zone, it would not be possible to enforce that condition. A further parking consideration for the area surrounding Lower Ebor Street was that the area was particularly busy at weekends, therefore, parking restrictions would need to cover seven days rather than Monday to Friday.

Cllr Crawshaw spoke about the double yellow lines at Hamblesham Road and Clock Works Street. Residents had expressed concern that this had limited parking for their visitors when its objective was to prevent commuter parking. Furthermore, with no cars parked there due to yellow lines, it could potentially lead drivers to increase their speed.

A written statement had been received from the York Cycle Campaign, which the chair read aloud, in support of the cycle route winter treatment pilot in York. They requested that consideration be given to possibly adding further sections to the pilot, such as the Millenium Bridge through to Walmgate Stray and Hob Moor on Tadcaster Road alongside Knavesmire. They expressed their willingness to assist in communicating winter route conditions to the wider cycling community.

## **21. Cycle Route Winter Treatment Pilot**

The Executive Member for Transport considered a report outlining the development of a pilot providing winter treatment on a defined off adopted highway cycle route as part of the regular winter treatments. The pilot would trial practical treatment options and establish a cost base for further consideration by members as to whether to make a larger cycle route treatment a permanent part of the council's winter gritting programme.

James Gilchrist, Assistant Director Transport, Highways and Environment was in attendance to answer questions regarding the proposed pilot.

In response to questions the Assistant Director Transport, Highways and Environment clarified that 'gator' was a larger type quad bikes with a flat bed at the base. The focus of the pilot would be on sections of the High Road. Bridges would not be included within this pilot as they would require a different type of treatment due to the metal.

It was noted that grit bins are available on the Highway for individuals to use as necessary.

Resolved:

- (i) That Option 1: a limited pilot of winter treatment on cycle routes that are not currently treated as per the map in Annex A, be approved and that delegated authority be given to the Assistant Director Transport Highways and Environment, to vary the route for the pilot.
- (ii) That the reviewed winter maintenance plan as found in Annex B be approved.

Reason: To confirm the council's formal winter maintenance plans and enable the council to trial different treatment options and their effectiveness to reduce risks for those walking and cycling.

**22. Hempland Avenue Speed Management Scheme - Update**

Ben Potter, Engineer Transport Projects, introduced the above report which summarised the results of consultation with regard the speed management scheme at the junction of Hempland Avenue and Hempland Lane.

Concerns regarding the 30mph speed limit in Hempland Lane had been raised by residents and new ward councillors. The Executive Member expressed his support of a 20mph speed restriction at the turning off point at Hempland Lane.

Resolved:

- (i) That Option 1: to implement the scheme as shown in Annex C, be approved.

Reason: To help reduce vehicle speeds in an existing 20mph speed limit on Hempland Avenue.

**23. Residents Parking Petitions: Bishopthorpe Road (part), Rectory Gardens, Kilburn Road, Wellington/Gordon/Willis/Wolsey Streets, Longfield Terrace (part), Lower Ebor Street (part) and the Revival Estate**

The Executive Member for Transport considered a report documenting seven resident parking petitions.

It was reported that a staff resource and additional funding of £30k had been made available to progress the backlog of resident parking requests.

Officers explained that where several requests in one area had been received, they would be considered together to ensure that these applications were processed swiftly.

Officers confirmed that parking requests for areas such as Longfield Terrace and Lower Ebor Street, that were surrounded by controlled parking zones would be processed with the same conditions as the area surrounding them. This would mean that these proposals could go straight to advert without having the prior consultation period, which would speed up the processing of these applications.

The Executive Member noted that the Fulford Cross application had been received at the same time as the Danesmead Estate application which was due for implemented this month. Fulford Cross had been delayed in relation to an adopted highway concern. Now that this concern had been resolved it was expected that the Fulford Cross application would be progressed as soon as possible.

Resolved: That the following be approved:

- (i) Option 3: to include the addition of Bishopthorpe Road (part) and Rectory Gardens to the waiting list and to combine the consultation of this with the consultation for Balmoral Terrace which is already on the waiting list.

Reason: Because this will respond to the residents' concerns over a wider area in a more timely fashion.

- (ii) Option 3: to include the addition of Kilburn Road to the residents parking waiting list and to consider the extent of the potential consultation area when it reaches the top of the list.

Reason: Because this will respond to residents' concerns in the order they are raised and can be progressed depending on funding available each year.

- (iii) Option 3: to include the addition of Wellington/ Gordon/Willis/Wolsey Streets to the residents parking waiting list and to consider the extent of the potential consultation area when it reaches the top of the list.

Reason: Because this will respond to residents' concerns in the order they are raised and can be progressed depending on funding available each year.

- (iv) Option 2: advertising extending the existing zones that surround Longfield Terrace and lower Ebor Street (two small areas) on the same terms as the existing schemes.

Reason: Because these small areas are entirely within existing

zones and the extension to those zones will be on the basis of the existing restrictions and this has the potential to resolve this matter in a more timely fashion.

- (v) Option 3: the addition of the Revival Estate to the residents parking waiting list.

Reason: Because this will respond to residents' concerns in the order they are raised and can be progressed depending on funding available each year.

Cllr A D'Agorne, Executive Member for Transport  
[The meeting started at 2.00 pm and finished at 2.35 pm].



Meeting	Decision Session - Executive Member for Transport
Date	29 August 2019
Present	Councillor D'Agorne

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## **12. 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. None were declared.

## **13. Minutes**

Resolved: That the minutes of the Decision Session of the Executive Member for Transport held on 25 July 2019 be approved and signed by the Executive Member as a correct record.

## **14. Public Participation**

It was reported that there had been 3 registrations to speak at the meeting under the Council's Public Participation Scheme.

Cllr David Carr spoke in relation to agenda item 5. Cllr Carr expressed his and the parish council's support of the Definitive Map Modification Order for Yorkfield Lane, Copmanthorpe. Cllr Carr noted that this would be an important pedestrian route between future housing and the centre of the village.

Cllr Kilbane then spoke in relation to agenda item 6, Micklegate Bar Experimental Traffic Order Regulation. Cllr Kilbane expressed his support for option 3a and noted the dramatic improvement that this experiment has made to cycling on Micklegate.

Mr Jonathan Nyman, also spoke in relation to agenda item 6. Mr Nyman highlighted that since the experimental traffic order regulation, there had been improvements to air and noise pollution, the area had become more tourist friendly and it had been beneficial to businesses on Micklegate. Mr Nyman did note however that some cars,

motorbikes and scooters continue to defy the ban and increase the risk of an accident.

### **15. York Outer Ring Road Improvements - Proposed A1237 Clifton Moor Junction Upgrade - Report On Public Engagement**

The Executive Member for Transport considered a report that highlighted the design and public engagement process of the proposed upgrade of the A1237 / Clifton Moor junction and sought his approval to proceed with the detailed design and, at the appropriate time, the construction stage of the scheme.

The Major Transport Projects Manager was in attendance to present the report.

The Executive Member thanked officers for the report and asked whether there could be a more detailed report on landscaping involved in this scheme prior to approval. The Executive Member also noted that he would like to discuss further options for highway and cycling integration and options for the B&Q junction.

Resolved:

- (i) That it be noted that the results of the public engagement process had been considered and incorporated in the design where possible.
- (ii) That the design principles for the proposed junctions be noted and a further report be requested regarding landscaping, drainage, highway integration for cycling, walking and options for the B&Q junction.

Reason: To enable the detailed final design of the Clifton Moor junction upgrade to proceed and be completed.

- (iii) That the ongoing negotiation for acquisition of land and drafting of a Compulsory Purchase Order (CPO) by the Assistant Director Transport Highways & Environment, be noted.

Reason: To enable the acquisition of land in a timely manner in order to adhere to the York Outer Ring Road (YORR) programme.

## **16. Request to Authorise the Making of a Definitive Map Modification Order for Yorkfield Lane, Copmanthorpe**

The Executive Member considered a report proposing a Definitive Map Modification Order for Yorkfield Lane, Copmanthorpe.

Officers presented the report and noted that there had been no objections to this proposal in the consultation period.

Resolved: That Option A be agreed

- i. If no objections are received, or any objections that are received are subsequently withdrawn, the Order made in accordance with the above be confirmed; or,
- ii. If objections are received, and are not subsequently withdrawn, the Order is referred to the Secretary of State for determination.

Reason: Each type of evidence supporting the application meets the statutory test of reasonably alleging that a public right of way subsists over the land and, when taken as a whole, meets the statutory test for confirmation.

## **17. Micklegate Bar Experimental Traffic Regulation Order**

The Executive Member considered a report regarding the Micklegate Bar Experimental Traffic Order Regulation.

Officers introduced the report and provided a brief update, noting that there had been an additional 10 representations received (3 in objection and 7 in support) with no new issues highlighted. It was also noted that Cllr Crawshaw had requested that his support be officially noted.

Resolved: That option 3a be approved:

Option 3a: The Experimental Traffic Regulation Order was made permanent and approval to carry out further investigations to enhance Micklegate.

Reason: Because the experiment achieved the aim of reducing the impact of traffic on Micklegate Bar and the representations made against the experiment did not highlight issues of concern regarding how the highway network operated overall. In addition, there was potential for further improvements to be

made to the streetscape and appearance of Micklegate Bar and the rest of the street.

### **18. Signal Replacement - The Mount / Scarcroft Road & The Mount / Dalton Terrace**

The Executive Member considered a report on signal replacement at the Mount, Scarcroft Road and The Mount and Dalton Terrace.

The officers noted that there had been no further consultation responses since the report was written.

The Executive Member recorded his thanks to Cllr Crawshaw for highlighting this issue and highlighted the need for clear demarcation lines for cycle and pedestrian routes to Mill Mount and Mill Mount Court and asked if this could be investigated.

Resolved: That Option 1 be approved.

Reason: This option achieves the core aim of replacing the life-expired traffic signal asset such that it can continue be operated and repaired economically.

Cllr A D'Agorne, Chair

[The meeting started at 2.00 pm and finished at 2.35 pm].



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**Decision Session Executive Member for Transport****24 October 2019**

Report of the Corporate Director of Economy and Place

**Osballdwick Area 20mph Speed Limit****Summary**

1. The purpose of this report is to re-consider expanding the existing 20mph speed limit in the Osballdwick area to include several through routes that were originally omitted from the 20mph scheme with the aim of reducing the overall number of signs in the area.

**Recommendations**

2. The Executive Member is asked to consider and approve option 3 for progressing to the formal Traffic Regulation Order process.

Reason: To respond to the concerns of local residents relating to vehicle speed and the number of traffic signs in the village area and to reduce the future ongoing maintenance costs due to the removal of so many signs and poles.

**Background**

3. This issue was considered in February this year and at that time there was a moratorium on the implementation of 20mph speed limits. However following the change in the Council's Administration after the elections one of the local ward members has asked that this matter be re-considered.
4. In 2018 a petition was received asking for the removal of the 20mph speed limit (extent of the existing 20mph speed limit shown on the plan in Annex A) due, in part, to the need for what was regarded as an excessive number of traffic signs in the village. The petition was considered by the Executive Member for Transport and Planning at a Decision Session on 15<sup>th</sup> February 2018. Although this request was

turned down, during the presentation of the petition it was suggested that the need for some of the larger signs could be removed if several other roads were also made 20mph as this would then remove the need for the terminal speed limit signs at each transition point from 20 to 30mph.

5. For a 20mph speed limit to be put in place there needs to be a good expectation that the limit will be self enforcing and this would be considered the case if the mean traffic speed was within a few miles per hour of the 20mph limit. Speed surveys have therefore been carried out on the roads in question. A summary of each survey is presented in Annex B and the mean speeds are shown on each plan in the Annexes.
6. The mean speed recorded along Tranby Avenue strongly suggests that a 20mph speed limit would fit the self enforcing recommendation. Although no survey was carried out along the Osbaldwick Village or within the new estate to the north the character of these roads would suggest that they too would suit a 20mph limit.
7. The mean speed along Murton Way is around 25mph which is slightly higher than ideal for recommending a 20mph speed limit but there is a distinct change in the road character from rural to village and the mean speed for vehicles leaving the village is lower than for those entering. Hence, there can be a reasonable expectation that if a 20mph speed limit was implemented on Murton lane the actual speeds would reduce by 1 or 2 mph. It would also seem reasonable to include the section of Osbaldwick Lane that covers the front entrance to the church up to its junction with Tranby Avenue.
8. The streets outlined above in paragraphs 6 and 7 if selected as a revised extent of the 20mph speed limit are shown as Option 2 in Annex C.
9. The mean speed along Osbaldwick Lane, has been surveyed at 27 to 28mph. On its own this would ordinarily be considered too high to satisfactorily function as a signed only 20mph speed limit. However if Murton Lane and Osbaldwick Village were to become 20mph it would leave a short length of 30mph within the surrounding 20mph streets. The inclusion of this section of Osbaldwick Lane in a revised speed limit is shown in Annex D as Option 3.
10. In terms of the reduction in the need for terminal speed limit signs and poles the table below indicates the estimated number that could be removed depending on the revised extent of the 20mph speed limit. Whilst there is an initial cost to removing the signs and poles these costs

can be recovered over a few years due to reduction in the need for maintaining the items and replacement costs.

	Signs	Poles
Option 1 (existing)	0	0
Option 2	33	14
Option 3	37	18

## Consultation

11. If a Traffic Regulation Order were to be taken forward there would be the usual statutory consultation process that would have to be progressed.

## Options

12. The options available are:

- Option 1 – To take no further action. This would have no immediate cost. This is not the recommended option.
- Option 2 – Advertise a 20mph speed limit Traffic Regulation Order to Tranby Avenue, Osbaldwick Village area, the new estate to the north of the village, Murton Lane and a short section of Osbaldwick Lane - see Annex C. The cost of advertising the change to the Traffic regulation order would be in the region of £1000 and the signing changes indicated in the table above would be around £1200 making a total of around £2200. Although a reasonably good option this is not the recommended option because it leaves an odd length of 30mph on Osbaldwick Lane.
- Option 3 – Advertise a 20mph speed limit Traffic Regulation Order to cover the Osbaldwick area shown in Annex D. The cost of advertising the change to the Traffic regulation order would again be in the region of £1000 and the signing changes indicated in the table above would be around £1500 making a total of around £2500. This is the recommended option because it achieves the most in terms of reduced speeds, impact on the village streetscape and future maintenance costs.

## Council Plan

13. A council that listens to residents with the use of evidence-based decision making.

## Implications

14. **Financial** It is anticipated that funding for the delivery of a change to the 20mph limit could be accommodated within the Speed Management block allocation in the 2019/20 Capital Programme subject to prioritisation against other potential schemes within the Capital Programme.

**Human Resources (HR)** There are no HR implications

**Equalities** There are no equalities implications

**Legal** There are no legal implications

**Crime and Disorder** There are no crime and disorder implications

**Information Technology (IT)** There are no IT implications

**Property** There are no property implications

**Other** There are no other implications

**Risk Management**

15. There are no risk management implications.

## Contact Details

### Author:

Alistair Briggs  
Principal Engineer  
Traffic Management  
Tel No. 551368

### Chief Officer responsible for the report:

James Gilchrist  
Assistant Director Transport, Highway and  
Environment

**Report  
Approved**

**Specialist Implications Officer(s)** N/A

**Wards Affected:** Osbaldwick

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

**Background Papers:** None



**Annexes:**

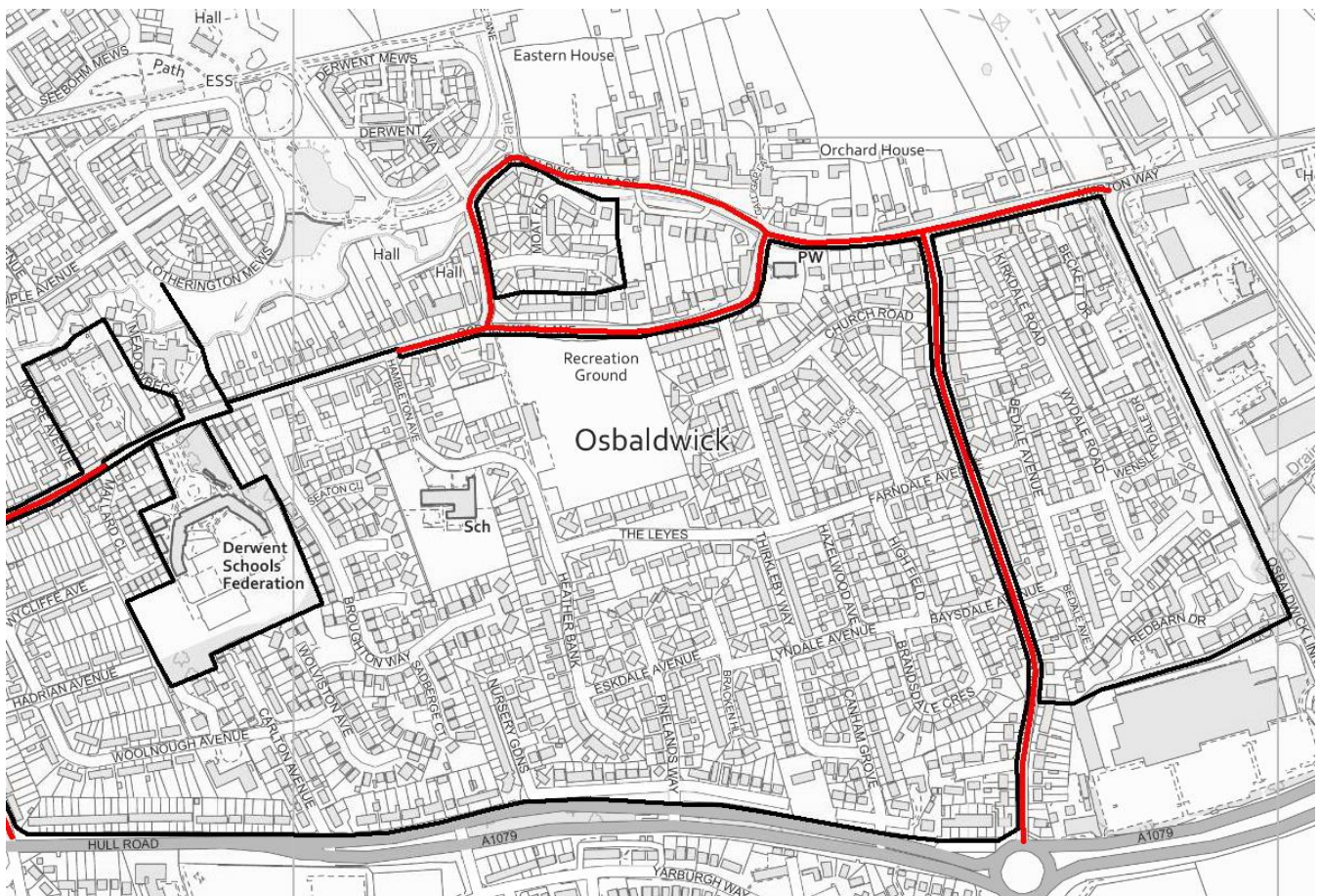
- Annex A    Extent of the existing 20 and 30mph speed limits
- Annex B    Summary of the speed surveys carried out
- Annex C    Plan showing the extent of Option 2
- Annex D    Plan showing the extent of Option 3

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# Annex A

## Extent of the existing 20 and 30mph speed limits

**NOTE:** Osbaldwick Village, Tranby Avenue, Murton Lane and Osbaldwick Lane (30mph) shown in red  
The 20mph speed limit areas are shown bounded by a black line.



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	A	B	C	D	E	F	G	H	I
1	City of York Council Speed Survey Summary								
2									
3	LC11 Tranby Avenue								
4	17 - 24 September 2018								
5	ACPO enforcement speed		35	8 days of data					
6	Speed Limit:		30						
7	Key speed statistics								
8									
9	Direction	South	North	Mean Speed		South	North		
10	Mean	20.83	20.83	Midnight - 7am		20.76	24.14		
11	85th Percentile	26	27	7am-9am		21.28	20.07		
12	95th Percentile	29	30	10am-3pm		21.73	21.57		
13	Top Speed	46.6	47.2	4pm-6pm		18.90	20.76		
14	Percentage above ACPO enforcement speed	0.5%	1.2%	8pm-Midnight		19.68	19.59		
15									
16									
17									
18	Percentage above speed limit	3.5%	4.9%						
19									
20									
1	City of York Council Speed Survey Summary								
2									
3	Telegraph pole Murton Way								
4	17 - 24 September 2018								
5	ACPO enforcement speed		35	8 days of data					
6	Speed Limit:		30						
7	Key speed statistics								
8									
9	Direction	West	East	Mean Speed		West	East		
10	Mean	25.92	24.58	Midnight - 7am		27.83	22.08		
11	85th Percentile	30	31	7am-9am		26.24	26.01		
12	95th Percentile	33	35	10am-3pm		25.45	24.07		
13	Top Speed	52	53	4pm-6pm		26.20	25.10		
14	Percentage above ACPO enforcement speed	2.0%	4.2%	8pm-Midnight		26.40	22.12		
15									
16									
17									
18	Percentage above speed limit	14.4%	18.5%						
19									
20									
1	City of York Council Speed Survey Summary								
2									
3	LC25 Osbaldwick Lane								
4	17 - 24 September 2018								
5	ACPO enforcement speed		35	7 days of data					
6	Speed Limit:		30						
7	Key speed statistics								
8									
9	Direction	East	West	Mean Speed		East	West		
10	Mean	27.54	27.64	Midnight - 7am		29.45	30.50		
11	85th Percentile	32	34	7am-9am		27.44	28.91		
12	95th Percentile	36	38	10am-3pm		27.05	28.65		
13	Top Speed	64	55	4pm-6pm		27.96	26.41		
14	Percentage above ACPO enforcement speed	5.1%	9.7%	8pm-Midnight		27.46	25.86		
15									
16									
17									
18	Percentage above speed limit	23.7%	34.2%						
19									
20									

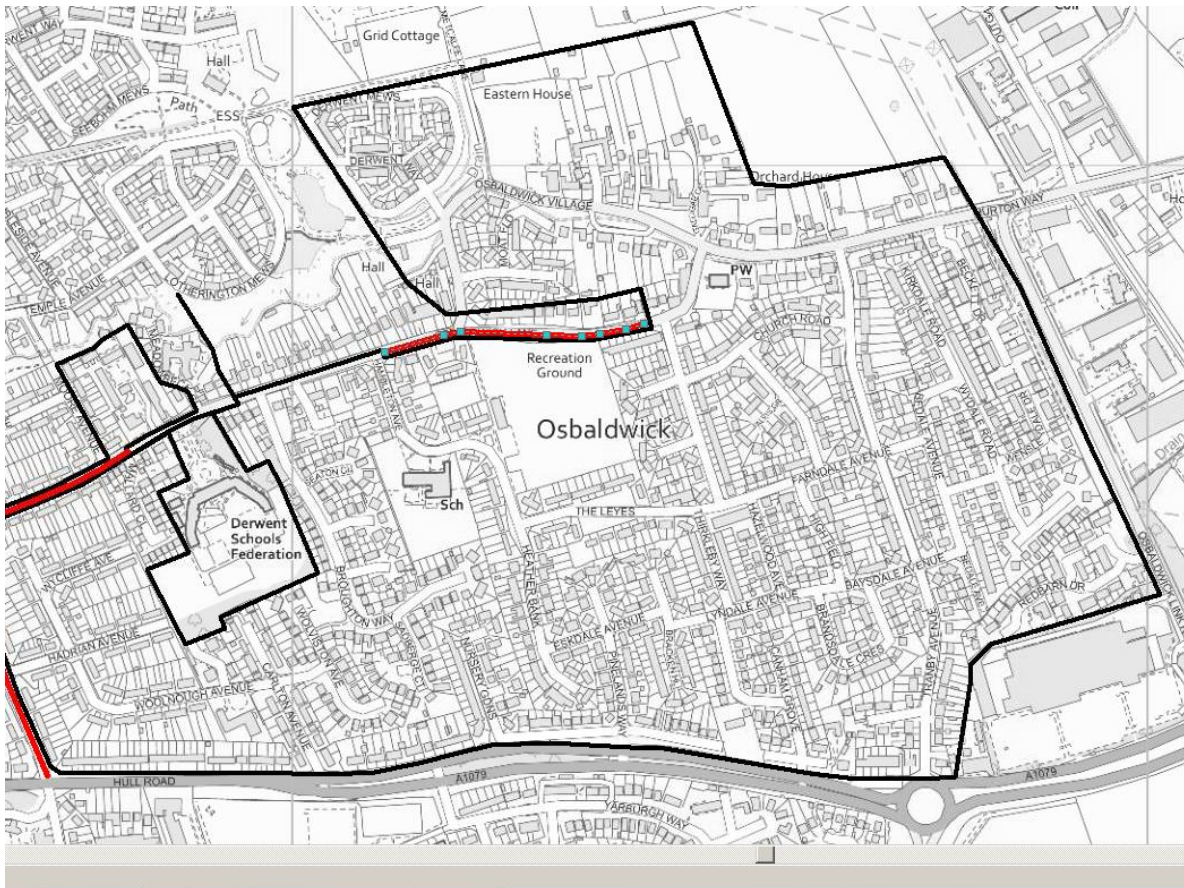
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## Annex C

### Plan showing the extent of Option 2

**Note:** The remaining section of 30mph on Osbaldwick Lane shown red

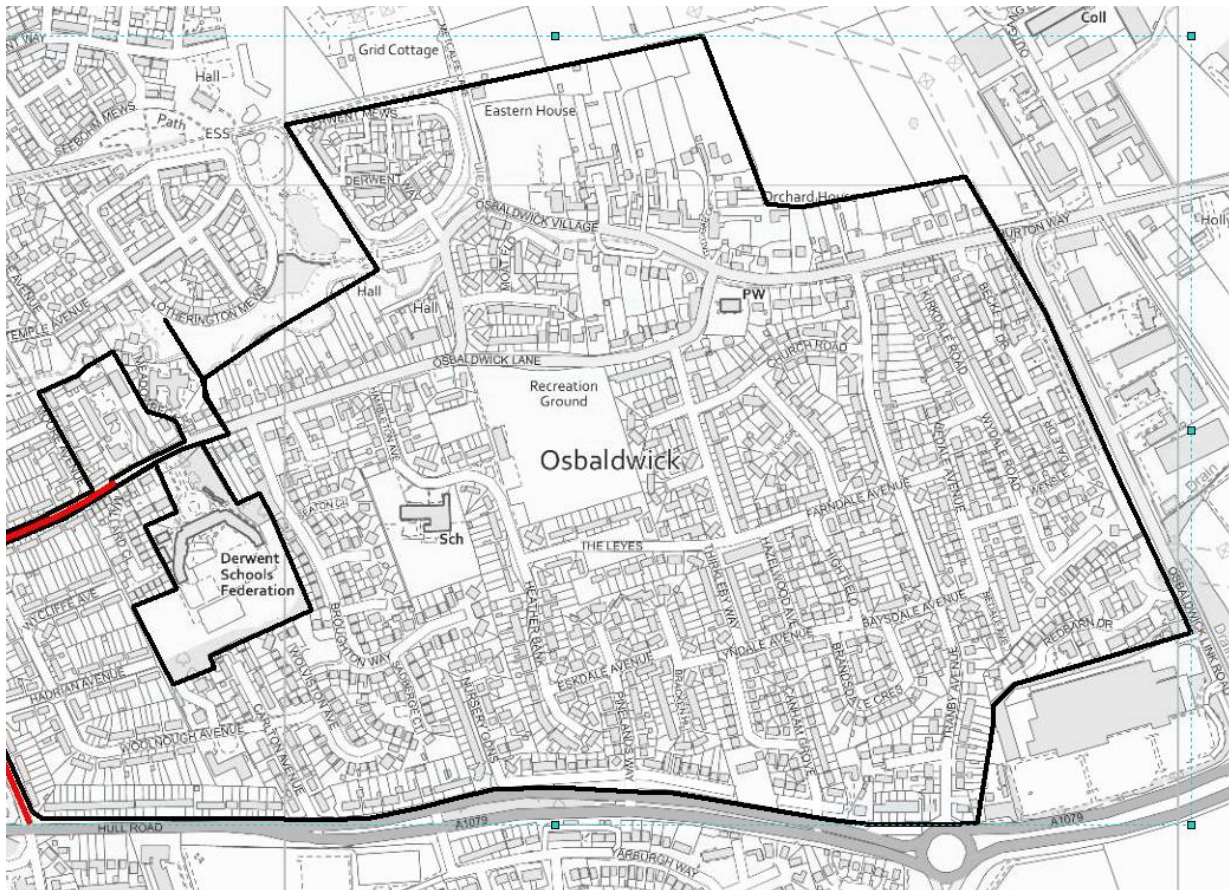


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## Annex D

### Plan showing the extent of Option 3



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

**24 October 2019**

Report of the Corporate Director of Economy & Place

**2018 Annual Review of Traffic Regulation Order Requests**

**Summary**

1. Approval is requested to advertise the amendments to the Traffic Regulation Order (TRO) required to introduce the restrictions detailed in Annexes A to U. In addition, if there are no objections raised with regard to the above proposals, approval is requested to implement the amendments to the Traffic Regulation Order (TRO).
2. Approval is also requested for confirming the funding from the S.106 agreement for permits for a residents parking scheme close to the new Monks Cross stadium (Annex W).

**Recommendations**

3. It is recommended that the Executive Member:
  - i. Approves the recommended approach for each request as identified in Annexes A to U.
  - ii. Considers objections received to the legal advertisement to the proposed amendments to the TRO's at a subsequent Decision Session.
  - iii. Approves the implementation of any amendments to the TRO's if there are no objections raised in respect of the advertised changes.

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

- iv. (Residents Parking associated with Monks Cross Stadium). Approve the use of S.106 agreement funding to cover permit costs for 2 years and the review the scheme before 2 years are up.

Reason: To mitigate the effects the stadium development may have on the local community.

## **Background**

4. Requests for waiting restrictions or other changes to the TRO for minor traffic management issues are placed on a waiting list to be investigated and considered with a view to advertising proposals at the same time. The 2018 review process has taken longer than originally projected owing to the number of requests and other more pressing workload issues. Earlier this year we advertised proposals to amend the TRO for the simplest requests, 57 in total, on the waiting list under officer delegated powers. Items which did not receive any objections have now been implemented. 17 of the areas received objections and these are included in a separate report to the Executive Member for consideration and decision.
5. There are 77 requests considered in this report – See Annex V for a full list. The attached Annexes A to U outline the requests received on a ward basis along with officers' recommended action where appropriate.
6. Ward Councillors have received this information and been invited to comment for the report. Any comments received have been included within the Annex for that ward.
7. An additional item for consideration as part of this review is the residents parking proposal for the new Monks Cross stadium. The background is that the two streets closest to the new stadium off Jockey Lane (Forge Close and Saddlers Close, see Annex W) will likely be parked in on match days hence as part of the Stadium S.106 agreement funds have been allocated to implement restrictions. The proposal due to be taken forward is for a limited residents parking scheme that will only be in operation on match days. It is suggested that on this occasion the permits are issued at no cost to residents for a period of 2 years and the funding comes from the S.106 agreement. A review of the scheme will be carried out before the 2 years are up. These proposals are due to be advertised shortly along with a set of restrictions for New Lane. Any objections to either the residents parking or New Lane restrictions will be reported to the December Executive Member for Transport meeting.

## **Consultation**

8. Subject to the recommendations in this report being approved the proposals to change the Traffic Regulation Orders will be advertised in the local press giving 3 weeks for people to make representations.

In addition, notices will be put up on street and the properties adjacent to the proposals sent 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.
10. Any objections received to the proposals will be brought back to a subsequent Executive Member Decision Session for a decision on how to proceed. If there are no objections raised with regards to the changes, it is recommended that approval is granted to implement the amendments to the Traffic Regulation Orders.

### **Options**

11. The options available for each item are:
  - A. Approve the officers recommendation for proposals to be advertised, or not, for each location.
  - B. Defer the proposal for further information to be brought back to a subsequent Decision meeting.
  - C. Amend the proposal depending on circumstances.

### **Analysis**

12. A number of non urgent requests for changes to the TRO are received each year. Typically, these are for additional “no waiting at any time” (double yellow line) restrictions or minor changes to Residents’ Priority Parking (ResPark) Schemes. These requests are considered together on an annual basis; this saves officer time and money, because any changes can all be advertised at the same time, and helps to ensure parity of treatment. In each case site visits are carried out to determine to what extent there is a traffic management or safety problem. The proposals in Annexes A to U have been circulated to ward councillor’s representatives for their comments. Any comments received have been included in the Annexes.

### **Council Plan**

13. Considering this matter contributes to the Council Plan building strong communities by engaging with members of the local community.

## Implications

14. **Financial** There are costs associated with the advertising and implementation of the proposals, these are estimated for each item in the Ward Annex. Cumulatively the cost of the proposed changes (including advertising costs) is approx. £35k (see Annex V).

**Human Resources (HR)** Any proposals which are implemented will require enforcement by the Council's Civil Enforcement Team in the same way as existing waiting restrictions.

**Equalities** There are no identified Equalities implications

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

**Crime and Disorder** There are no Crime and Disorder implications

**Information Technology (IT)** There are no IT implications identified

**Property** There are no Property implications identified

**Other** There are no other implications identified

## Risk Management

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

## Contact Details

### Author:

**Sue Gill**

Traffic Projects Officer,  
Traffic Management  
Tel No. 01904 551497

### Chief Officer Responsible for the report:

**Neil Ferris**

**Corporate Director of Economy and Place**

**Report  
Approved**



**Date** 15.10.19

### Wards Affected:

**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: Copmanthorpe Ward**

**Annex E: Dringhouses and Woodthorpe Ward**

**Annex F: Fishergate Ward**

**Annex G: Fulford and Heslington Ward**

**Annex H: Earswick Village - High Garth**

**Annex I: Haxby and Wigginton Ward**

**Annex J: Heworth Ward**

**Annex K: Heworth Without Ward**

**Annex L: Holgate Ward**

**Annex M: Hull Road Ward**

**Annex N: Huntington and New Earswick Ward**

**Annex O: Micklegate Ward**

**Annex P: Osbaldwick and Derwent Ward**

**Annex Q: Rawcliffe and Clifton Without Ward**

**Annex R: Rural West York Ward**

**Annex S: Strensall Ward**

**Annex T: Westfield Ward**

**Annex U: Wheldrake Ward**

**Annex V: Summary list of locations with estimated costs**


**Annex W: Forge & Saddlers Cl. Location Plan**

**Annex X : Residents Parking Scheme Waiting List**

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## Annex A      Acomb Ward

<b>A1</b>	<b>Location: Boroughbridge Road service road to properties 140a to 154</b>
<b>Nature of problem and requested solution</b> Vehicles parking when visiting the shops which is causing an obstruction for residents entering and exiting the area and their private off street parking amenities.	
<b>Background information</b> There is a small parade of shops opposite the location which will attract both short and long term parking. There are existing restrictions on one side of the main carriageway with parking available at the shops, however the service road leading to property numbers 140a – 154 Boroughbridge Road is currently unrestricted. Implementing restrictions to both sides of the carriageway may have a negative impact on some residents who do not have sufficient off street parking amenities for second vehicles or visitors.	
<b>Recommendation</b> Implement double yellow lines to one side of the carriageway to discourage inconsiderate parking and ensure residents have access and egress to private off street parking.  Vehicles may start to park in front of the properties however driveways would need to be kept clear and parking restricted to one side would help residents getting onto and off driveways. It would also leave an area free for residents and their visitors to utilise.	
	
<b>Cost:</b> Lining works £50.00      Advertising + Making: £500.00 <b>Total: £550.00</b>	

**Ward Councillor comments**

**Cllr S Barnes:** No comments received

**Cllr K Lomas:**

There is no perfect solution to the difficulties residents are experiencing in terms of accessing their properties from the service road. The service road is narrow and when vehicles are parked on the main road side it is difficult to manoeuvre into or out of the driveways. Having spoken to many of the residents it appears that the proposal is the best option to ensure that access is protected while allowing for parking by visitors. The risk of course is that the markings will be ignored by some however on balance this appears to be the best solution to the very real problem of accessing driveways from a narrow service road. I support this proposal.

## Annex B Bishopthorpe Ward

<b>B1</b>	<b>Location</b> Junction of Beech Avenue and Neville Drive (raised by Ward Councillor on behalf of one resident)
<b>Nature of problem and requested solution</b> Concerns about emergency access to properties around the green at the north of Neville Drive	
<b>Background information</b> Residential area where few properties (especially those around the green) have an off-street parking area. There are no other restrictions in this area of Bishopthorpe and no other requests on file in this area	
<b>Recommendation</b> No Action. Emergency vehicles may have to temporarily obstruct carriageway to attend a call out, but this is acceptable in this area.	
<b>Cost:</b> N/A	

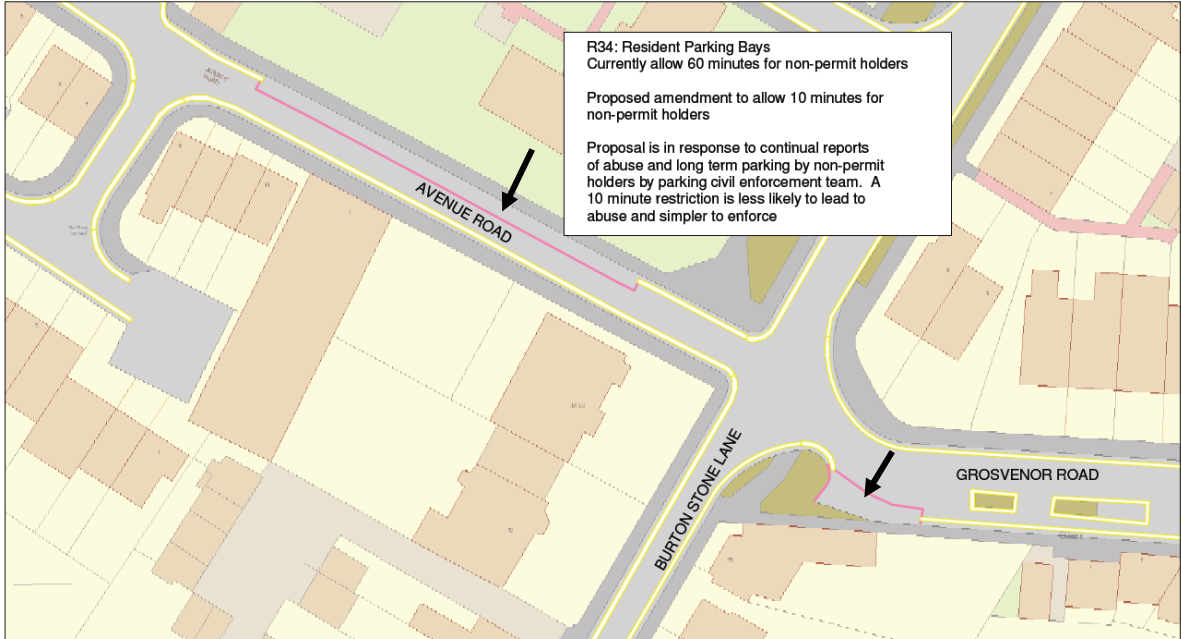



**Comments from Ward Councillor**

**Cllr J Galvin:** No comments received in writing.

Councillor Galvin telephoned to discuss, he had no objections to the proposed recommendation of No Action

## Annex C: Clifton Ward

<b>C1</b>	<b>Location</b> R34: Clifton West Avenue Road and Grosvenor Road (Referred by Head of Parking Services)										
<b>Nature of problem</b> The R34 Resident Parking Bays on Avenue Road and Grosvenor Terrace are frequently abused by non-permit holders parking for longer than the 60 minutes allowed. This ensues in Hot line calls from residents.											
<b>Background information</b> It has been alleged that a garage opposite the bay on Avenue Road is the main culprit; parking cars bought at Auction and waiting to be serviced because of the lack of parking amenity on site. As soon as staff observe a Civil Enforcement Officer in attendance they move the vehicle. A 10 minute allowance for non-permit holders does not encourage long term parking abuse and is easier for the Civil Enforcement Officers to enforce whereby they only have to wait on site for 10 to 20 minutes before they can issue.											
<b>Recommendation</b> Change the time limit for non-permit holders to 10 minutes.											
 <p>R34: Resident Parking Bays          Currently allow 60 minutes for non-permit holders          Proposed amendment to allow 10 minutes for non-permit holders          Proposal is in response to continual reports of abuse and long term parking by non-permit holders by parking civil enforcement team. A 10 minute restriction is less likely to lead to abuse and simpler to enforce</p>											
	<div> <div> + Crown copyright. All rights reserved  Licence No. 2003 </div> <div> R34 : Bootham, Clifton West </div> <div> <table border="1"> <tr> <td>SCALE</td> <td>1 : 500</td> </tr> <tr> <td>DATE</td> <td>31/01/2019</td> </tr> <tr> <td>DRAWING No.</td> <td></td> </tr> <tr> <td>DRAWN BY</td> <td></td> </tr> <tr> <td></td> <td></td> </tr> </table> </div> </div>	SCALE	1 : 500	DATE	31/01/2019	DRAWING No.		DRAWN BY			
SCALE	1 : 500										
DATE	31/01/2019										
DRAWING No.											
DRAWN BY											
<b>Cost: Signing Works £50, Advertising £500 Total £550</b>											

**C2****Location**

R35 Clifton East, Grosvenor Terrace and Bootham Crescent  
(Resident Request)

**Nature of problem and requested solution**

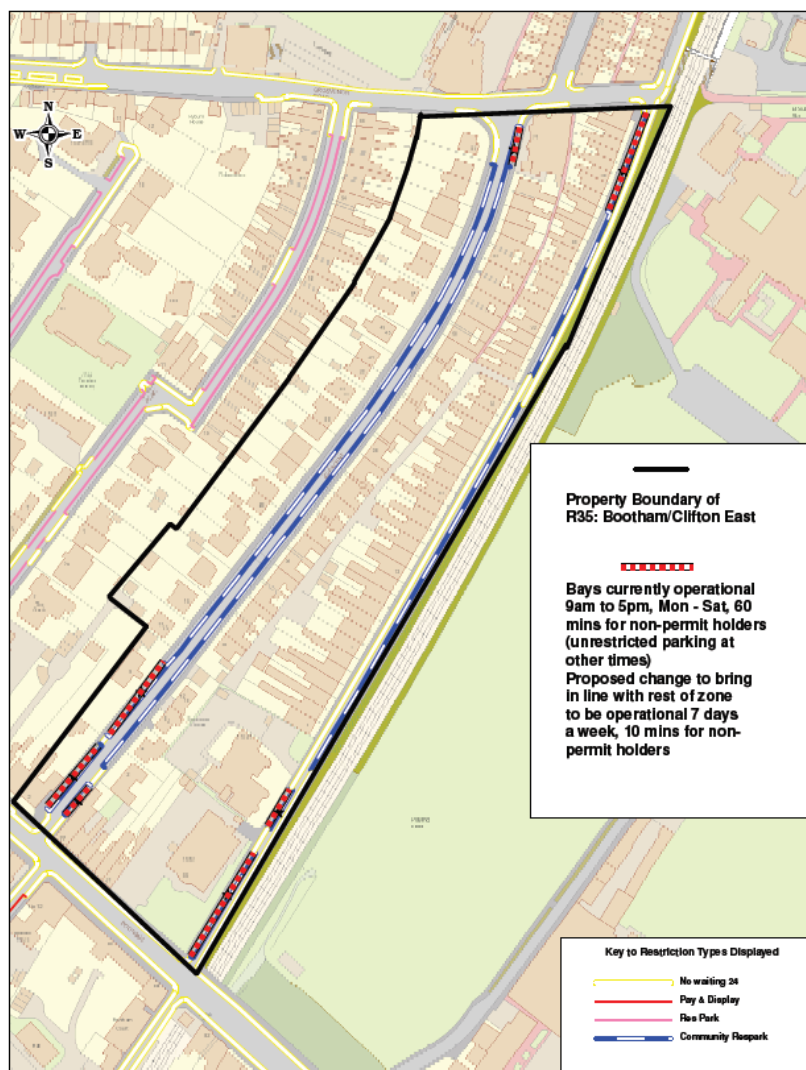
Non permit holders parking evenings and Sundays and resident permit Holders unable to find space in zone. Resident requests all bays to be amended to operate full time, 7 days a week with 10 minutes for non-permit holders

**Background information**

When this scheme was designed and implemented, parking on evenings and Sundays was not a problem. This has changed over the years. Smaller retail units nearby have closed, removing the need for 60 minute parking for customers. There are other parking opportunities nearby in Pay & Display bays as well as limited parking for 2 hours outside the Bingo Hall.

**Recommendation**

Change the operation and times of the bays as requested.



**Cost:**  
**Signing Works**  
**£300**  
**Advertising**  
**£500; Total £800**

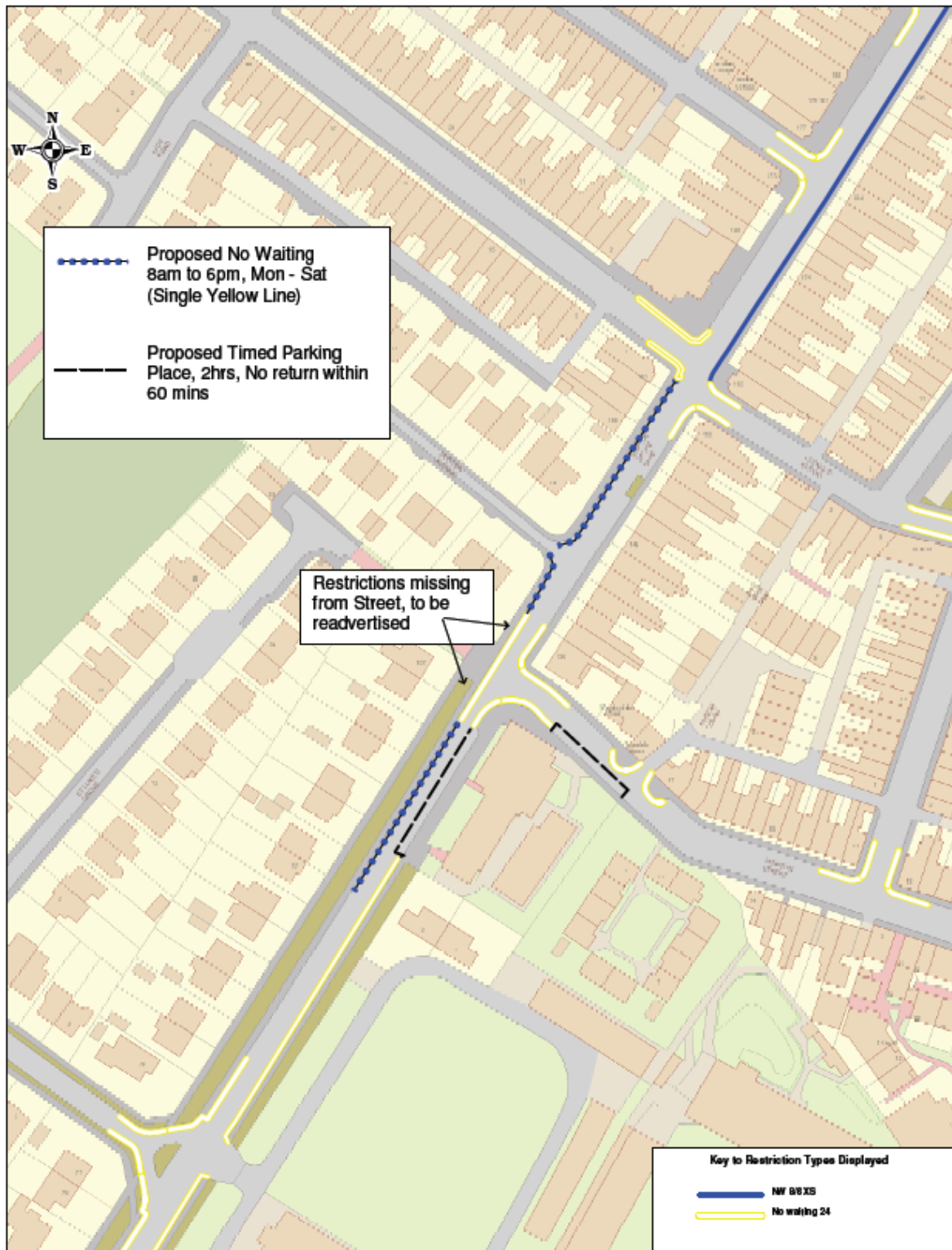


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 R35. Bootham/Clifton East

SCALE	1 : 1854
DATE	31/01/2019
DRAWING No.	
DRAWN BY	

<b>C3</b>	<b>Location:</b> Burton Stone Lane/Shipton Street Requested by resident and Cllr Wells on behalf of St Luke's Church
<b>Nature of Problem</b> Non-Resident Parking causing obstruction to drive access and where parked on both sides of the carriageway obstruction to large vehicles/buses. Commuter and non-residential parking adjacent to Church elevations is high, leaving little space for community event parking including funerals.	
<b>Background Information</b> This is an area with a high level of non-residential parking because of the proximity to the Hospital (pedestrian bridge over the railway on Scarborough Terrace direct to the Hospital Grounds). Existing Restrictions (double yellow lines) on Burton Stone Lane, opposite the junction with Shipton Street, are missing on street. There are nearby business outlets and daytime activities at St Luke's Church that could benefit from lengths of 2 hour parking as well as visitors to residents in the area. Resident Parking is being introduced on Lumley Grove, just south of this area which may exacerbate the situation for residents and the Church.	
<b>Recommendation</b> Re-advertise the length of no waiting at any time restrictions opposite the junction. To prevent lengths of parking on both sides of the carriageway during day time hours, lengths of single yellow lines Mon-Sat, 8am to 6pm, to provide better access for buses and HGV's. Sections of limited parking – 2hrs adjacent to both elevations of the Church to provide community parking for daytime events and visitors. See plan:	





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 Burton Stone Lane - Draft Proposals

SCALE	1 : 1250
DATE	28/11/2018
DRAWING No.	
DRAWN BY	

**Cost: Lining works £100, Regulatory Signage £600 Advertising £500; Total £1200**



**C4**

**Location:** Pinfold Court  
(Requested by one Resident)

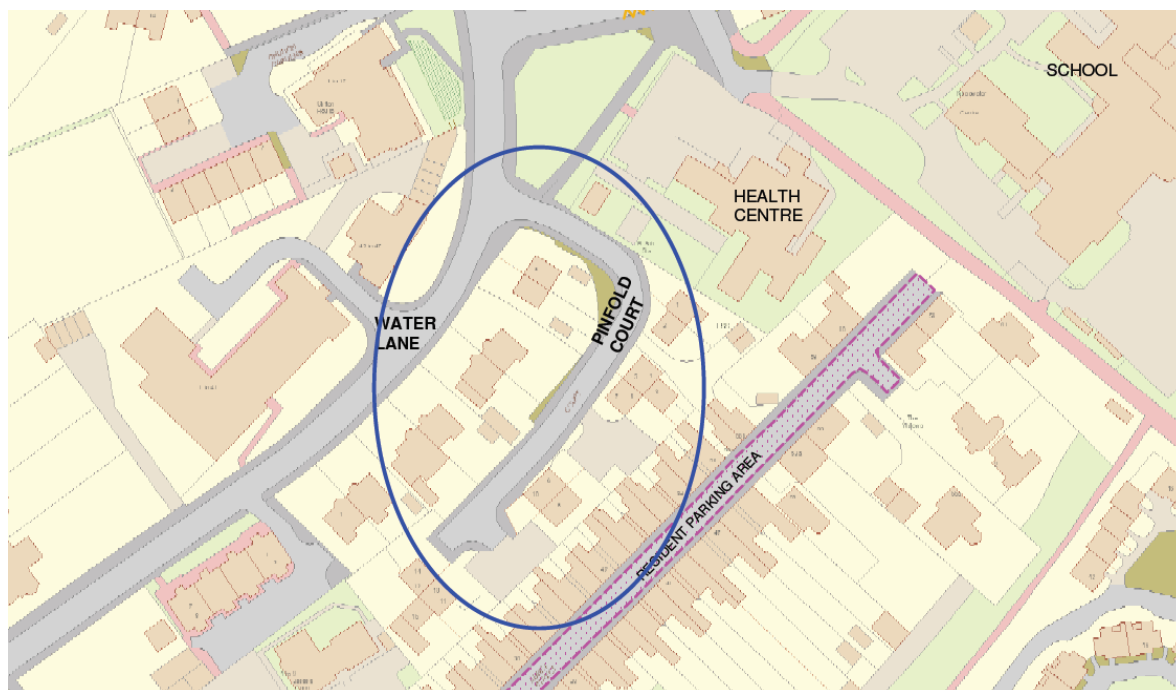
### **Nature of Problem**

Resident reports non-residential parking on both sides of the road blocking access and parking on pathways. Vehicles are often parked all day. They have littered the area and on one occasion the bins could not be collected.

### **Background Information**

Pinfold Court is adjacent/close to a Health Centre and a Primary School and we would expect some short term parking on-street. The properties are provided with three parking areas away from the properties. This can cause on-street parking where residents prefer to park directly outside their properties.

Site visits have not witnessed a level of parking which would warrant any intervention. Parking can increase at school peak times but this is short in duration.



### **Recommendation**

No Action at this time

**Cost:** N/A

**Ward Councillor Comments:**

Councillor D Myers – No comments received

Councillor M Wells – No comments received

## Annex D      Copmanthorpe Ward

<b>D1</b>	<b>Location: Main Street &amp; Station Road</b>
<b>Nature of problem and requested solution</b>  1. Vehicles parking close to the junction are causing obstruction and safety issues at the entrance to Station Road. 2. Vehicles parked on Main Street creating obstruction and congestion.	
<b>Background information</b>  1. Double yellow lines were introduced around the junction in 2016; we extended the lines on Moor Lane in 2018 to improve the approach from this direction. There is an existing 15m length of yellow lines on Station Road. We have contacted Copmanthorpe Parish Council with details of the request and they have replied that they do not support an extension of lines at this location (see Parish Council comments). 2. We have received many complaints about parking issues on Main Street over several years. As this is within a conservation area, historically, the Parish Council do not support restrictions. There is a bus stop on this stretch of road: we have not received any comments or complaints from the bus company about obstruction of the bus stop or about parked cars preventing access. Copmanthorpe Motors, who allegedly use the highway selling cars, have been contacted previously.	
<b>Recommendation</b>  No Action - Plan on next page	
<b>Cost: N/A</b>	



**Ward Councillor comments:**

**Cllr David Carr**

Thank you for letting me know, Sue

**Parish Council Comments**

April 2019: Whilst sympathetic to your correspondent, and indeed very familiar with the problems at this junction, members felt that an extension of the double yellow lines would merely serve to move the problem further back along Station Road, towards the railway bridge. The problem of parked cars is exacerbated when there are people using the WI Hall, and also by vehicles being sold by Copmanthorpe Motors which are frequently parked there. Members also feel that enforcement would be very difficult, as in fact it is with the existing yellow lines, and may also impact adversely on residents and any visitors to their properties. We would therefore not support any extension to the existing lines.

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## Annex E Dringhouses & Woodthorpe

<b>E1</b>	<b>Location</b> Bracken Road/Hunters Way junction (Requested by Ward Cllr on behalf of one resident)
<b>Nature of problem</b> Parking on the verge to access the Knavesmire Wood creating unsightly damage. Requests double yellow lines on a “stretch” of Bracken Road.	
<b>Background information</b> This is a popular area for dog walkers. The verge is long & wide. Waiting restrictions to prevent parking close to the entrance will displace parking to other areas of the verge and create the same problem elsewhere. Some verge parking is related to adjacent residents. It is considered a better solution would be to drop the kerb and create a small area of hard standing/grasscrete for approximately 4 vehicles, possibly through Ward funding. Providing a small car parking area in a popular walking area would prevent the verge damage and vehicles parking obstructing the footway at the other side.	
<b>Recommendation</b> No Action	
<b>Cost: N/A</b>	



**E2**

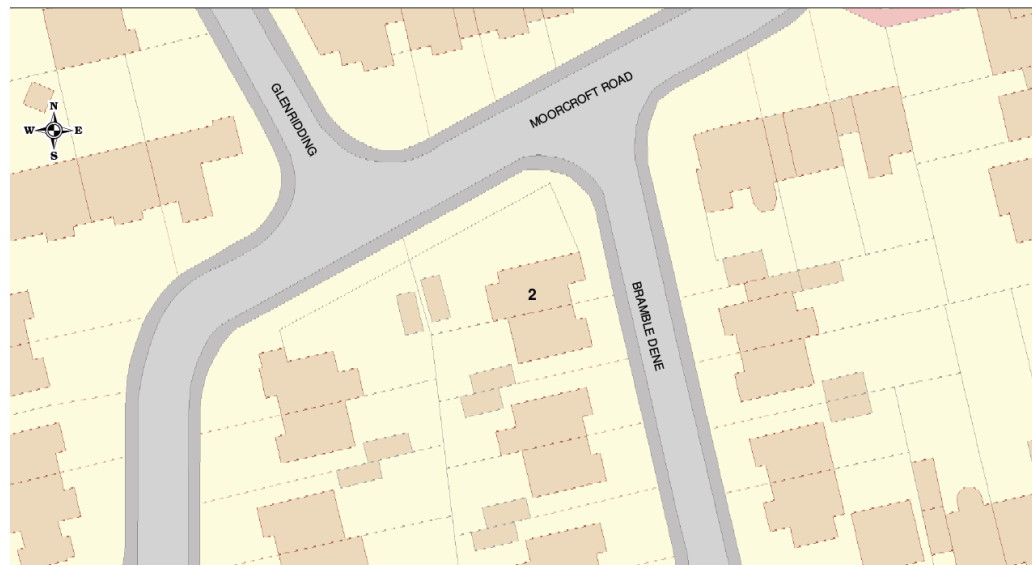
**Location** Bramble Dene  
(Requested by Ward Cllr on behalf of one resident)

**Nature of problem**

Parking opposite property (2 Bramble Dene) preventing visitors and medical attendees parking on the Bramble Dene elevation.

**Background information**

This is a residential area, 2 Bramble Dene has a drive and garage on the Moorcroft Road elevation.  
Site visits have not witnessed cars parked close to the junction area or a level of parking that requires intervention. Visitors to the property would be able to park a short distance away from the property.

**Recommendation**

No Action

**Cost:** N/A



**E3****Location** Wains Road/Chaloners Road Junction  
(Request by one resident)**Nature of Problem**

Resident requested an extension of existing double yellow lines because parked vehicles creating difficulty of access and causing over-run onto grass verges.

**Background information**

There are existing waiting restrictions at the junction area. There are no adjacent shops or community facilities to suggest parking is non-resident related. Consequently, an extension of restrictions in front of the residential properties is likely to have a detrimental effect and create objections.

**Recommendation**

No action

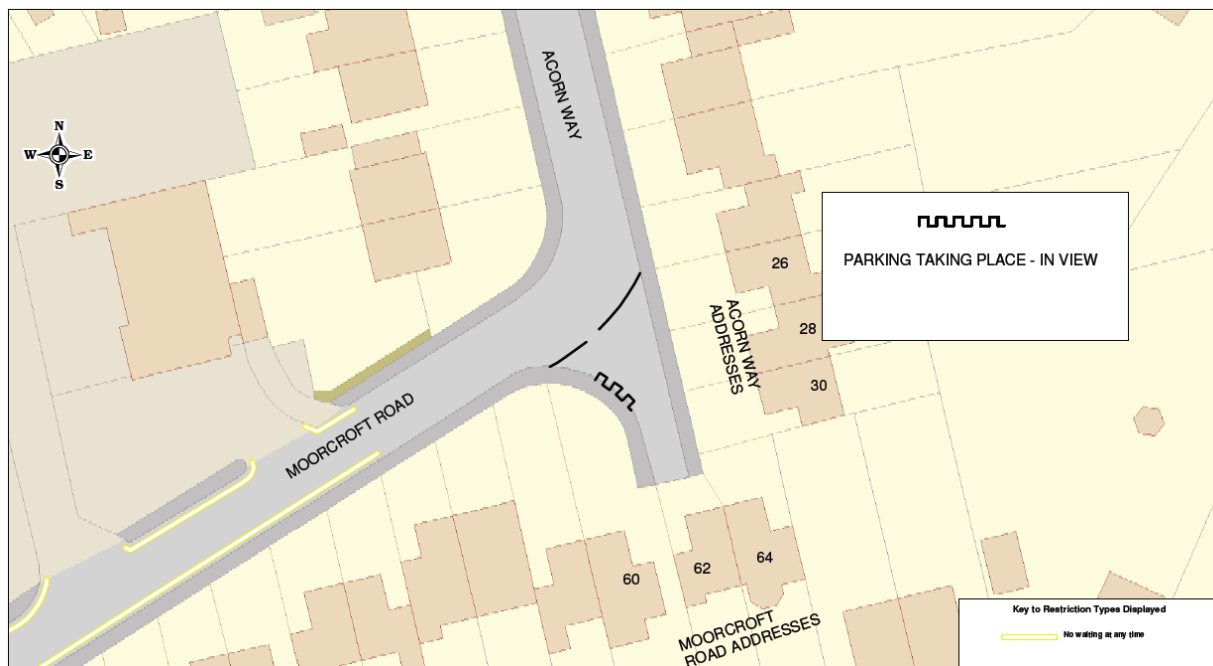
**Cost: Lining works £0, Advertising £0; Total £0**

**E4****Location** Moorcroft Road (no. 60)  
(Requested by one resident)**Nature of problem**

Resident upset about a neighbours van parking on the small access road leading to 60 – 64 Moorcroft Road and 26 – 30 Acorn Way. The vehicle is in view from the front window of the property.

**Background information**

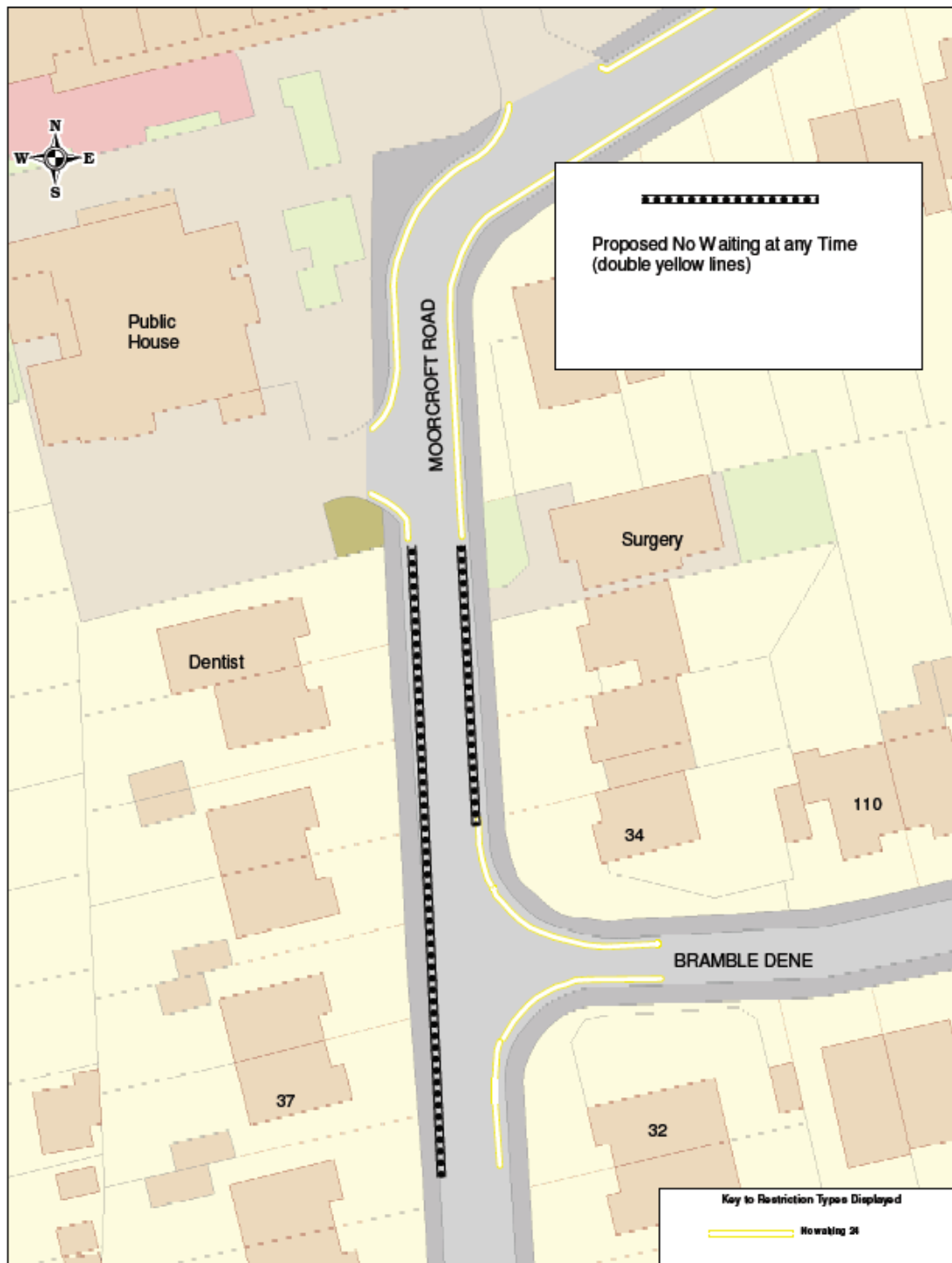
This is a residential area with a wide junction area. Because of the proximity of the properties to local amenities of shops, doctors and dentists there are waiting restriction nearby to protect access and bends. The parked vehicle referred to is on carriageway of approximately 7m width and not causing an obstruction of access to properties with off street parking amenity or road safety issues which would require intervention to prevent parking. We do not consider introducing waiting restrictions to improve the visual amenity for one resident the best use of our limited resources.

**Recommendation**

No Action

**Cost: Lining works £0, Advertising £0; Total £0**

<b>E5</b>	<b>Location</b> Moorcroft Road, Doctor/Dentist Area
<b>Nature of problem and requested solution</b> Parking at the dentists and doctor surgery on Moorcroft Road create congestion and obstruction issues.	
<b>Background information</b> There have been ongoing complaints about occasional parking close to the corner / Doctors / Dentists on Moorcroft Road for several years now. Site visits have not identified this as a particular problem that requires resolving as an occasional delay of a few seconds due to parking is something that occurs frequently around the minor road network. However a proposal was put forward in the last review to extend the restricted parking outside the doctor's surgery. This proposal did have some support but there was also a preference expressed for the restriction to be on the other side of the road (outside the dentists) or on both side. A survey was commissioned to determine the frequency of the parking and level of delay, however the information from the survey was difficult to reliably make a conclusion from. Hence, it is now proposed to put forward a restriction on both sides of the road for a short distance. It should also be noted that Blue badge holders would still be able to park on the restrictions for up to 3 hours when attending either the doctor or dentist premises. The proposed change and cost is small and any objections to the proposal should be able to be used to determine a suitable outcome.	
<b>Recommendation</b> No Waiting at any Time (double yellow lines) as outlined on plan on the next page.	
<b>Cost: Lining works £60, Advertising £500; Total £560</b>	



**E6****Location** Pulleyn Drive/White House Gardens  
(Requested by two residents)**Nature of problem**

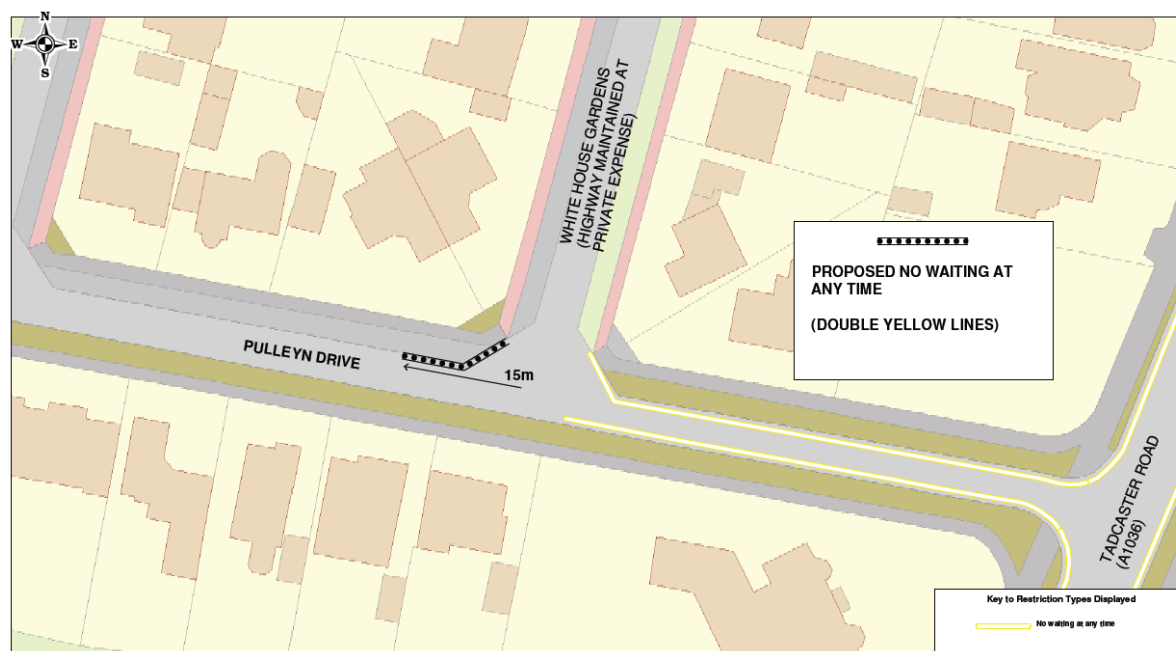
Vehicles parking on junction causing problems of access and obstructing sight visibility splay on egress.

**Background information**

White House Gardens is a private road. We can place restrictions on Pulleyn Drive and into White House Gardens to the back of the footway as shown on the plan below.

**Recommendation**

No Waiting at any Time restrictions to the rear of the footway and approximately 15m west of the projected kerb line of the footway on White House Gardens.



**Cost: Lining works £30, Advertising £500; Total £530**

**E7**

**Location Tadcaster Road: Access Road from YorkCraft to Principal Drive  
(Requested by Ward Councillor)**

**Nature of problem**

Vehicles parking on access road creating obstruction for others to pass

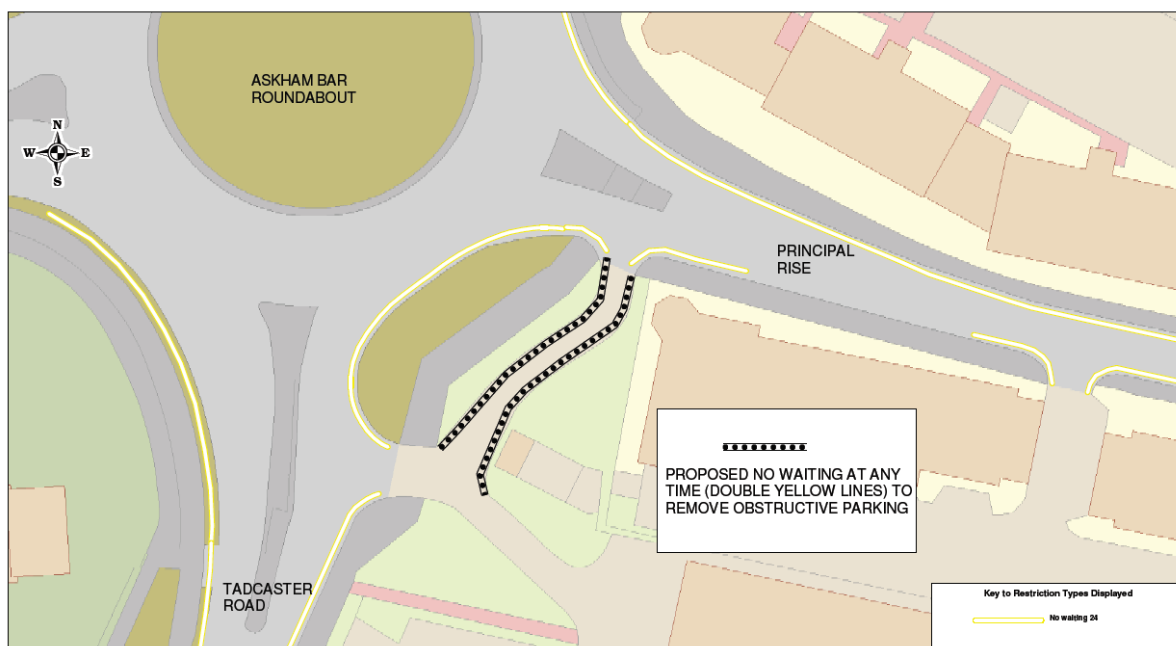
**Background information**

This is a one way section of carriageway and allows vehicles leaving a private entry (YorkCraft) to access the roundabout at Askham Bar to enable them to travel onto Moor Lane or into the City. Otherwise egress would be a left turn only towards the A64 with little opportunity to turn around.

It is alleged students from the college are parking on the access road which is too narrow (4m) to accommodate parking and others to pass. In addition the vehicles have entered the access road to park against the direction of travel

**Recommendation**

No Waiting at any Time restrictions both sides of the access road



**Cost: Lining works £50, Advertising £500; Total £550**

**E8**

**Location** Sandcroft Road/Sandcroft Close  
(Referred by Ward Cllr on behalf of resident)

### **Nature of problem**

We have requested to place waiting restrictions because of vehicles parking very close to the junction area.

### **Background information**

This is a residential area. Sandcroft Close is a cul-de-sac of 12 properties with good access width and wider than average verges on either side. Most properties do not have an off-street parking amenity. Parking issues are most likely to be associated with residents and their visitors. There are bollards at the junction area which will protect over-run when accessing the junction and prevent vehicles parking partially on the footway close to the junction on Sandcroft Road. Site visits have not witnessed obstructive parking and do not consider the reported parking issues to be consistent or severe enough to warrant intervention at this time.

### **Recommendation**

No Action



**Cost: N/A**

**E9**

**Location** North Lane  
(Referred by Ward Cllr on behalf of residents)

### **Nature of problem**

Four properties are situated off a private access road/drive leading off North Lane. The entrance is narrow and the carriageway width is 5m



(similar to the majority of York residential roads). Consequently, difficulties with access/egress can ensue when vehicles are parked opposite it.

### **Background information**

This is a residential area. We have looked at this issue previously and because we do not normally place waiting restrictions for the protection of a private access to the detriment of other resident's parking amenity we have recommended no action which was confirmed by the Executive Member in 2017. There are other drive access points on this stretch of North Lane (highlighted on the plan given) and we have not received any additional complaints about parking and access from other property owners.

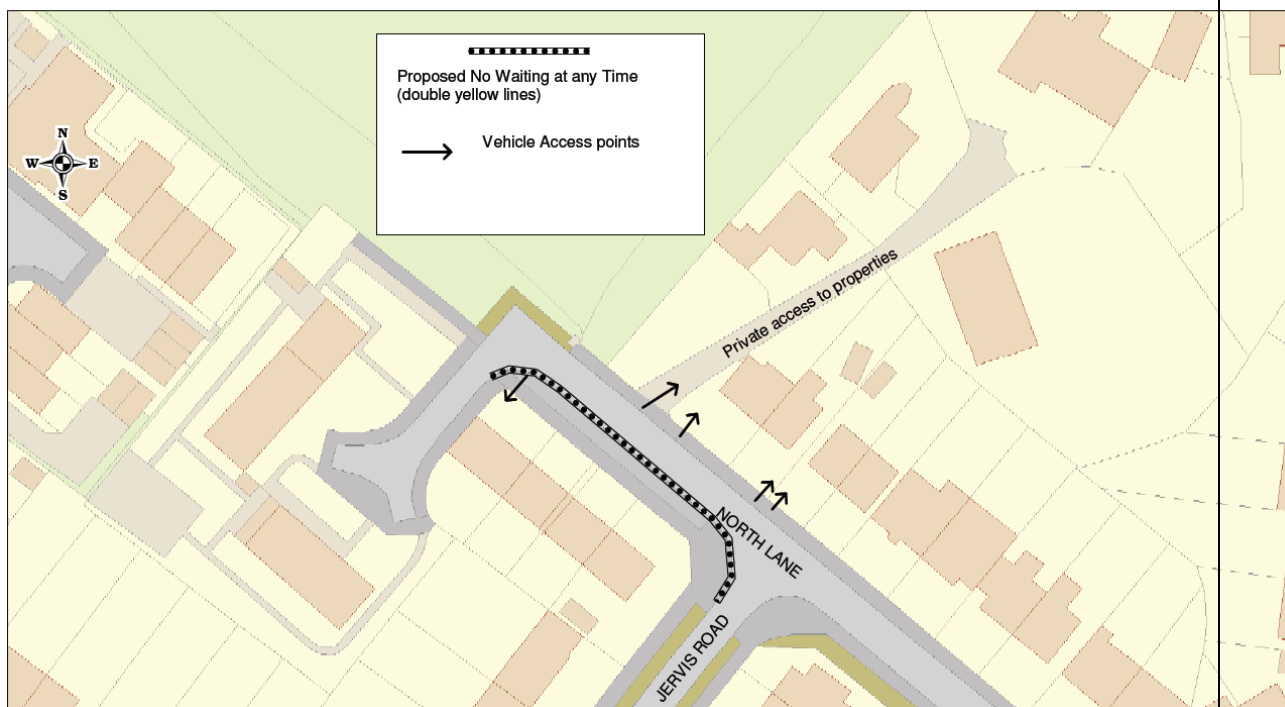
### **Recommendation**

Officer recommendation is:

No further action at this time because we do not place restrictions to protect a private access from the public highway.

If the options being explored (see Ward Councillor comments) prove fruitless and restrictions are requested as the only solution, we would recommend restrictions along the full length from the junction to ensure vehicles do not displace and cause the same problem for other residents. It is likely the vehicles will displace directly in front of the properties on the other side of the road as this will be the only parking amenity available to them. A plan of the restrictions is on the next page.





**Cost: For restrictions**

Lining works £50, Advertisement £500, Total Cost £550

## **Ward Councillor Comments**

### **Cllr A Mason, Cllr S Fenton & Cllr P Widdowson**

E1 - Support the recommendation

E2 – Support the recommendation

E3 – Support the recommendation

E4 – Support the recommendation

E5 – Support the recommendation, though would ask that the length of the proposed restriction on the odd numbered side of Moorcroft Road is shortened so that it ends at the boundary of numbers 41 & 43. The restriction on the odd-numbered side would therefore just be outside numbers 43 to 47. We believe that the proposed restriction beyond the boundary of 41 & 43 is unnecessary as it is opposite the junction with Bramble Dene on which there is no parking, so the risk of cars being parked on both sides of the road is minimal or nil.

E6 – Support the recommendation

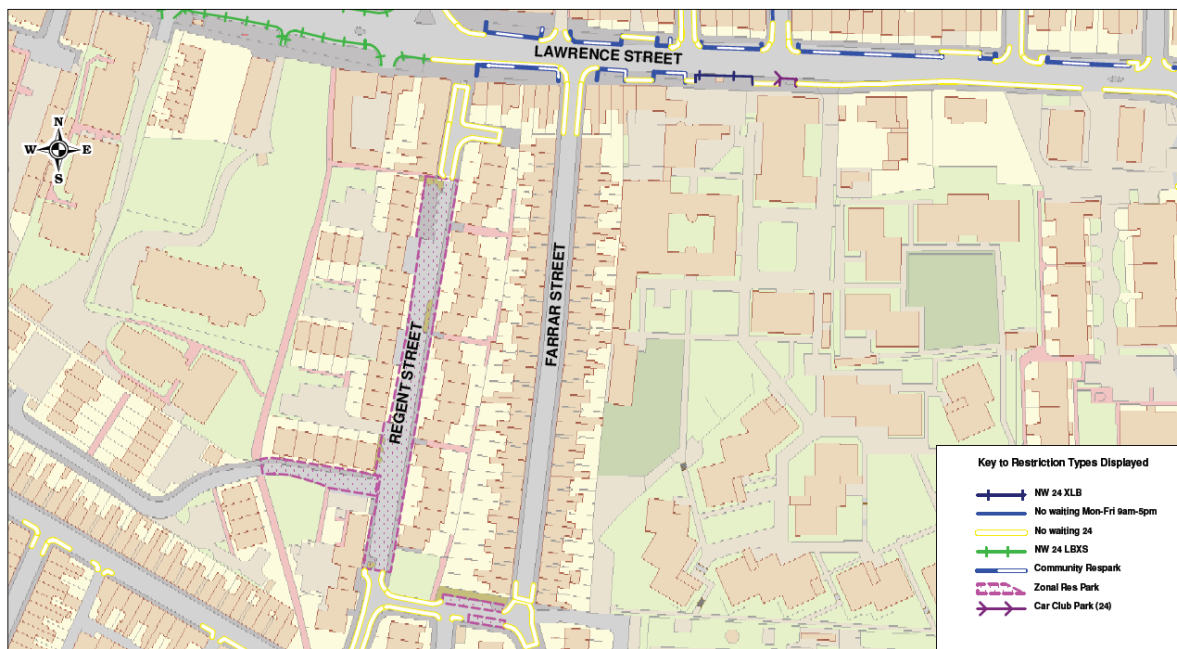
E7 – Support the recommendation

E8 – Support the recommendation

E9 – Cllrs Fenton and Widdowson undertook a site visit with a Highways colleague on 8 August to discuss possible options which might negate the need for double yellow lines at this location, such as the construction of parking bays and/or verge crossovers. We will continue to work with Highways colleagues to try to find a solution which can attract the support of residents, and hope to be able to provide an update at the Decision Session.

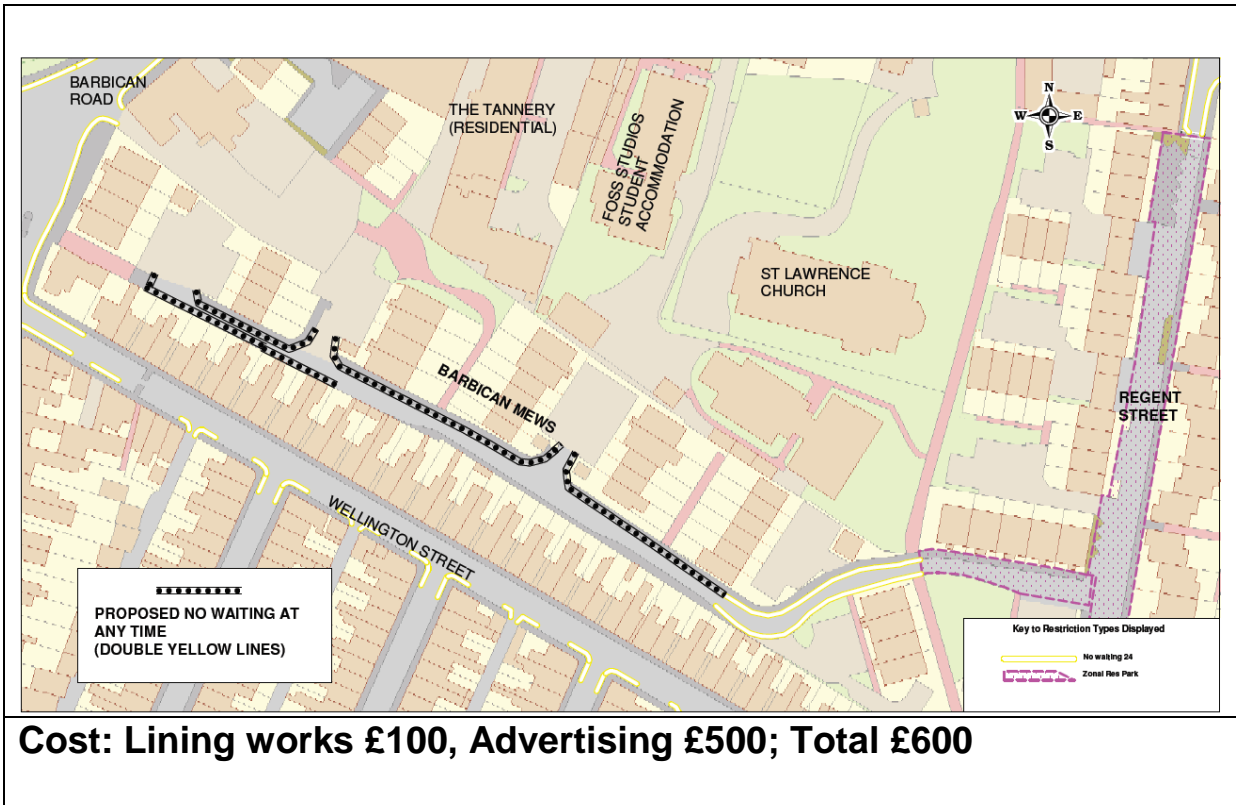
## Annex F: Fishergate Ward

<b>F1</b>	<b>Location</b> Farrar Street (Requested by Waste Management)
<b>Nature of problem</b> Refuse wagon experiencing difficulty manoeuvring street on a regular basis because of parked cars.	
<b>Background information</b> The street is a terraced cul-de-sac and is heavily parked at all times. Lawrence Street and adjacent Regent Street both have Resident Parking Schemes. Waste Management have reported the issue is associated with vehicles parking “badly” and not close enough to the kerb. The only resolution would be waiting restrictions the full length of the street on one side during the working day which may not be acceptable to the local residents because of loss of parking amenity. Residents of Farrar Street have submitted a petition requesting Resident Parking and the area has been placed on the waiting list. Consultation will take place once the area reaches the top of the list. Resident parking, if implemented, may relieve the parking situation to an acceptable level.	
<b>Recommendation</b> No Action at this time	
<b>Cost: N/A</b>	

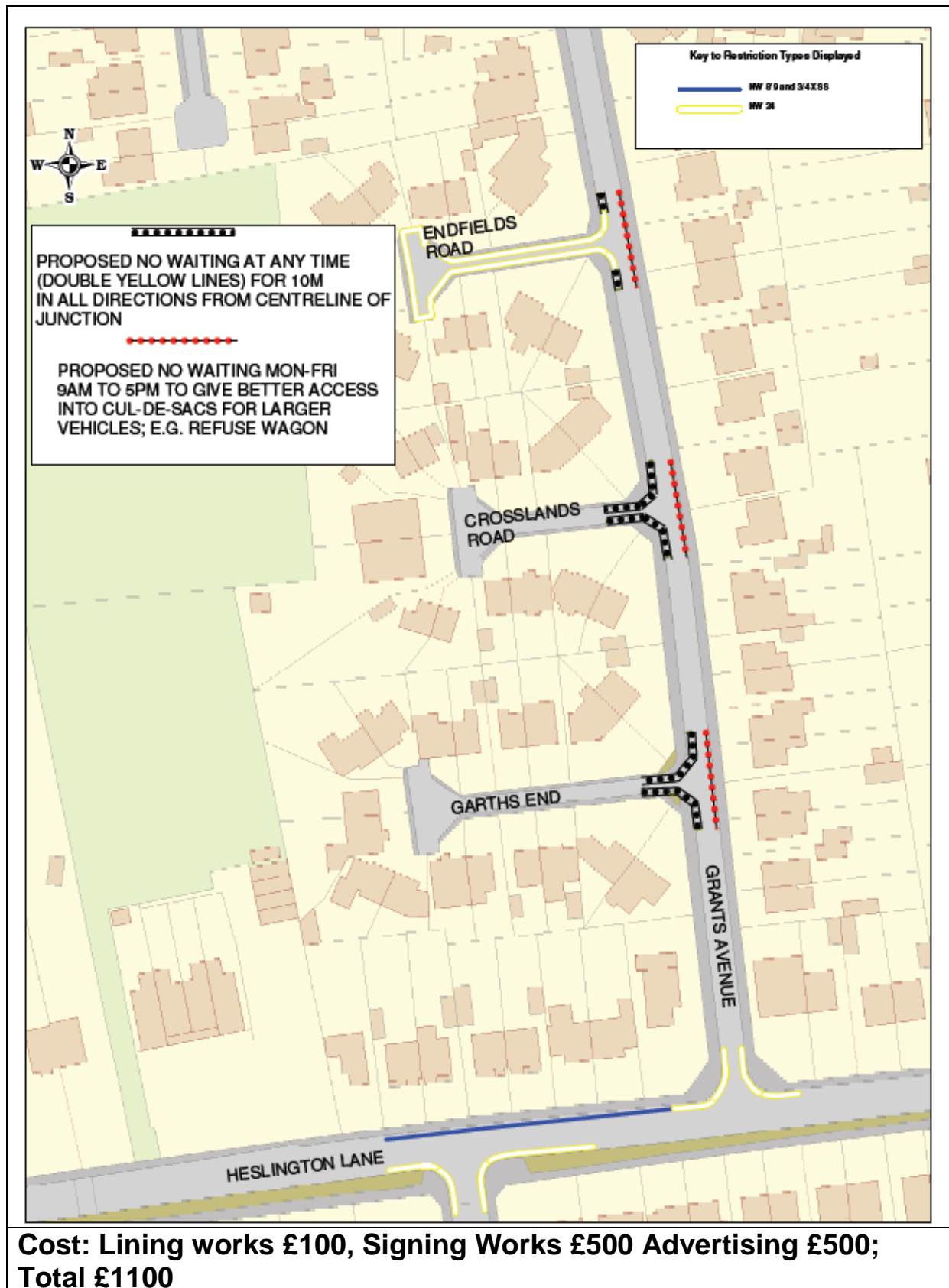


<b>F2</b>	<b>Location</b> Barbican Mews
<p><b>Nature of problem</b> A Petition from Residents of Barbican Mews was received requesting waiting restrictions on the wall side of the access road.</p> <p><b>Background information</b> Barbican Mews is currently unrestricted and part of the cycle route network. Residents allege this is now subject to a level of unacceptable non residential parking. Adjacent Regent Street is a Resident Parking Area. An extension of the Resident Parking Area would be another option but we do not believe this is currently supported by residents. The parking situation has been exacerbated by the amount of construction work on Lawrence Street (student accommodation). We are aware one of these student buildings advises students to park on Barbican Mews.</p>	
<p><b>Recommendation</b> The carriageway is narrow and if we protect the wall side it is likely cars will park half on the footway, half on the carriageway on the other side. We consider protecting the footway side and leave the wall side unrestricted would be preferable to make sure the footway is kept free of obstruction and maintain sight lines for drivers on egress from the residential areas, especially as this route is on the cycle network. Restrictions as detailed on the plan.</p>	





<b>F3</b>	<b>Location</b> Grants Avenue junctions (Requested by Waste Management and residents)
<b>Nature of problem</b> Larger vehicles (e.g. refuse wagons) unable to access or egress from cul-de-sacs when vehicles parked opposite the junctions. Residents have alleged most obstructive parking is not resident related with some vehicles in situ for days and weeks without moving.	
<b>Background information</b> Grants Avenue is narrow (averaging approx 5m), the cul-de-sacs leading from Grants Avenue are narrower (under 4m wide). This is a residential area and reasonably close to the university, Fulford School and Fulford Main Street facilities and could attract non-residential parking. Although placing restrictions opposite junctions in a residential area is not usually recommended, the nature of the street and levels of non-residential parking could warrant intervention for larger vehicle access during working hours.	
<b>Recommendation</b> Junction protection, including opposite as shown on plan	





**F4****Location** Levisham Street  
(Requested by Resident)**Nature of problem**

Parked vehicles at north end of street obstructing garage access/egress for 166/168 Fulford Road. (photo shows the nature of access required, not the problem)

**Background information**

The street is a terraced cul-de-sac and can be heavily parked up. Since the extended Resident Parking on Rosedale Street and Grange Garth was introduced vehicles are parking further to the end of the street. This obstructs vehicle access to the garage doors.

**Recommendation**

No Waiting at any Time for 6m at the end of the street to maintain access and provide a turning area for residents.



**Cost:** Cost: Lining works £50, Advertising £500; Total £550



**F5****Location** William Plows Avenue  
(Requested by Resident Association)**Nature of problem**

Parked vehicles causing problems with visibility and vehicles on the “wrong” side of the road.

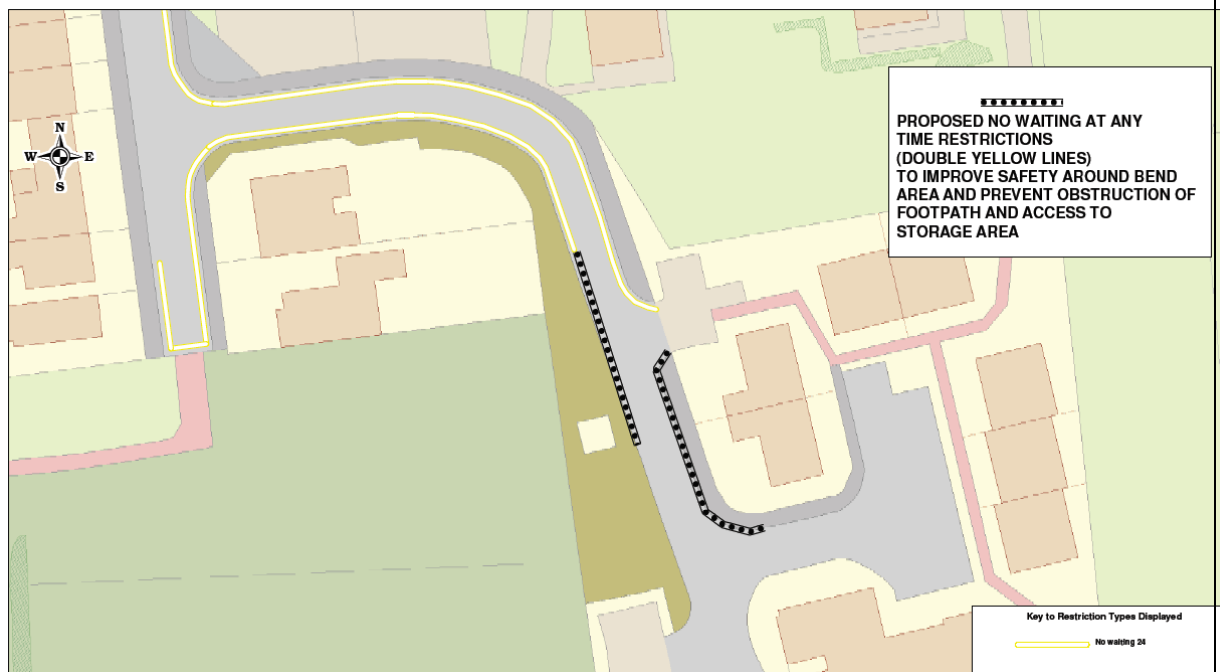
**Background information**

Original request for a mirror on the bend to improve sight visibility was refused. Mirrors can distort speed and reflect sunlight which “blinds” a driver. Additional waiting restrictions will enable drivers to negotiate the bend on the correct side of the carriageway and remove the problem.

Complaints about speeding in the area (existing speed limit is 20mph) and request for a lower speed limit around the bend area was denied as Highway Regulations dictate the lowest available speed we can apply is 20mph.

**Recommendation**

Extend No Waiting at any Time as below to remove parking obstruction around the bends, footpath and storage area




**Cost: Cost: Lining works £50, Advertising £500; Total £550**

**Ward councillor comments:**

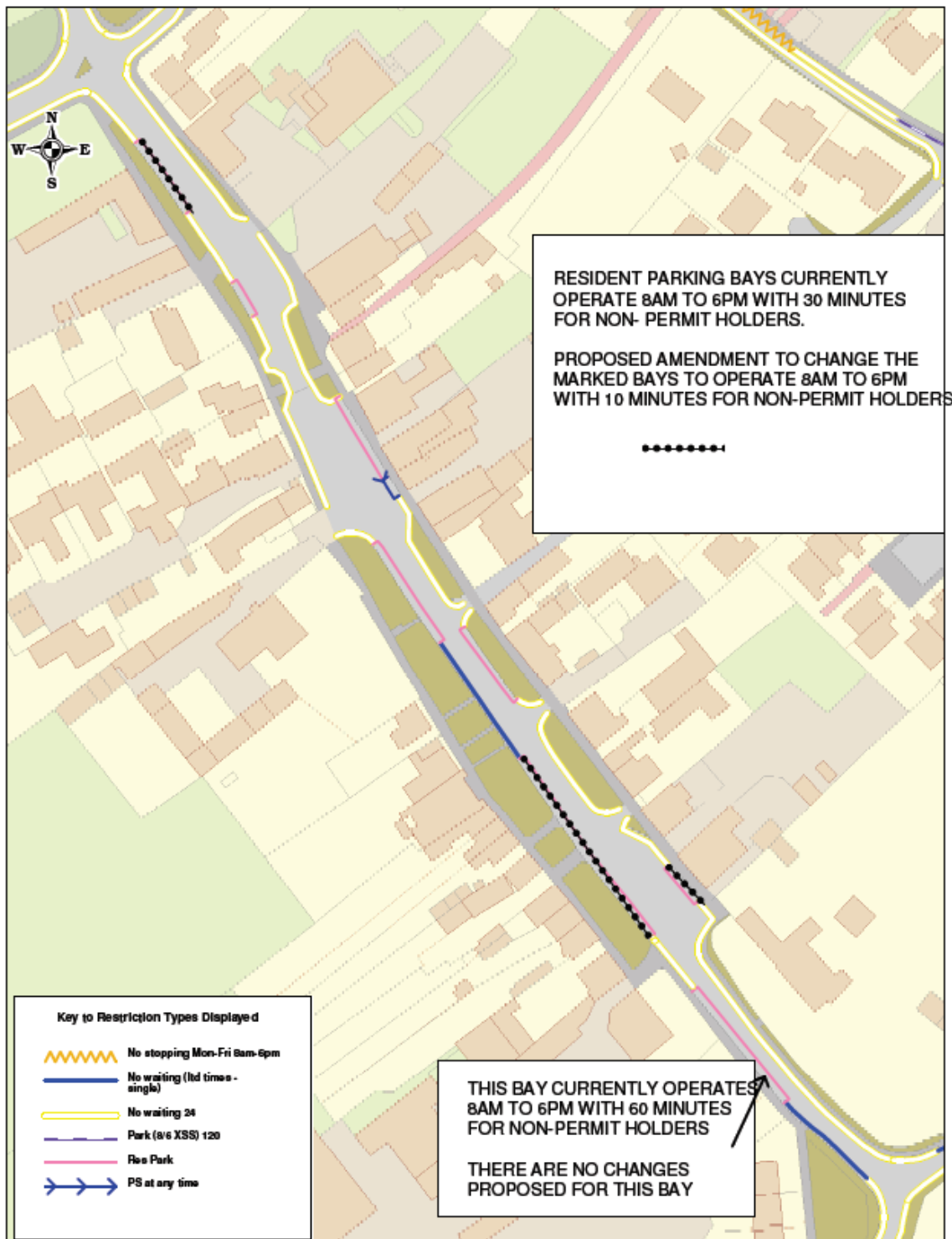
Councillor A D'Agorne – No comments received

Councillor D Taylor – No comments received

## Annex G      Fulford & Heslington

<b>G1</b>	<b>Location</b> Heslington Croft, Fulford
<b>Nature of problem</b> Parked Cars on narrow road causing difficulty for residents to manoeuvre into drives.	
<b>Background information</b> Site visits have not witnessed any obstructive parking on Heslington Croft. We believe the problem may have been caused by property works which are completed and associated vehicles no longer causing an issue.	
<b>Recommendation</b> No Action 	
<b>Cost:</b> N/A	

<b>G2</b>	<b>Location</b> Main Street, Heslington Requested by Ward Councillor on behalf of residents.
<b>Nature of problem</b> Parking for the business outlets on Heslington Main Street filling the parking areas and preventing Resident use. Request for some spaces to be changed to 10 minutes to enable easier enforcement and give residents a better chance of parking	
<b>Background information</b> There are a few business outlets on Heslington Main Street including Barclays Bank and the Post Office. When designing a scheme we have to consider the wider community which includes the business outlets. The 30 minute period for non-permit holders allows customers to park and keeps the business outlets viable. We added a bay at the southern end to facilitate better parking for the Almshouses. There is a 60 minute period for this bay for carer/visitor parking and we propose to leave this as now. Site visits have shown there is usually space available in this bay.	
<b>Recommendation</b> We are proposing to leave the bays closest to the business outlets as 30 minutes and change other bays to 10 minutes for non-permit holders. The 10 minute bays will be easier to enforce by our Civil Enforcement Officers and help to reduce the alleged current abuse whereby some non-permit holders park for longer than 30 minutes. 10 minutes (with a 10 minute grace over this time within national legislation) should be long enough for visits to the bank/post office, but short enough to deter abuse of the parking areas. Plan on next page.	
<b>Cost: Signing works £300, Advertising £500; Total £800</b>	



**MAIN STREET, HESLINGTON  
PROPOSED CHANGES TO R13 RESIDENT PARKING ZONE**

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SCALE	1 : 1250
DATE	02/04/2019
DRAWING No.	
DRAWN BY	

**G3**

**Location** Heslington Lane, opposite Grants Avenue  
(Requested by one resident)

### Nature of problem

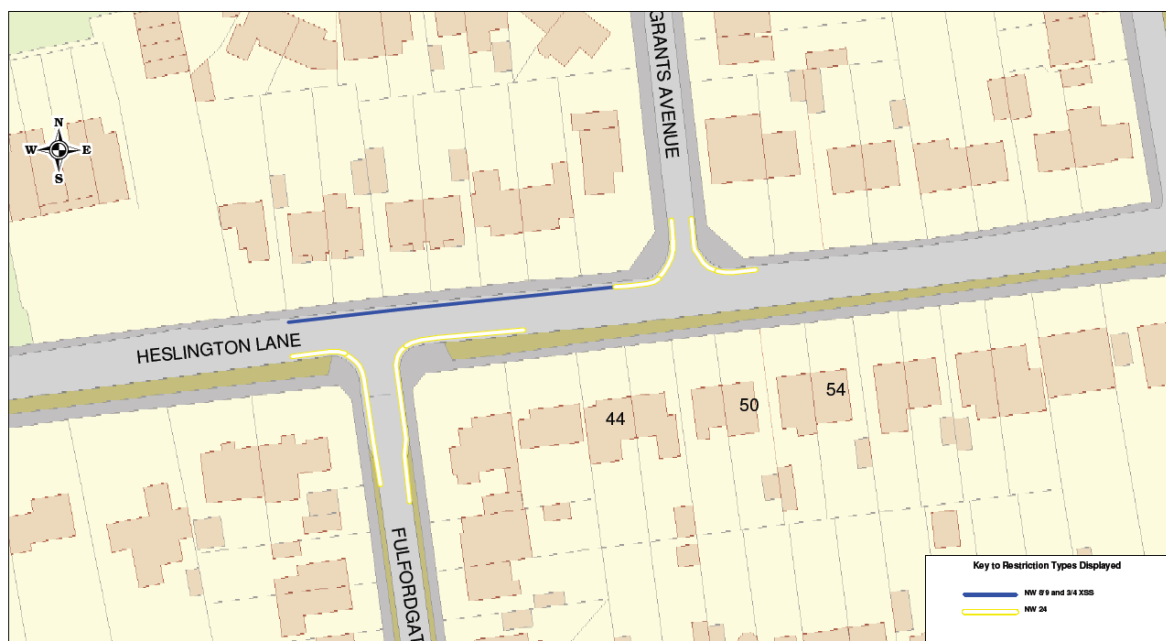
School related parking creating difficulty for residents accessing off-street parking amenity and safe access/egress at the junction area

### Background information

Carriageway at this location is approximately 8m in width. The problem related to school parking is intermittent at school peak hours and term time only.

There are existing restrictions at the junction with Fulfordgate to protect the main junction area leading to Fulford Secondary School and school bus access.

Additional restrictions will displace vehicles and cause the same issues elsewhere.



### Recommendation

No Action; Residents from 44-54 Heslington Lane, close to the junction, to be offered a white bar marking to highlight dropped kerb access.

**Cost:** Lining works £100, Advertising £0; Total £100

**G4**

**Location** St Oswald's Road  
(requested by one resident on behalf of a further six)

### **Nature of problem**

Parking both sides of the road causing problems with HGV access, request for double yellow lines in front of residential properties. Access is required to development sites, the Pumping Station, the Boat Club, the Rowing Club and Radio York site.

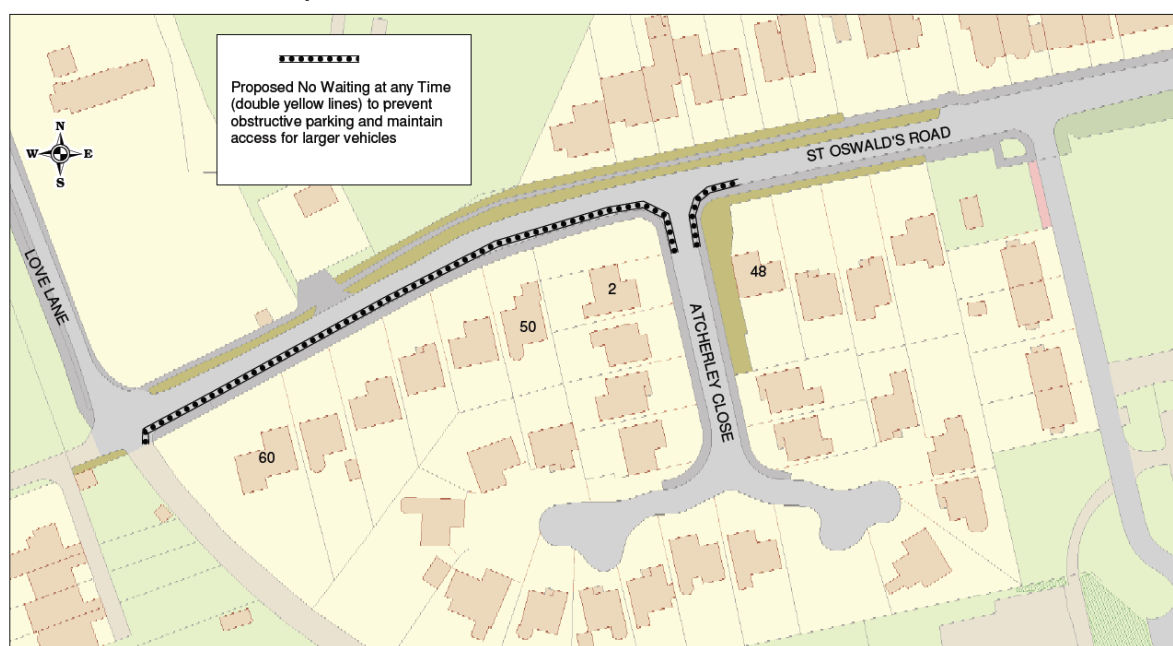
### **Background information**

St Oswald's Road narrows towards the western end. Where vehicles park on both sides, one will be required to park partially on the verge or footpath to allow vehicle access.

The residents from 2 Atcherley Close to 60 St Oswald's Road have requested we introduce No Waiting at any Time restrictions adjacent to the residential properties to allow access and unobstructed footways. In addition it will give better visibility splays for access/egress to the properties.

### **Recommendation**

Restrictions as requested.



**Cost: Lining works £70, Advertising £500; Total £570**

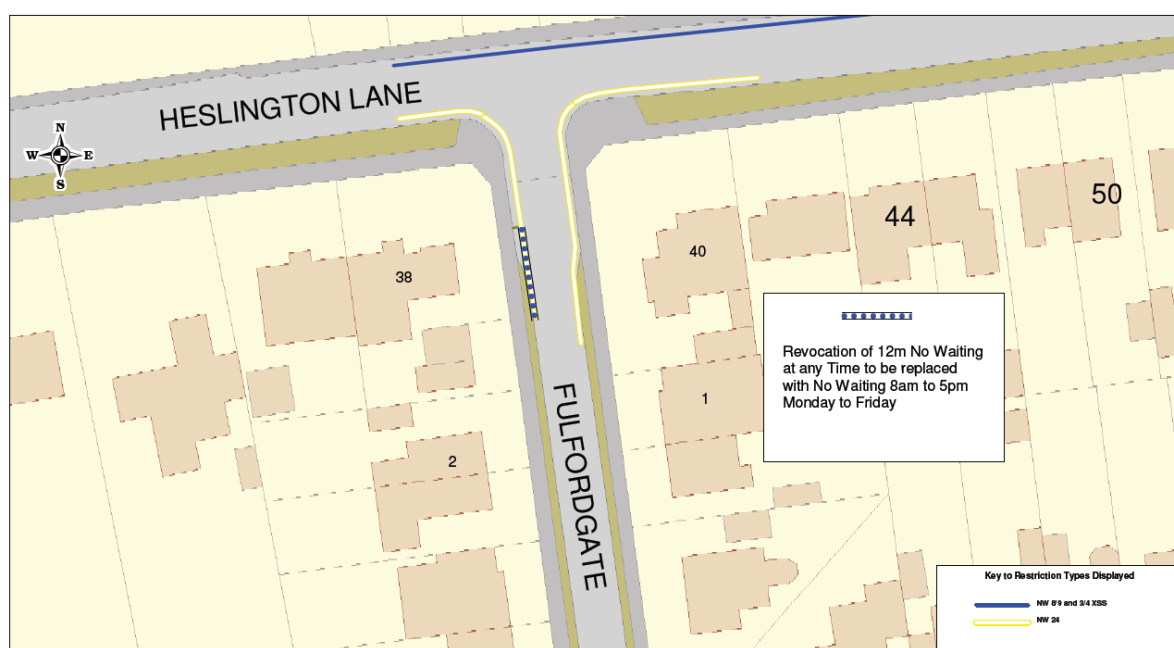
**G5****Location** Fulfordgate  
(Requested by one resident)**Nature of problem**

Request for shortening/removal or change to single yellow line to the recently implemented double yellow lines to provide a better on-street parking amenity for residents.

**Background information**

We advertised and implemented an extension to the existing double yellow lines on Fulfordgate at the junction with Heslington Lane. This was in response to a request from a forum meeting at St Oswald's School. Parked cars near the junction were creating sight visibility issues for parents and pupils crossing the road.

It is believed most of the parking was related to Fulford School activities, drop-off and pick up as well as parking by older pupils at the school. Since implementation we have received a complaint from an adjacent resident that the restriction has removed their previous on-street parking amenity and that the restriction is not necessary evenings and weekends.

**Recommendation**

Revocation of 12m of double yellow lines on the western side of the carriageway to be replaced with a single yellow line, times of operation 8am to 5pm, Monday to Friday. This will allow space for two vehicles and provide an on-street parking amenity for residents evenings and weekends, whilst protecting the junction visibility when most needed.

**Cost: Lining works £50, Signing Works £350, Advertising £500;  
Total £900**



**G6****Location** Main Street, Fulford**Nature of problem**

Request to revoke recently implemented 3 hour waiting limit in parking area adjacent to Connaught Court because this has displaced long-term parking in front of resident properties. Alternatively, residents are requesting Resident Priority Parking on the residential side.

**Background information**

A 2 hour parking restriction was requested by Fulford Parish Council to prevent small traders using the area to advertise vehicles for sale and commuters parking. A request from the church to lessen the restriction to 3 hours for greater flexibility for church events was granted.

The result of this restriction has meant displacement of the long-term parking to the other side of carriageway on unrestricted carriageway adjacent to the residential properties.

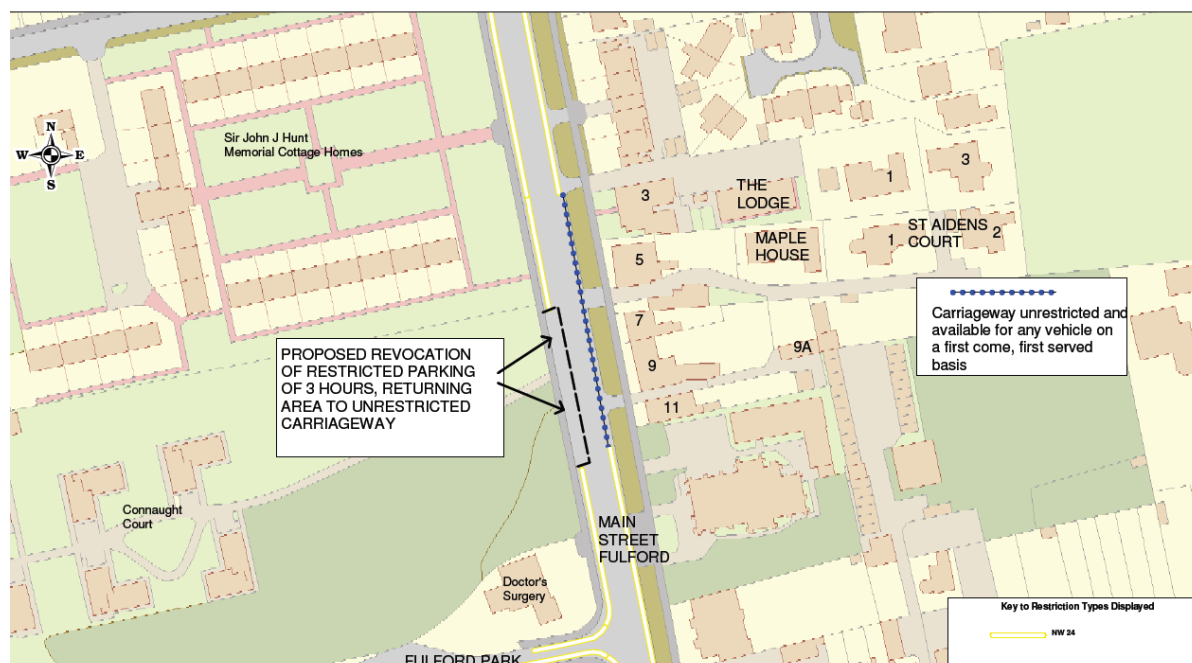
Some of the residents at this location do not have any off-street parking amenity, consequently the restriction has been detrimental to them.

Some residents now park on the grass verge outside the church which is causing damage and obstruction.

We do not consider resident parking for this small stretch of road, limited to properties without an off street parking amenity to be a viable option.

**Recommendation**

Remove the restriction.



**Cost: Sign Removal £50, Advertising £500; Total £550**

**Ward councillor comments:**

**Councillor K Aspden**

I broadly welcome the recommendations for traffic regulation amendments in Fulford and Heslington, whilst not noting every detail of each scheme. In particular I support the new restrictions in St Oswald's Road, Fulford, following representations from local residents.

## Annex H      Strensall Ward

<b>H1</b>	Earswick Village (Requested by some residents of High Garth and the Parish Council)
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### **Nature of problem and plan of Advertised Proposal**

We have tried previously to extend restrictions from Strensall Road into the Village and because of the number of objections received, including an objection from the Parish Council, a decision was made to take no further action.

The residents of High Garth were aggrieved by the decision and we referred them to the Parish Council to gain support before we would consider this further.

In January 2018 the Parish Council requested double yellow lines on The Village, both sides from Strensall Road to Shilton Garth Close. In the light of objections received previously, we asked if they were now confident that support would be forthcoming.

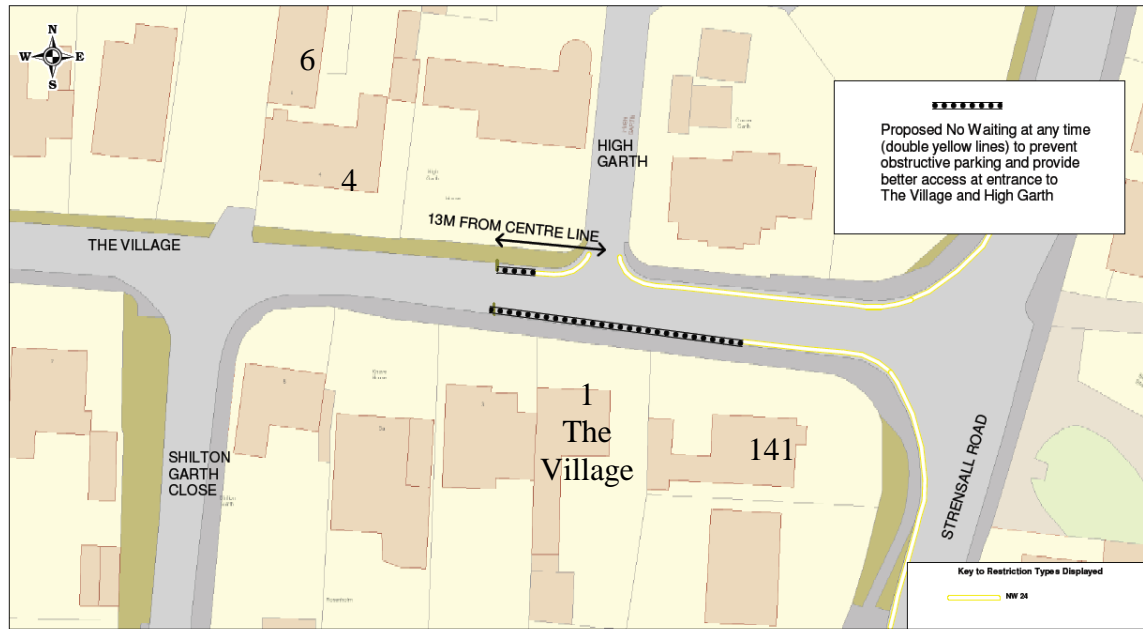
The Parish Council undertook a survey of residents and consulted residents on the plan below which was not as extensive as their earlier request:



The Parish Council reported 46 responses were received with 31 supporting the restrictions shown.

We had reservations regarding the restrictions shown on the Parish Council plan. In particular the gap in the restrictions adjacent to the

dropped kerb areas on the side elevation of 41 Strensall Road and 1 The Village. It is our understanding the main complaint from High Garth residents was vehicles parking in this area creating difficulty with access for larger vehicles (refuse wagon) into High Garth. Consequently we advertised the requested restrictions without the gap.



## Representations Received

We have received 6 objections to the proposal from residents adjacent to or near to the proposed restrictions.

Objections raised:

- Restrictions not necessary or desirable, especially on the North side of the village
- Lessen the restriction to one car length (to the driveway of 141 Strensall Rd) only
- Displaced vehicles will make it worse for other residents by obstructing access and sight lines as well as obstruction of sight lines from Shilton Garth Close
- A nearby resident receives carers several times a day and the restriction could cause difficulty with parking for them.
- Residents on High Garth could bring their wheelie bins to the verge in the village (as already happens on Earswick Chase cul-de-sacs)
- Yellow lines are an urban feature which will jar with the surroundings
- Only ever one vehicle parked on this stretch of road, sometimes two – this does not inconvenience anyone

- Easy to negotiate around the parked cars
- Parked cars at this location slow vehicles down (request for a 20mph speed limit on The Village was requested as part of one objection). Current arrangement makes sure vehicles enter High Garth at an appropriate speed
- Existing restrictions in line with the Highway Code and sufficient
- The lines will eliminate the right for some residents to have guests parking outside their homes – leading to displacement parking outside other homes. This could lead to further requests for restrictions – and the issue escalates again
- Waste of public money
- Only access problem I know about is a very odd occasion for the refuse vehicle – no justification for the proposals
- The proposal will make The Village street significantly more dangerous for everybody
- I have charity coffee mornings with several elderly people attending who cannot walk far. They may not come if they have to park further away.
- The proposal will only create congestion further down the road.
- Installing the lines will have a serious detrimental effect on my property and I would like to know what your offer of compensation will be.
- I have contacted the chairman of the Parish Council who has identified two problems, a vehicle parked too close to the junction with Strensall Road and difficulty for the refuse wagons on access to High Garth. If this really is an issue that has to be resolved, extend the yellow lines to include the driveway entrance to 1 The Village but no further or introduce the restrictions on refuse mornings only.

### **Officer analysis and Recommendation**

We proposed these restrictions on the understanding that the Parish Council had undertaken a consultation and received significant support. This may be the case, but those most directly affected by the restriction have registered strong objections to the proposal.

We would agree with many of the comments made by those objecting to the proposal; in particular that this is an intermittent problem which only creates problems on rare occasions. Parked vehicles at this location will provide a natural traffic calming measure which provides a benefit close to the junctions of High Garth and Shilton Garth Close.

We are not convinced the issues caused by parked vehicles at this

location are sufficient to warrant taking this proposal to implementation.

**Options –**

1. Implement as advertised (not recommended)
2. Uphold the objections and take No further action (Recommended option)
3. Partially uphold the objections and amend the proposal to implement a lesser restriction. Recommendation would be to only implement an extension on the south carriageway to the dropped kerb access to 141 The Village, approximately one car length/6m

**Ward Councillor Comments:**

Cllr P Doughty – No comments received

Cllr T Fisher – No comments received

## Annex I: Haxby and Wigginton

<b>11</b>	<b>Location: Parking Area adjacent to Memorial Hall</b> (Requested by Ward Cllr)
<b>Nature of problem and requested solution</b> It is alleged area is being used for long-term parking. This area could benefit from short term parking to make better use of the amenity for customers of local businesses.	
<b>Background Information</b> This area is currently unrestricted and marked with spaces which are angled to the kerb to gain better use of available space. The current road markings do not meet Highway Regulations to enable us to place a regulatory restriction. To meet highway regulations and enable enforcement we would have to redesign the area and put in parking spaces parallel to the kerb edge to obtain the required length and width. This would reduce the number of parking spaces available from 6 to 3. A change to the parking arrangement would improve safety as vehicles would no longer be reversing into a busy live carriageway.	
<b>Recommendation:</b>  Officer Recommendation is to take no further action on this request because of the pressure for parking space on The Village, Haxby.	
<b>Cost:</b> N/A	

**12**

**Location: The Village Wigginton**  
(Requested by Resident and Parish Council)

**Nature of problem and requested solution**

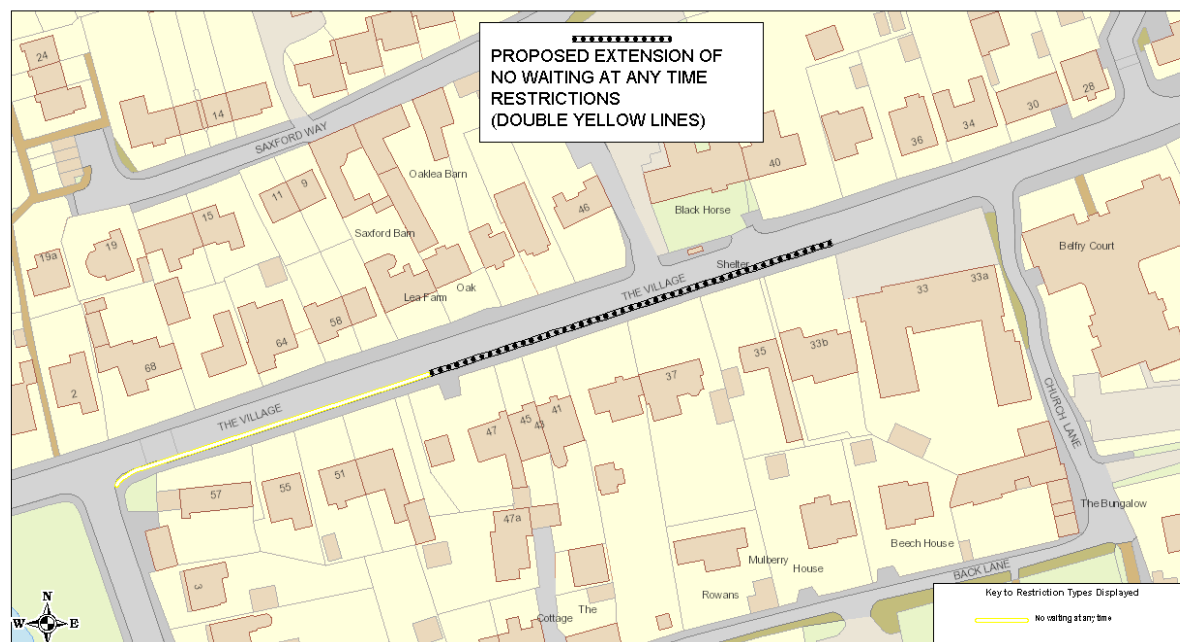
Parking on both sides of the carriageway creating problems of pass and re-pass.

**Background information**

The village shop is located at 64 The Village on the north side of the carriageway. The parking is related to residents as well as short term parking to use the community facility.

Enforcement in outlying areas is likely to be by hotline only and there may be some abuse of the restrictions for short periods.

We advertised a proposal for the waiting restrictions on the plan below in December 2017.



We received an objection to the proposal from a resident. The objection was considered by the Executive Member for Transport and Planning at a Public Decision Session on the 17<sup>th</sup> May 2018 who resolved to implement a shorter length of restrictions than advertised. The change is clarified below:





This decision was not popular with the Parish Council and some residents. They felt strongly that the restrictions should have been implemented as advertised. Because they were not aware of the Public Meeting and did not attend to confirm their reasons and support for the proposal to be implemented as advertised, we agreed to reconsider within the next review.

Several site visits have been undertaken since this time. We have observed vehicles parked in the length of road left unrestricted. This would appear to be an intermittent problem as this has not been the case on every visit. We are still of the opinion that parking at this location provides a natural traffic calming measure with a potential benefit in slowing the approach speed of vehicles and in particular the pedestrian crossing.

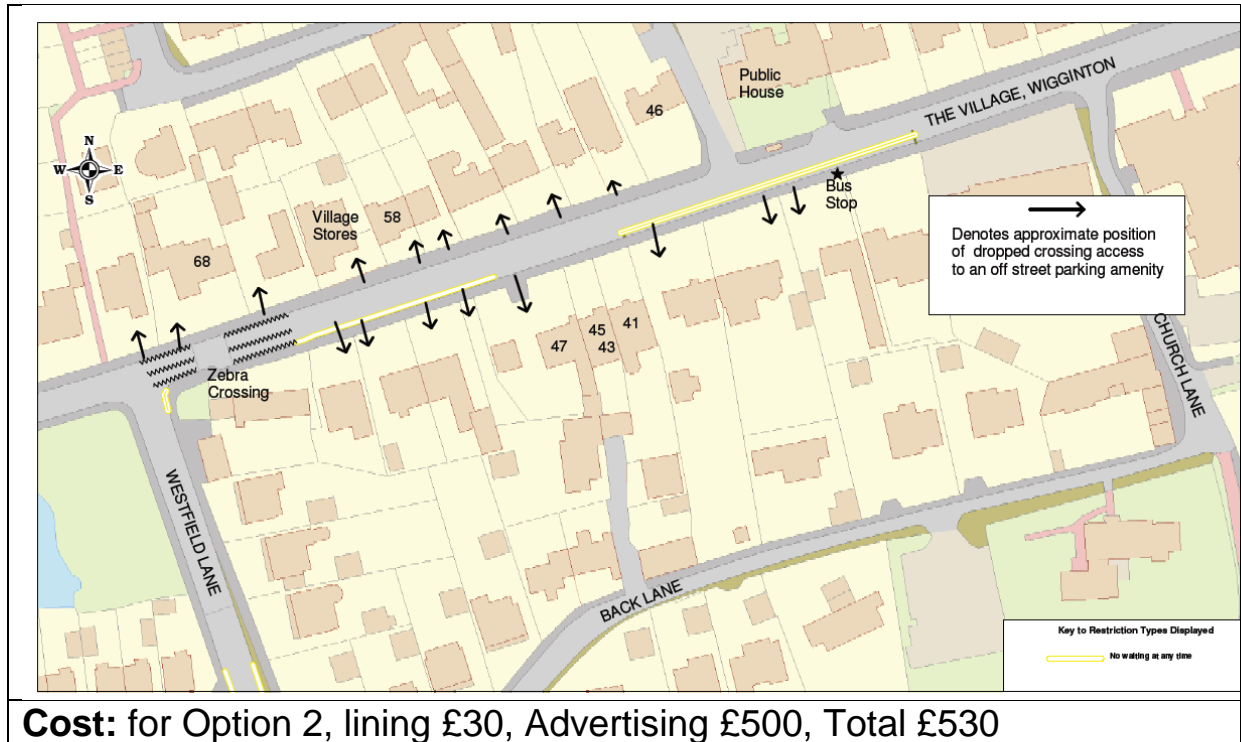
Since the correspondence about the decision in July 2018, no further complaints have been recorded about parking in this area.

### **Recommendation**

Plan of existing restrictions on next page

Options:

1. No Action; This is the officer recommendation because this is an intermittent problem with parking providing a traffic calming influence in a busy area
2. Implement as advertised in Dec 2017
3. Propose waiting restrictions on the northern side of the carriageway adjacent to 48-54 The Village, Wigginton



**13**

**Location: Station Road, Haxby**  
(Requested by Resident)

### **Nature of problem and requested solution**

Ongoing, daily issue of vehicles parking on the south side of Station Road, blocking the footpath and obstructing access for Residents and Usher Lane junction.

### **Background information**

The complaint received suggests this is not an issue just at school peak hours, but is ongoing with customers of nearby business outlets. Vehicles parked at this location can and do obstruct the narrow footway.



### **Recommendation**

No Waiting at any time restrictions as per plan below



**Cost:** Lining Works £80, Advertising £500 Total Cost: £580

## **Comments from Ward Councillors**

(Cllr I Cuthbertson, Cllr A Hollyer and Cllr E Pearson)

All 3 ward councillors wish to make the following comments:

**Proposal I1:** This was put forward by a previous ward councillor, who is no longer a member of City of York Council, without reference to ward colleagues. We do not agree that the number of parking spaces presently at this location should be reduced from 6 to 4 spaces. Any such change should only be considered in the context of a wider review of the requirements for parking spaces along the length of The Village, Haxby between the roundabout at the junction with York Road and the junction with Westfield Road.

**Proposal I2:** Cllr Cuthbertson put the argument in favour of placing a no waiting restriction on the length of carriageway proposed to the Executive Member Decision Session but a reduced length of restriction was still imposed. We believe that either the full length of restriction originally proposed for this section of The Village or the suggested alternative restriction between nos 45-54 on the north side of The Village should be implemented.

**Proposal I3:** We believe that besides the narrowness of the footway, there is an additional risk to pedestrians as well as other motorists which arises when vehicles are parked in this area, due to the presence of the junction of Station Road and Usher Lane at this point. We agree with the proposed placing of a 'no waiting at any time' restriction covering the length of carriageway indicated.

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## Annex J      Heworth Ward

<b>J1</b>	<b>Location</b> Fifth Avenue, between the junctions of Sixth Avenue and Bowes Avenue (requested by one resident)
<b>Nature of problem</b> Difficulty for drivers and cyclists to negotiate around the vehicles that park in our area (commuters) in the bend area. Requested we consider restrictions on one side of the road and permit parking on the other.	
<b>Background Information</b> This is an area which is heavily parked and used for non-residential parking (commuters). Resident has been advised of the procedure for applying for Residents' Priority Parking permits. This would be an option that is likely to reduce the level of parking on this street. Site visits have witnessed parking on both sides of the carriageway and on verges. This creates a situation where vehicles have to drive at an appropriate speed and may have to wait to pass stationary vehicles. Site visits have not witnessed a level of parking which required extensive intervention. There are dropped kerb drives on both sides of the carriageway and where these are of a double width they can provide an adequate passing place. Restricting parking on one side of the road will create problems for residents who do not have an off street parking amenity as the available space will be reduced considerably. The sight lines when exiting Little Hallfield Road are obstructed by parked cars – this is addressed by the recommendation below.	
<b>Recommendation</b>  No Waiting at Any Time (double yellow lines) to improve the visibility splay at the junction of Little Hallfield Road and Fifth Avenue. Continue to monitor the area.	

**Cost: Lining works £40, Advertising £500; Total £540**

**J2****Location** Mill Lane (R30)  
(requested by one resident)**Nature of problem**

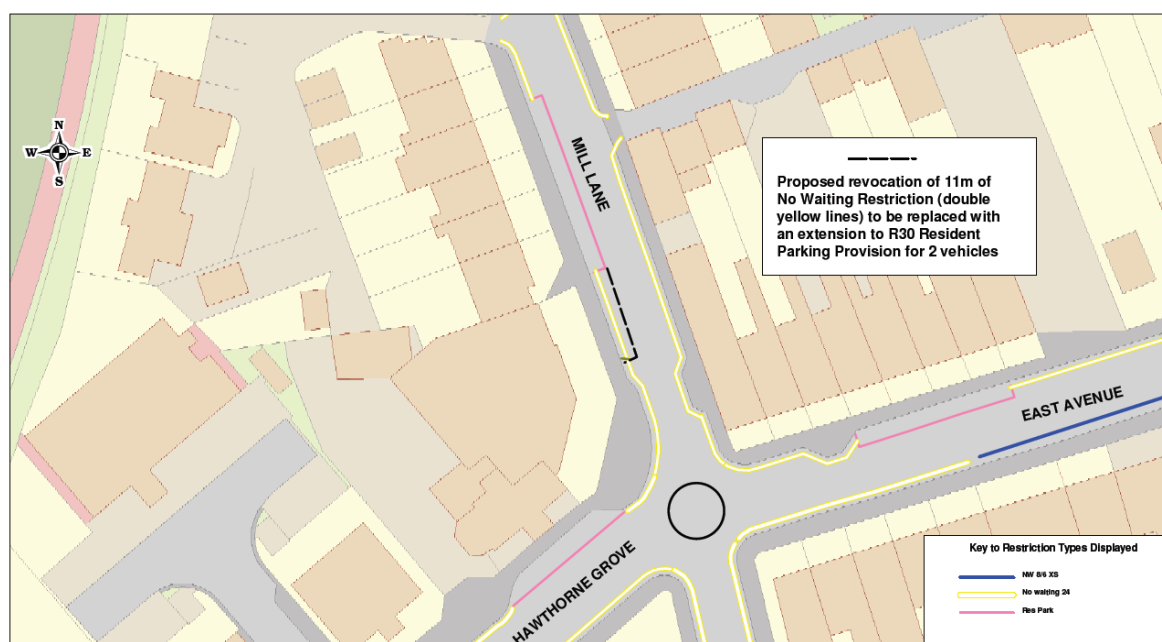
Pressure for R30 parking on Mill Lane is creating problems, resident suggested the bay could be extended towards East Parade following development works.

**Background information**

The development of London's retail outlet to apartments has created an area of carriageway which can now be used for additional parking where the carriageway width is sufficient to allow it (7.5m) without causing obstruction. Previously this area of carriageway led to an area of off-street parking amenity which no longer exists

**Recommendation**

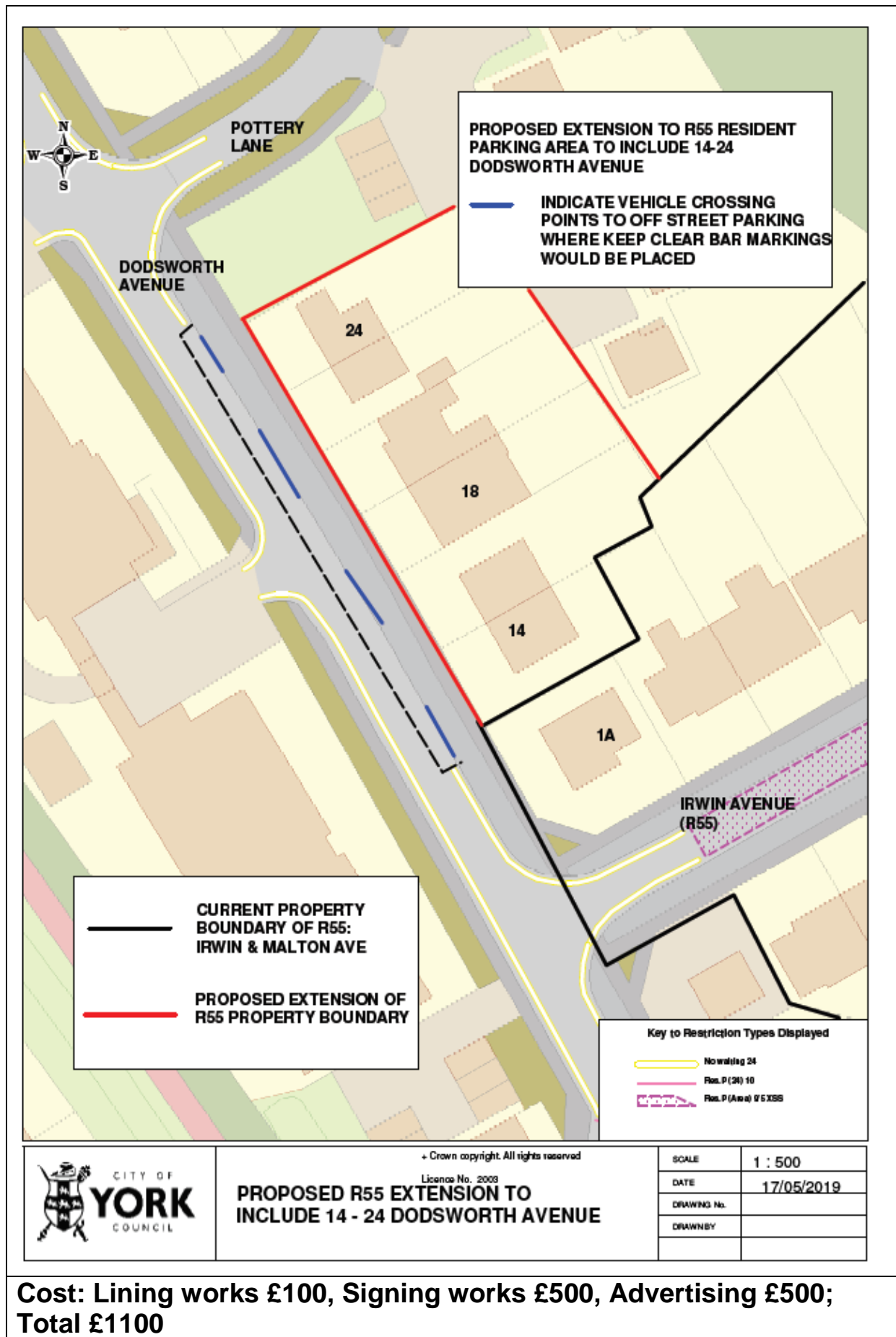
Revocation of 11m of Double yellow lines to be replaced with an extended Resident Parking Bay.



**Cost: Lining works £25, Signing Works £100 Advertising £500;  
Total £625**

<b>J3</b>	<b>Location</b> 14-24 Dodsworth Avenue (petition from all 6 properties)
<b>Nature of problem</b> Non residential parking (commuters) on this section of Dodsworth Avenue is causing problems for residents access to their off street parking amenity.	
<b>Background information</b> White bar markings across drive ways at this location are ineffectual and residents have problems with obstruction and sight issues on access and egress. All residents in this section have requested a Resident Parking Scheme outside their properties Mon-Fri 10am to 3pm to prevent all day parking by commuters. This would involve an individual bay across all properties, individually signed with white bar markings placed across vehicle entry points.	
<b>Recommendation</b> To implement as requested as an extension of adjacent R55 zone on Malton and Irwin Avenue. (plan on next page)	





**J4**

**Location** Sefton Avenue/Elmfield Avenue  
(requested by ward councillor on behalf of resident and one other resident)

### Nature of problem

Parking opposite and close to junction area creating difficulties for access/egress and sight lines

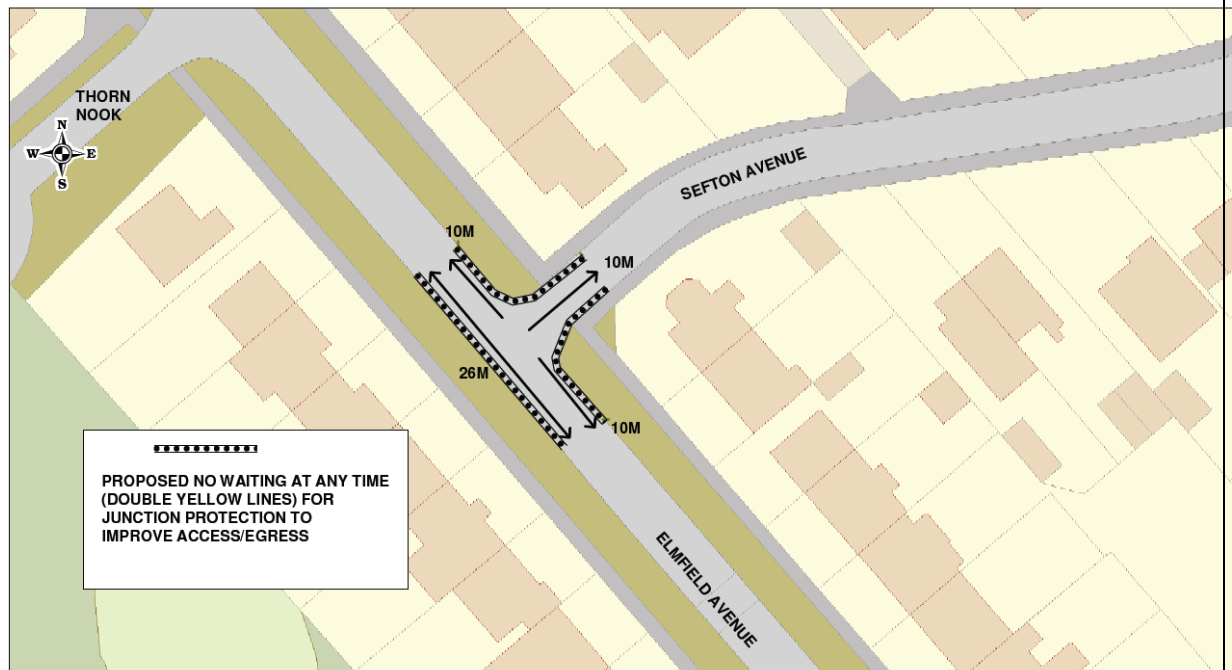
### Background information

The junction area is narrow and two bollards have been installed  
To protect the grass verge due to vehicle over-run when leaving Sefton Avenue.

This is a residential area, many properties have an off street parking amenity and a vehicle crossover of sufficient width to provide an additional parking space without encroaching on carriageway or footpath.

### Recommendation

Waiting restrictions (double yellow lines) as per plan



### Cost:

Lining works £100, Advertising £500; Total £600

**J5**

**Location** Second Avenue, East Parade, Main Avenue, First Avenue Area  
(Requested by one resident)

**Nature of problem**

Most of the waiting restrictions at the junctions are not long enough to protect access and sight lines.

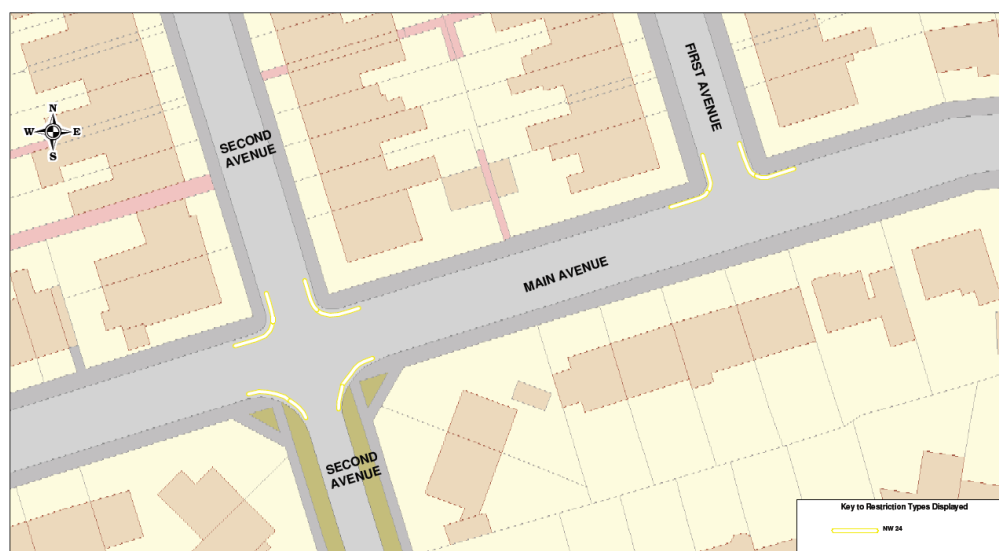
**Background information**

Most of these restrictions were placed in 2009. We originally advertised a standard restriction of 10m length in all directions. Following extensive objections this was reduced to a 5m restriction.

In 2015 we proposed standard restriction at the junction with Second Avenue to which we received extensive objections and the shorter length of 5m was implemented in line with the other junctions in the area.

Additional lengths of restrictions are likely to receive the same level of objections as last time because of the pressure for parking space in these areas.

We have received a petition from Main Avenue for Resident Parking which is now on the waiting list for consultation. At this time we will consult with residents of First and Second Avenue on the same issue. Should resident parking be implemented in this area, it is likely that many of the inconsiderate parking issue will dissipate.

**Recommendation**

No Action at this time because of the pending consultation for Resident Parking.

**Cost** N/A

<b>J6</b>	<b>Location</b> Wolfe Avenue (Requested by one resident)
<b>Nature of problem</b> <ol style="list-style-type: none"> <li>1. Parking opposite the junction of Wolfe Avenue/ Melrosegate can make it difficult for vehicles turning in out of Wolfe Avenue.</li> <li>2. Parking on Wolfe Avenue within 10m of the junction with Tang Hall Lane</li> </ol>	
<b>Background information</b> <ol style="list-style-type: none"> <li>1. This junction is not currently subject to local parking control. Zig-zag markings for a pedestrian crossing extend to just south east of the Wolfe Ave junction. Melrosegate here is wide enough (7m) to accommodate occasional parking on one side of the carriageway. The properties nearby all have off street parking. There is no apparent commuter or commercial demand. It is likely, therefore, that local parking is by residents nearby.</li> <li>2. This junction is not currently subject to local parking control. Local junction protection is in place at other locations. This is part of a crossroads junction (Walney Road). The impact of parking close to this junction is made more severe by the curve in the road on approach along Wolfe Avenue.</li> </ol> <p>Site visits have not witnessed parking close to either of these junction areas</p>	
<b>Recommendation</b> <p>No further action at this time, to re visit should additional complaints be received in the future.</p>	



Cost: N/A

**Ward councillor comments:**

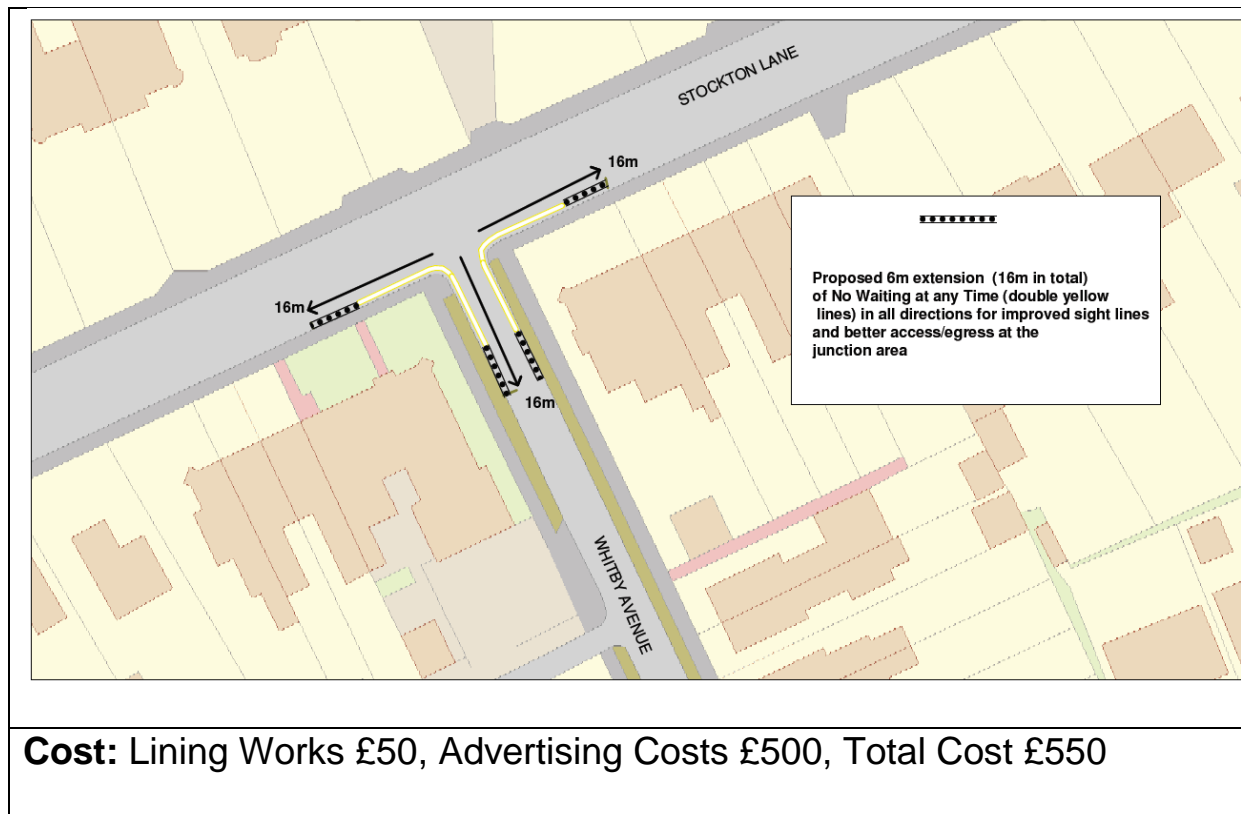
Councillor C Douglas – no comments received

Councillor A Perrett – no comments received

Councillor R Webb – no comments received

## Annex K      Heworth Without Ward

<b>K1</b>	<b>Location</b> Stockton Lane, Opposite junction with Whitby Avenue (referred by two residents and highlighted by local ward councillor)
<b>Nature of problem and requested solution</b> Concerns about parking opposite junction causing difficulty for vehicles exiting Whitby Avenue and obstruction of sight lines leaving private driveways. Request for extension of existing double yellow lines at the junction.	
<b>Background information</b> In 2011 we advertised a proposal for waiting restrictions for 15m both sides on Whitby Avenue and 16m in both directions on Stockton Lane. We received objections from five of the properties most affected and at that time the decision was taken to reduce the proposal and only implement basic junction protection of 10m (30ft) in all directions. Residents have reported one accident at this location and near misses, but our records show there were no reported casualty collisions at this junction. This junction is one of the main vehicular routes to Hempland Primary School and can be busy at peak hours. Recent site visits have not witnessed vehicles parking in the immediate area opposite Whitby Avenue. Carriageway width is approx 9.5m with cycle lane markings on both sides. There is evidence of property works taking place in several areas in this area with contractor vehicles parked on areas of Stockton Lane. Transit type vehicles can significantly obstruct sight lines. This risk will be alleviated once works have been completed. It is worth noting that restrictions in one area displace parked vehicles and create the same issues for other residents leaving their off-street parking amenity.	
<b>Recommendation</b> Extension of waiting restrictions in the junction area to improve sight lines at the junction. Not all properties in the junction area have an off street parking amenity and it is likely we will receive the same objections to the proposal as last time.  Parking opposite to be monitored and deferred to the next review when most works in the area will have been completed.	


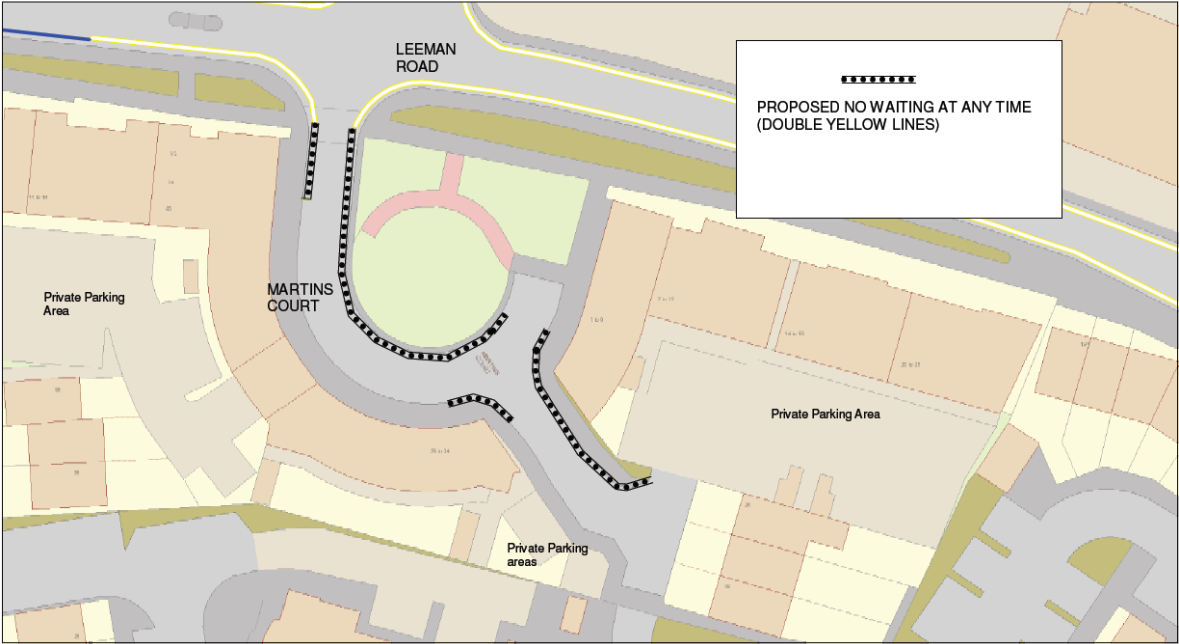



### Comments from Ward Councillor

**Cllr N Ayre-** No comments received



## Annex L : Holgate Ward

<b>L1</b>	<b>Location:</b> Martins Court, junction protection (requested by the Managing Agent for the majority of the estate)
<b>Nature of problem</b> Non-resident parking obstructing the carriageway for larger vehicles and preventing refuse collection on occasions. Vehicles parking on footways and across tactile pedestrian crossing areas.	
<b>Background information</b> We have consulted with Residents of Martins Court on two occasions regarding the introduction of Resident Parking – we did not receive sufficient support on either occasion to take this forward. We believe there is a high level of commuter parking and we are unable to prevent this. We are only able to place waiting restrictions at strategic areas around the estate to ensure vehicle access and hopefully lessen the instances of footway obstruction.	
<b>Recommendation</b> No Waiting at any Time as outlined on the plan below. 	
<b>Cost:</b> Lining works £60, Advertising £500; Total £560	

<b>L2</b>	<b>Location</b> Yarburgh Grove (requested by one resident)
<b>Nature of problem</b>  Sight lines for vehicles turning into Yarburgh Grove from Poppleton Road are poor and drivers unable to see vehicles approaching from the other direction. Request for the lines to be extended by one car length.	
<b>Background information</b>  Additional restrictions were advertised and improved at this location in 2015 – from observations the additional length of restrictions at the location requested were not implemented on street. Because of the time lapse between approval and implementation we have to advertise them again under highway regulations.	
<b>Recommendation</b>  Re-advertise double yellow lines as shown on plan below  	
<b>Cost: Lining works £20, Advertising £500; Total £520</b>	

**L3**

**Location** Holgate Bridge Gardens  
(requested by a resident via the Ward Cllr)

### Nature of problem

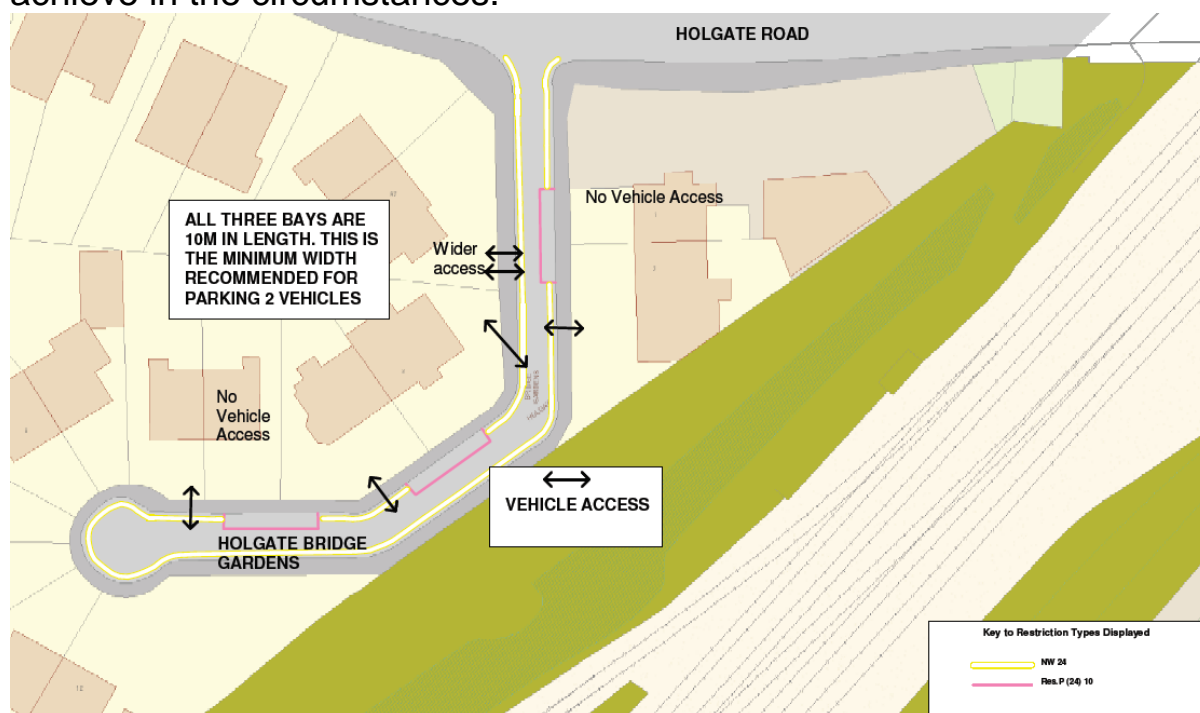
Vehicles parked in the Resident Parking Bay cause others to mount the verge to pass causing unsightly verge damage. We have been requested to move the bays by approx 1m away from the bend areas.

### Background information

The carriageway at Holgate Bridge Gardens is narrow (between 4.3m and 5m). Most properties have dropped kerb access which has to be considered in any design of the scheme. The bays have been positioned to allow residents to leave their drives and manoeuvre around any parked cars. To move the bays as requested brings them closer to the dropped kerb access points and will cause resident's vehicles to mount the verges to manoeuvre around any parked vehicles. Moving the bays to the opposite side of the carriageway would also cause problems for residents to achieve the desired turning circles for access and egress to their off street parking amenity.

### Recommendation

No action – it is not possible to move the bays without causing similar problems and verge damage. Position not ideal, but the best we can achieve in the circumstances.



**Cost: Lining works £0, Advertising £0; Total £0**

**L4****Location** Robin Grove

(Response to a petition signed by 20 Residents representing 13 of the 16 properties)

**Nature of problem**

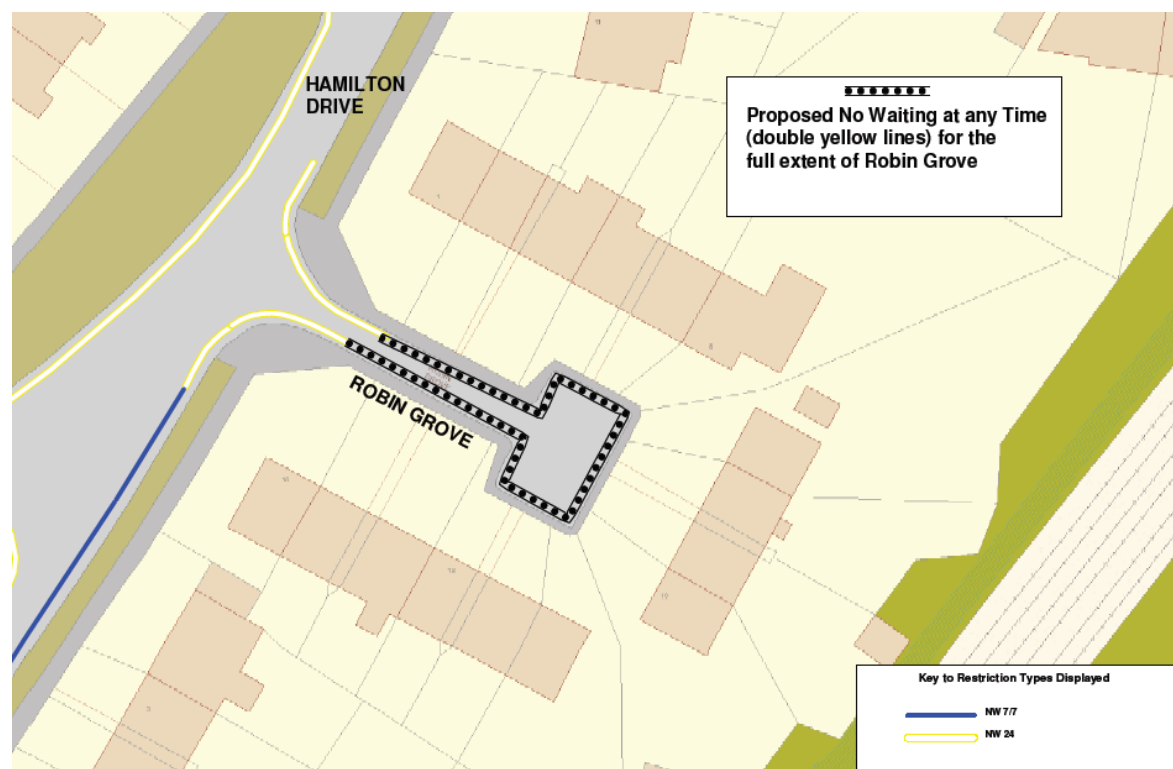
Inconsiderate parking by non-residents and some residents & their visitors creating both vehicle and pedestrian access problems for other residents. Petition requests No Waiting at any Time Restrictions for the full length extent of the carriageway because *“parking anyway on the public highway in Robin Grove causes access issues for somebody”*.

**Background information**

There is a history with problematic parking on Robin Grove going back many years and we have placed several white bar markings across driveways. The carriageway is narrow and vehicles are only able to park and let others pass by obstructing the footway.

**Recommendation**

Restrictions as requested.



**Cost: Lining works £100, Advertising £500; Total £600**

**L5****Location** Enfield Crescent  
(Requested by two residents)**Nature of problem**

R60 Resident Parking Area (implemented in April 2018) does not include the area of private highway located between 37 & 38 St Paul's Square. Since this time the residents allege they have been inundated with non-residential parking and request this area is brought into the scheme.

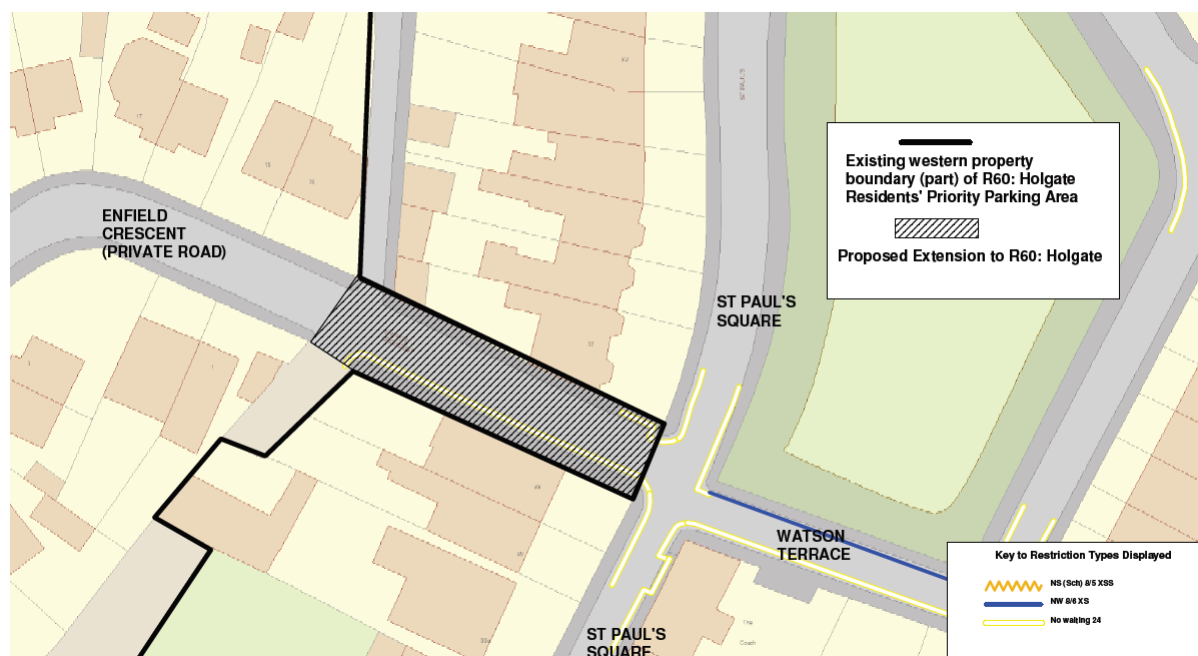
**Background information**

The residents declined our request to include this area when we consulted and implemented the scheme. Because of the resulting issues they now wish to include the areas of private highway under their jurisdiction.

Once the legal work is completed, implementation on the ground can be achieved easily by moving the entry and exit signs from a pole to a lamp column.

**Recommendation**

To grant the residents' request as detailed on the plan below



**Cost: Sign works £90, Advertising £500; Total £590**

<b>L6</b>	<b>Location</b> R60 Resident Parking Area (Requested by York Spiritualist Centre)
<p><b>Nature of problem (for details see separate Annex L6A)</b></p> <p>R60: is a restrictive parking scheme which does not provide sufficient options for visitors and congregation of the York Spiritualist Centre (Charity) especially for evening events and Saturdays.</p>	
<p><b>Background information</b></p> <p>The R60:Holgate Residents' Priority Parking scheme was complicated to implement with many conflicting views, adjacent private streets, schools without any parking amenity and the needs of York Spiritualist Centre and St Paul's C of E Church to consider.</p> <p>The Executive Member for Transport and Planning considered all the conflicting viewpoints at two public decision sessions following the initial consultation and the objections to the legal advertisement. The Spiritualist Centre was represented on both occasions and members spoke at the meetings.</p> <p>The end decision – 24 hour scheme Mon – Sat was a compromise decision to give some concession to the Spiritualist Centre and St Paul's C of E Church for Sunday parking; the majority of residents preferring a 24 hour scheme, 7 days a week. There is a marked bay on Holgate Road which allows 90 minute parking for non-permit holders and marked bays on Watson Street giving 2 hour parking for non-permit holders. We have received no requests from residents to change the times of operation or consult further on the operational times of the scheme. A recent analysis indicated the zone is already at capacity when considering the number of permits issued (240 full time) against available space (estimated around 220 allowing 6m per space).</p>	
<p><b>Alternative Options</b></p> <p>All visitors to York Spiritualist Centre with a Disabled Permit (blue badge) are able to park without an R60 permit as long as the blue badge is displayed.</p> <p>Evening/Saturday parking: unrestricted parking on Acomb Road and Holgate Park Drive is a short walk (approx 650 – 800m).</p> <p>Park &amp; Ride – for daytime events. The Poppleton Park &amp; Ride bus stops outside the York Business Park (800m). The Askham Bar services stops on Blossom Street (900m)</p> <p>Public Transport – Holgate Road is on the bus route for services 1, 5, 5A, 10, 10A, 16A, 23X (400m walk). Alternatively buses, routed via Tadcaster Road can be used with a short 10 minute walk away with stops from Blossom Street (900m).</p>	

A plan showing alternative options is included for clarification as Annex L6B

**Recommendation**

No Action

**L7****Location** Sowerby Drive/Manor Drive South  
(Requested by one Resident)**Nature of problem**

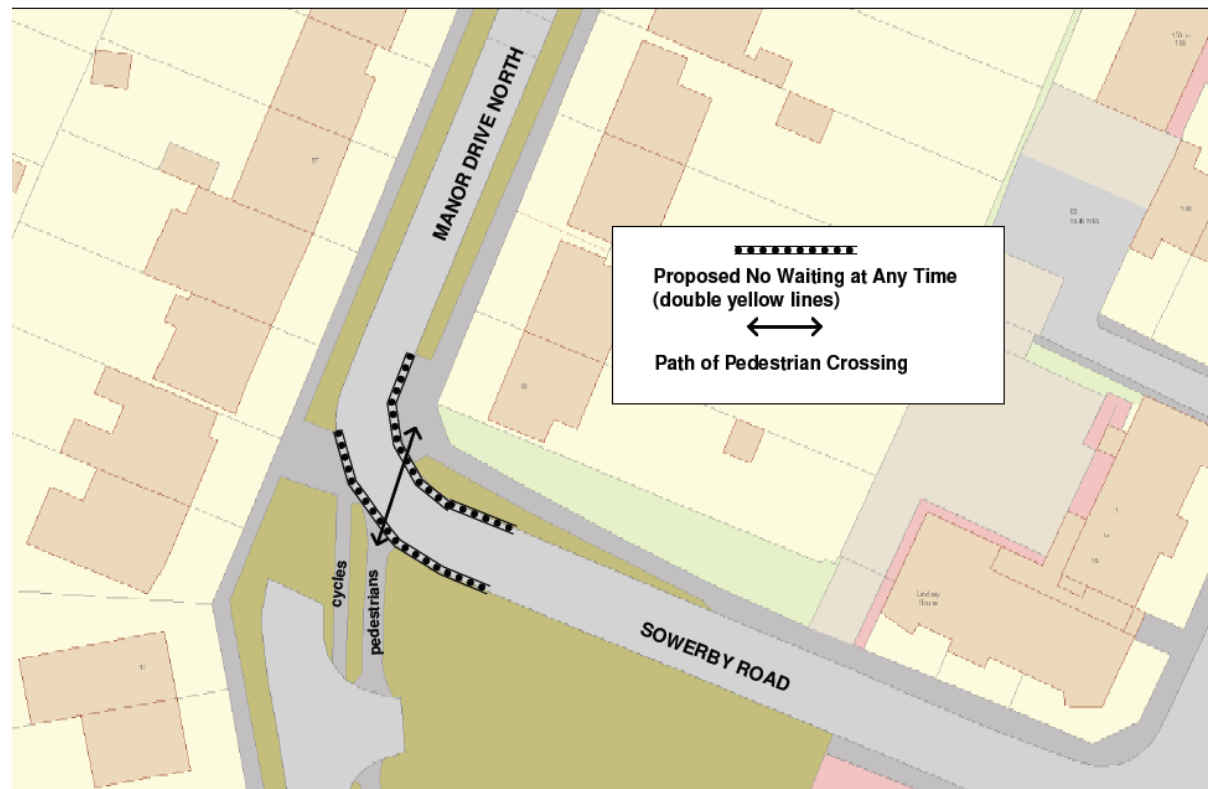
Vehicles parking close to and around the blind bend creating near accidents/misses.

**Background information**

This is a residential road, but can be busy with access to many streets and properties. There are tactile pedestrian crossings at the bend, parked vehicles will obstruct sight lines for pedestrians and their ability to cross safely.

**Recommendation**

No Waiting at any Time as outlined on the attached plan



**Cost: Lining works £50, Advertising £500; Total £550**



**L8****Location** Severus Avenue, Acomb Road junction  
(reported through Councillor's casework)**Nature of problem reported**

Vehicles parking close to the junction obstructing visibility and creating safety issues.

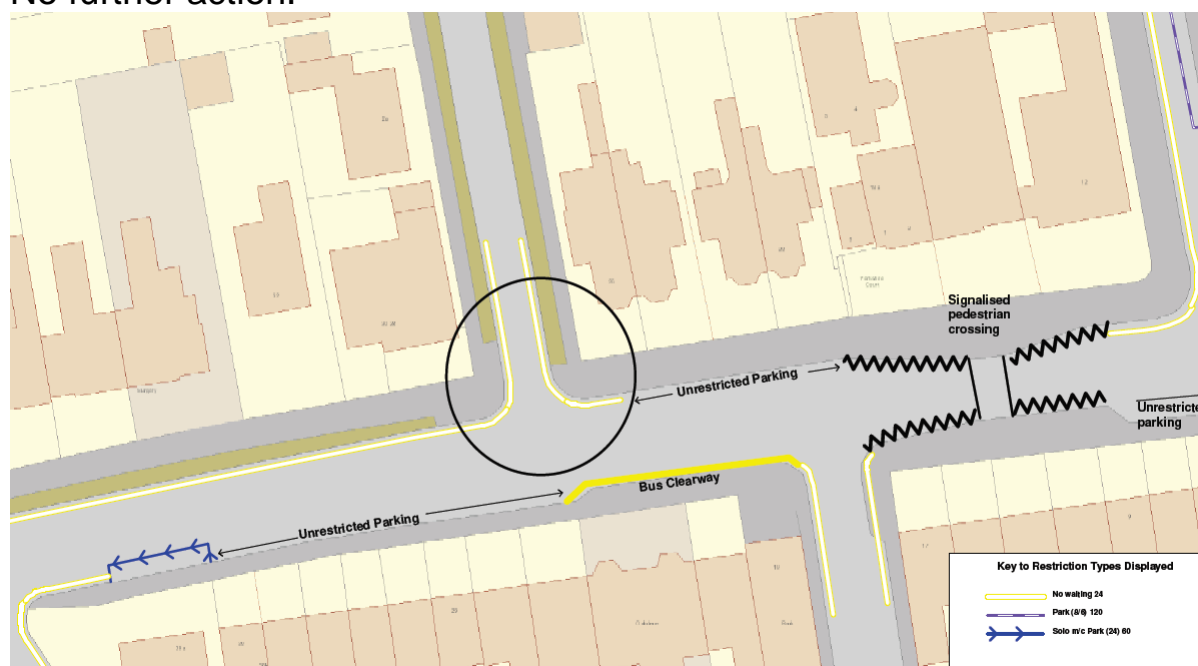
**Background information**

The visibility for vehicles turning left is excellent. The carriageway width is 10m with a bus clearway and a signalised pedestrian crossing nearby, both of which restrict parking opportunities.

The length of existing double yellow lines to the left of the junction allows one car to park before a dropped kerb access to a business property. It is possible to slowly manoeuvre your vehicle out into York Road to see around any parked vehicles because of the excellent views to the right as you exit the junction.

**Recommendation**

No further action.



**Cost: Lining works £0, Advertising £0; Total £0**

**L9****Location** Hamilton Way  
(Requested by one resident)**Nature of problem**

Vehicles parked at junction area of Hamilton Drive/Hamilton Way causing issues of access and egress and obstructing footway or others driving on footway to get past the parked vehicles.

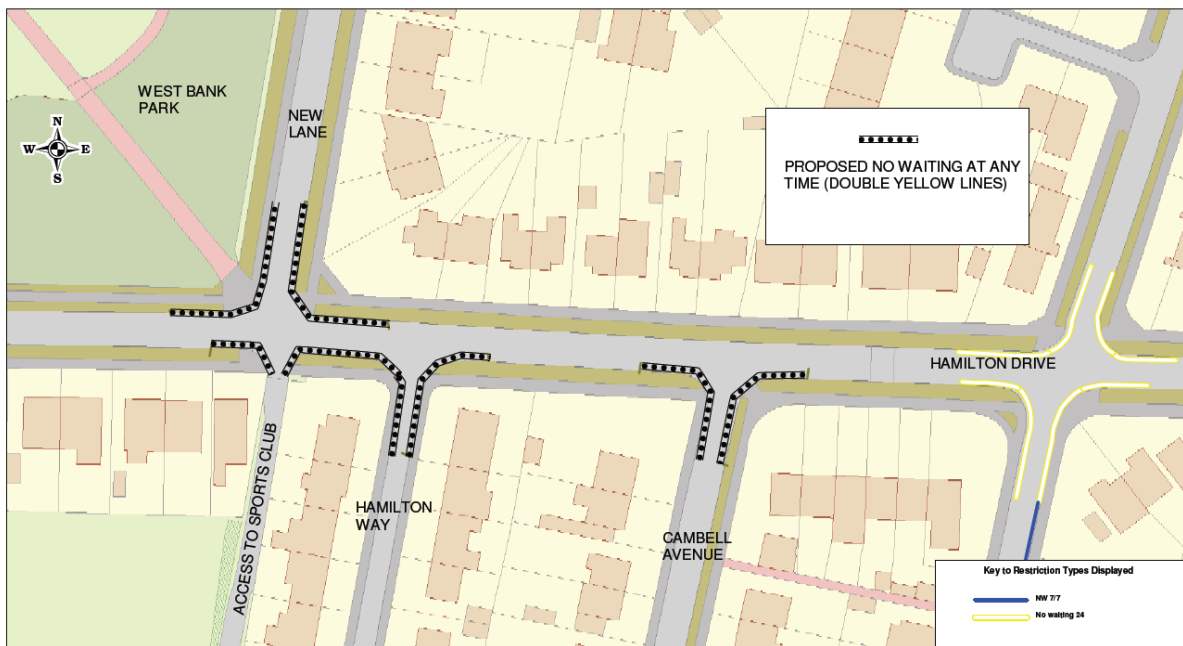
**Background information**

Problem mainly related to school peak hours – however vehicles should not park and obstruct junction areas.

The recommended option protects junctions, tactile footway crossing areas and the entrance to the sports club from obstructive parking and obscured sight lines.

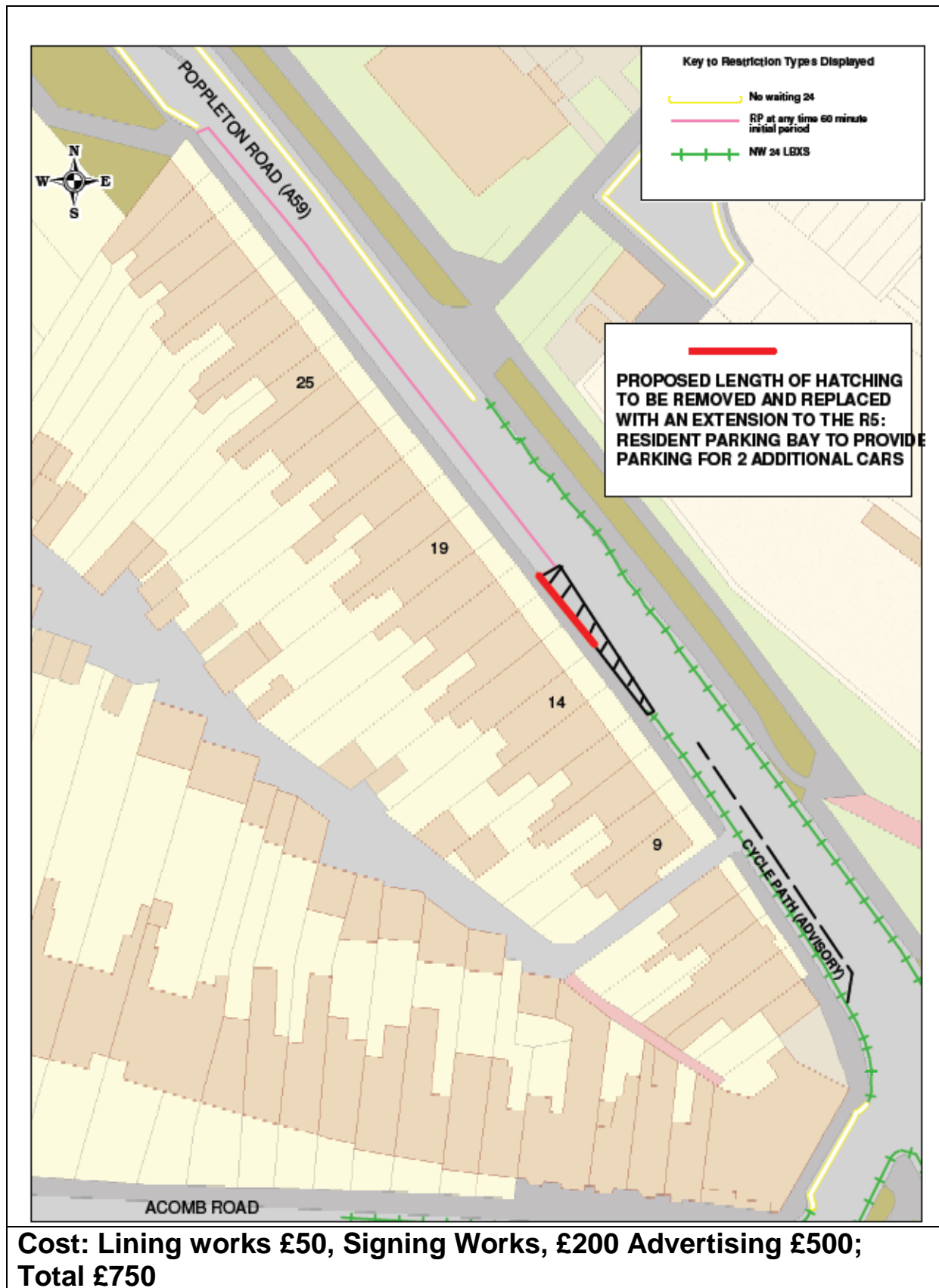
**Recommendation**

No Waiting at any Time (double yellow lines) as detailed in the plan below. To provide junction protection, entrance to the West Bank Park and provide a passing area during school peak hours.



**Cost: Lining works £100, Advertising £500; Total £600**

<b>L10</b>	<b>Location</b> Poppleton Road (Requested by one resident)
<p><b>Nature of problem</b></p> <p>There are 29 properties on this stretch of road with an adjacent R5 Resident parking bay with estimated space for 12 vehicles. There were 14 Household permits issued to properties in this area in March 2019. Resident asks if space can be found to provide additional parking space and suggests we use part of the currently hatched area to achieve this. The R5 zone is small with other parking areas on Park Lane, Falconer Street and Holgate Road, approx 200m to 500m walk from Poppleton Road. The bays on Falconer Street and Park Lane are only operational 9am to 5pm, Mon to Sat, and are unlikely to provide additional spaces for overspill from Poppleton Road on an evening and Sunday when pressure for space is at its height.</p>	
<p><b>Background information</b></p> <p>The hatched area (22.5m in length) was marked when the Poppleton Road bus lane was added for the 59 Park &amp; Ride service. It provides guidance for cyclists to move out into the carriageway around the parked cars in the bay.</p> <p>We have been requested to shorten this area to give the residents an additional two parking spaces while still providing a 11.5m hatching between the end of the cycle lane and the parking bay.</p> <p>We have spoken to the engineer who designed the Poppleton Road bus lane scheme and he did not raise any objections to this alteration.</p>	
<p><b>Recommendation</b></p> <p>Removal of 11m of hatched marking to be replaced by Resident Parking to provide two additional spaces as clarified in the plan below</p>	



**L11****Location** Hamilton Drive East  
(Requested by one resident)**Nature of problem**

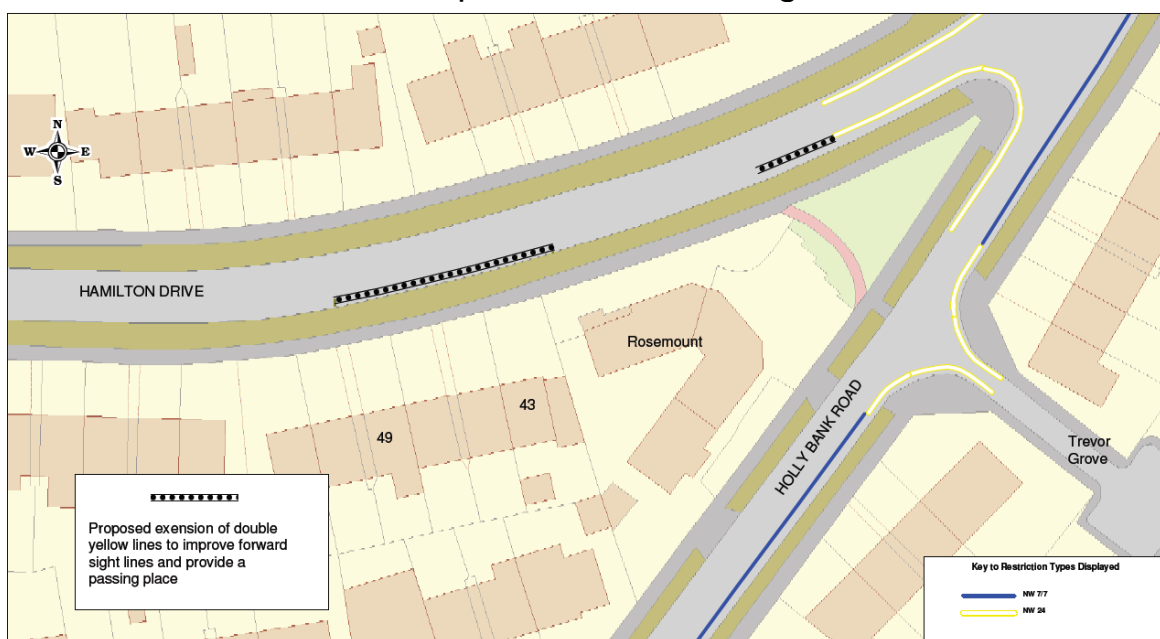
Vehicles parked, commuters and school related east of the school are causing obstruction, driving over verges and footway to get past.

**Background information**

Problem mainly related to school peak hours – however there are properties without an off street parking area or with insufficient off street parking resulting in a level of parking most of the time. This is an area used by commuters to park and walk into town.

**Recommendation**

No Waiting at any Time (double yellow lines) as detailed in the plan below. This will provide better forward sight lines as you approach the area around the bend and a passing place. The passing place is outside properties, but the raised kerbs between driveways are too narrow at this location for a vehicle to park without causing obstruction.



Hamilton Drive

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Licence No. 2003

SCALE	1 : 500
DATE	11/04/2019
DRAWING No.	
DRAWN BY	

**Cost: Lining works £50, Advertising £500; Total £550**

**Ward councillor comments:**

Councillor D Heaton – no comments received

Councillor R Melly – no comments received

Councillor K Taylor –

**L4**

I support the recommendation although I would also urge CYC Highways to liaise with the CYC Streetlighting team on this, too. There is a resident living behind the one lamppost in this cul-de-sac who aspires to have her garden converted into a drive-way for off-street parking. I have made Streetlighting aware of this. The lamppost will only need to be shifted by about a meter for her to achieve this. Given the pressures in this cul-de-sac around parking, it would be agonising to see double-yellows introduced before this happens - as this would immediately leave the resident with nowhere to park. The resident is of course aware that, should the lamppost be moved, the cost of actually converting the garden into a driveway would be payable by themselves.

**L9**

Unless there is a strong consideration I have overlooked, I am very much in support of this recommendation. The congestion and (more in this case) the parking pressures this area faces during school peak hours are a serious problem around Hamilton Drive - not just in terms of practical inconvenience, but also in terms of the safety of all those travelling to and from the school - which will require a range of different measures to try and improve the situation.

Of course, this suggestion alone will not solve the overall problem, but it will ensure greater lines of sight for both drivers and pedestrians (many of whom are school kids) which should reduce the safety risk here. At risk of stating the obvious though, this recommendation will need to be followed up by active enforcement as otherwise it will be close to meaningless. *I know that CYC will appreciate this, but I just want to state it for the record.*

It is worth adding that there is early, but positive, partnership work between local councillors, Acomb Primary, Our Lady Queen of Martyrs RC Primary, Sustrans and the York RI Sports Club which has seen a Park & Stride scheme trialled to try and reduce the perceived “need”

for parking in problematic locations like these junction areas. The numbers of those using this Park & Stride trial during school peak hours are increasing, and we are working together to try and make this this can be a permanent arrangement - a matter currently dependent on whether or not the rubble track being used for the trial can be tarmacked. Unfortunately, even if we can properly develop this stretch of road, we know that this still will not attract everybody who is parking in these areas during school peak hours. However, we hope that a number of those affected by this restriction will make use of this option.

Further suggestions and ideas to help with this significant challenge are welcomed.

### **L10**

Fully support this. It must be a daily stress for the residents of the 14 households with ResPark permits if the restricted space only actually covers roughly 12 vehicles.

### **L11**

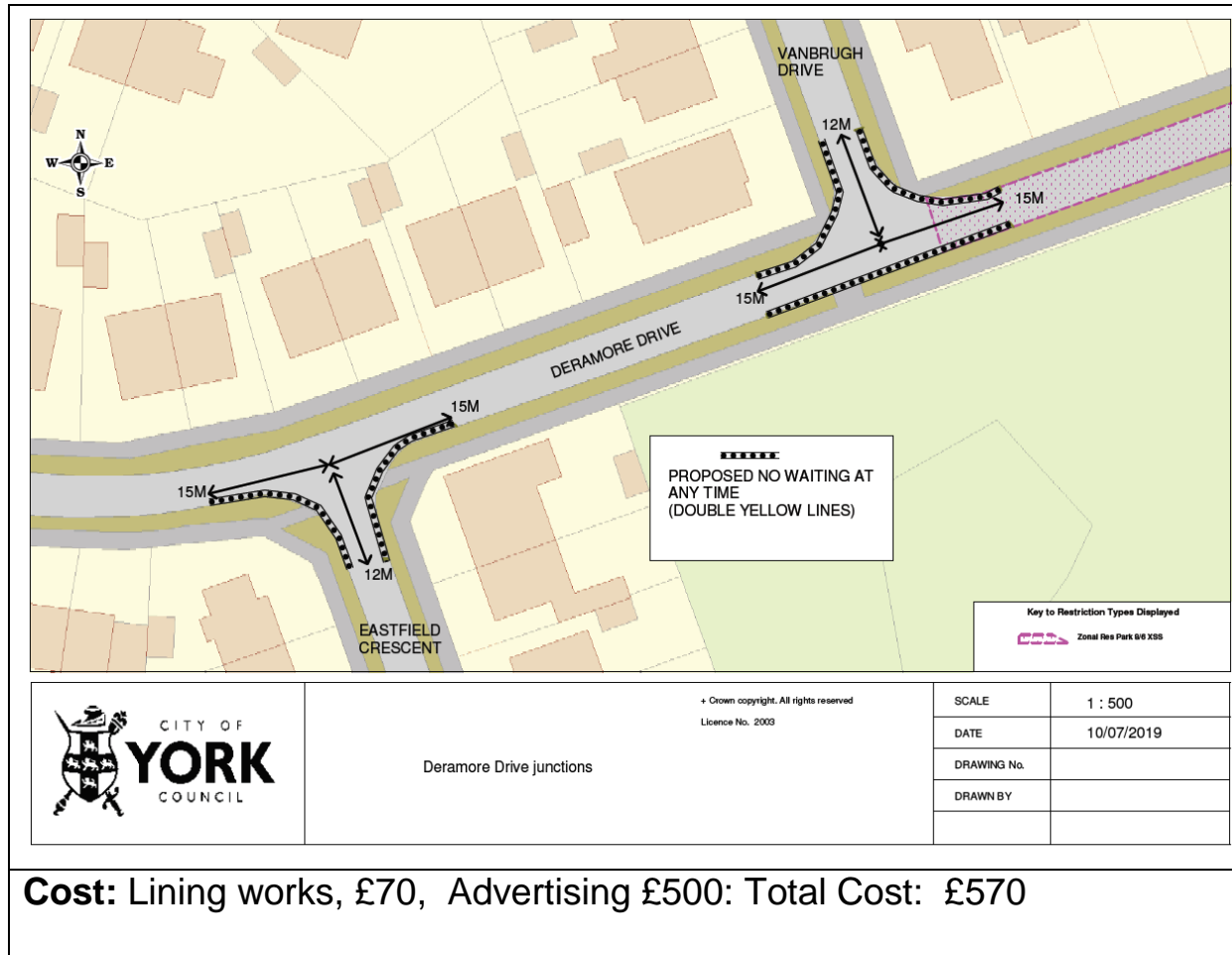
Similarly, in line with my support for scheme L9 (covering junction areas further up Hamilton Drive with double yellows) we have a serious problem in this area (particularly around school peak hours) with congestion and parking pressures. Doing nothing cannot be an option, and this will hopefully influence enough of a number of people to find more suitable places to park - such as using the Park & Stride which is being trialled from the York RI to serve those dropping kids off to both schools - or, if at all possible, alternative means of travel. As I said for scheme L9 though, this will only have an impact if there is the Enforcement behind it to make it meaningful.

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## Annex M      Hull Road

<b>M1</b>	<b>Location</b> Deramore Drive, Vanbrugh Drive (Requested by one resident of Vanbrugh Drive)
<b>Nature of problem</b>  Parked vehicles on Vanbrugh Drive, allegedly associated with the University and 6 <sup>th</sup> form students from Archbishop Holgate School, causing difficulty with access to driveways. Vehicles parked alongside the park, create safety issues for children.	
<b>Background information</b>  The existing Resident Parking Area ends on Deramore Drive just before the junction with Vanbrugh Drive.  Site visits have not witnessed a significant difference in parked cars on Vanbrugh Drive when the University students are on vacation, or a level of parking that would warrant intervention at this time.  There has been a level of parking close to Vanbrugh Drive junction and alongside the park at all times, but to a lesser extent outside the university term.  An increase of parking in the residential areas by over 20% would be picked up by the University surveys undertaken every year as part of the planning conditions associated with the University expansion.	
<b>Recommendation</b>  Waiting restrictions as shown to improve junction safety for vehicles and pedestrians crossing the road to the park. To include the junction with Eastfield Crescent to protect area against displacement parking.	



**Ward councillor comments:**

**Cllr M Pavlovic:**

I'd support both officer recommendations for the reasons stated in the recommendation.

Many thanks

**Cllr A Musson:** No comments received

**Cllr G Norman:**

I support both officer recommendations for the reasons stated.

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## Annex N:     Huntington Ward

<b>N1</b>	<b>Location</b> Whitestone Drive (Requested by one resident via Ward Cllr)
<b>Nature of problem</b>  Reports of vehicles parking close to junction with Huntington Road causing issues with access and egress. It is alleged that there have been several minor accidents in the junction area.	
<b>Background information</b>  This is a residential road, leading to others. There are build outs approx 15m into Whitestone Drive as a traffic calming measure. Whitestone Drive meets Huntington Road just south of the roundabout junction with Link Road. Huntington Road is a busy main arterial route into the City consequently access into the residential areas and sight lines leaving the residential areas require to be maintained.	
<b>Recommendation</b> No Waiting at any Time (double yellow lines) outlined below (to buildouts). <div data-bbox="188 1227 1393 1861"> <p>Proposed No Waiting at any Time (double yellow lines)</p> <p>Key to Restriction Types Displayed</p> <p>NW 24</p> </div>	
<b>Cost: Lining works £50, Advertising + making £500; Total £550</b>	

**N2****Location: Stratford Way**  
(requested by one resident)**Nature of problem**

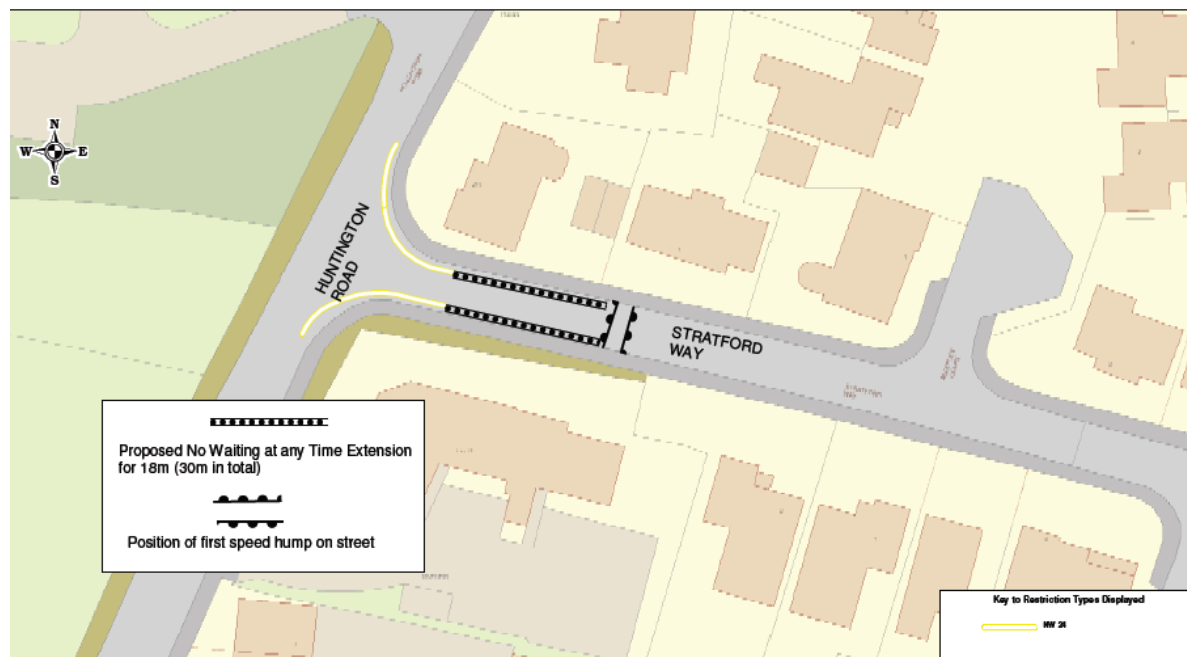
Existing waiting restrictions on Stratford Way do not extend far enough. Vehicles forced onto wrong side of carriageway and meeting others entering the street because of parked cars.

**Background information**

Existing double yellow lines extend 12m into the junction area. Stratford Way is a long cul-de-sac with four small cul-de-sacs off it. It is the first residential street to the south of Huntington School (approx 100m) and will be subject to high use for drop off and pick up. There are speed humps in place along the street. Additional restrictions will allow better access and egress and increase safety as school peak hours. In addition, a longer length of restrictions will provide better visibility for pupils crossing the road in the junction area.

**Recommendation:**

No Waiting at any Time (double yellow lines) outlined below (to first speed hump).



**Cost: Lining Works £50, Advertising £500: Total £550**

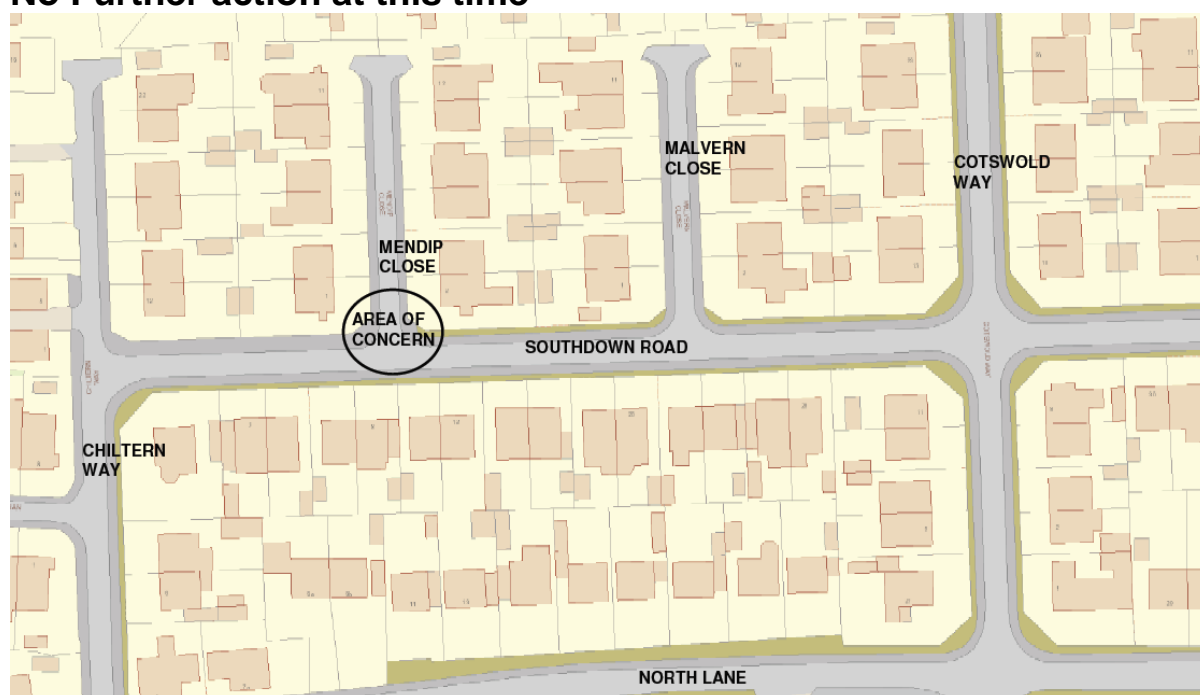
**N3****Location Mendip Close junction area**  
(requested by one resident)**Nature of problem**

Parked vehicles close to the junction causing vehicles to mount footway with resulting safety issues for pedestrians.

**Background information**

Mendip Close is a narrow (approx 4.3m wide) cul-de-sac of 12 properties leading off Southdown Road in a residential area. Parked vehicles will be resident related. The carriageway width will be compromised by parked vehicles and cause larger vehicles to mount the footway to pass.

Restrictions in this type of area are normally not welcomed by a majority of residents. Because of the low level of vehicle movements and the low number of complaints (one) we are not recommending restrictions at this time.

**Recommendation****No Further action at this time****Cost: N/A**

**Comments from Ward Councillors**

Cllr K Orrell – No comments received

Cllr C Runciman - No comments received

Cllr C Culwick – No comments received



## Annex O: Micklegate Ward

# O1

**Location** East Mount Road  
(Requested by resident)

### Nature of problem

Complaints about large vehicles using the short space as demonstrated in the photograph, obstructing entrance to Shaw's Terrace/Cobble Court Mews and access to property as well as impeding sight lines on exiting Shaw's Terrace.

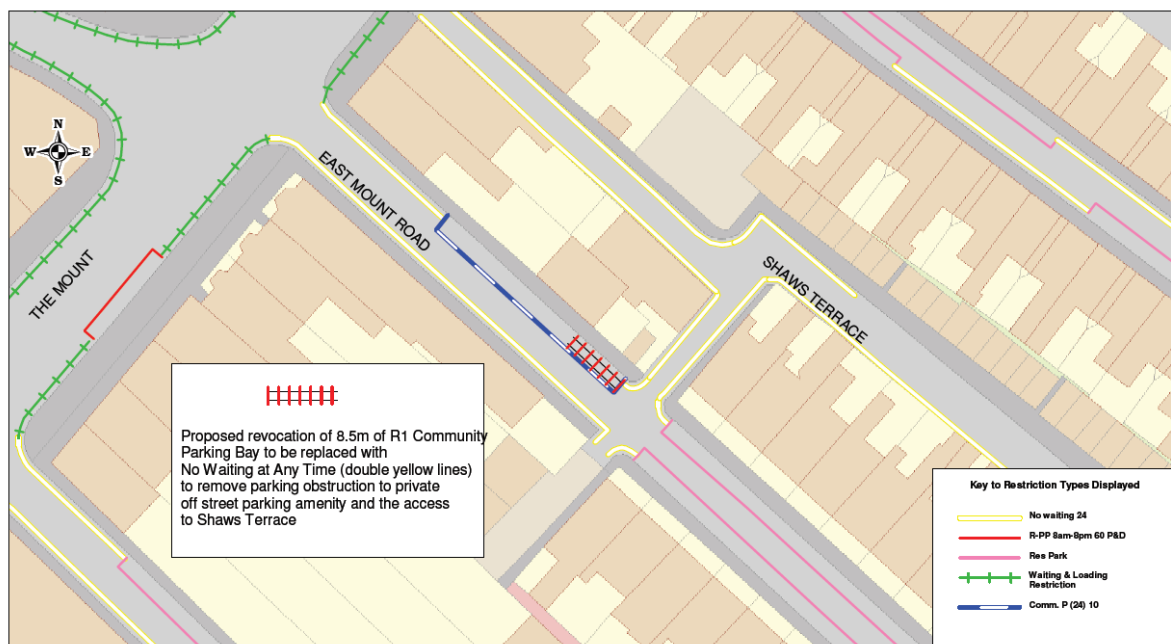


### Background information

In 2015 we advertised a proposal to remove this area of the parking bay and replace with double yellow lines. We received an objection on the grounds that this bay was only used by a resident with a Smart Car which fitted into it. The decision was taken at that time to leave the bay in situ. Since this time the bay is consistently used by larger vehicles causing obstruction to access and sight visibility splays.

### Recommendation

Revoke part of this Resident Parking Bay and replace with double yellow lines.



**Cost: Lining works £50, Signing works, £250 Advertising £500  
Total Cost £800;**

**O2****Location:** Mount Vale Drive  
(requested by residents)**Nature of problem**

We have received several request s for waiting restrictions on Mount Vale Drive around the first bend and at the junction with Moorgarth Avenue

**Background information**

The area is increasingly subject to commuter parking as well as parking for local business outlet. Residents are concerned about the safety of cyclists/drivers using the street where parked cars are obstructing the forward view.

**Recommendation:**

No Waiting at any Time (double yellow lines) as shown on plan



**Cost: Lining Works £50, Advertising £500: Total £550**

**O3****Location South Bank Avenue**  
(requested by one resident)**Nature of problem**

Commuter and short term parking obstructing access to residents' private parking amenity and access into South Bank Avenue from Bishopthorpe Road. Existing restrictions are shorter than we would usually apply, 8m from junction.

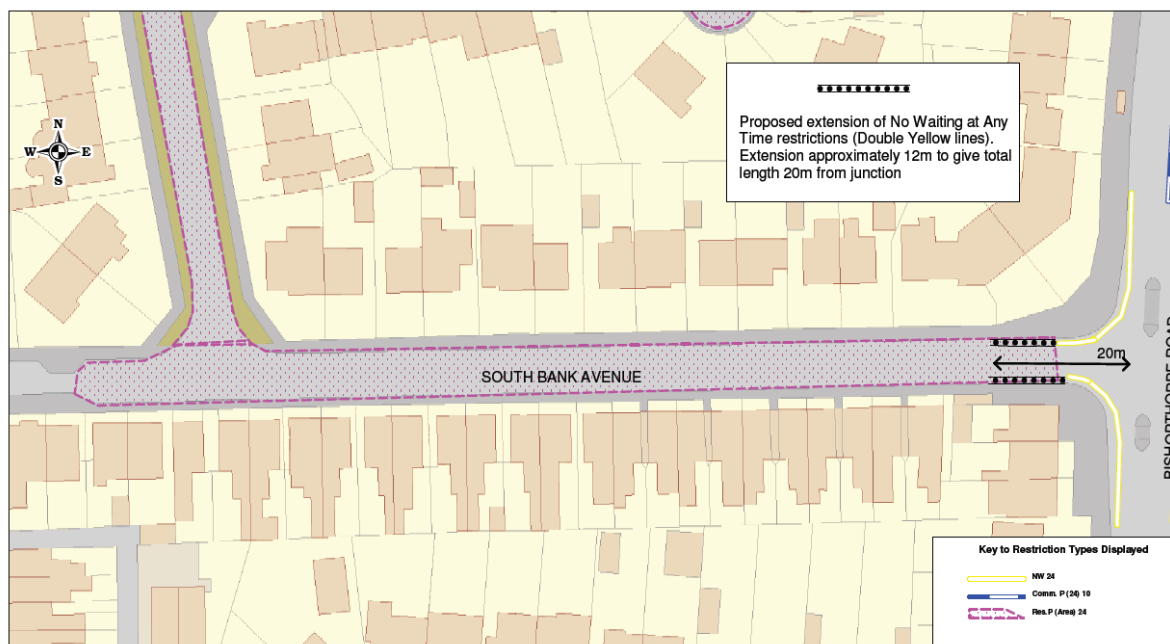
**Background information**

Since the resident requested action, we have implemented a Resident Parking Area on this part of South Bank Avenue which has relieved pressure for parking Space. We expected the problem to be alleviated when the level of non-residential parking decreased.

Site visits have shown the parking close to the junction is still occurring – possibly by short term non-residential parking visiting the outlets. There are parking spaces further into South Bank Avenue which can be used without causing obstruction to other highway users.

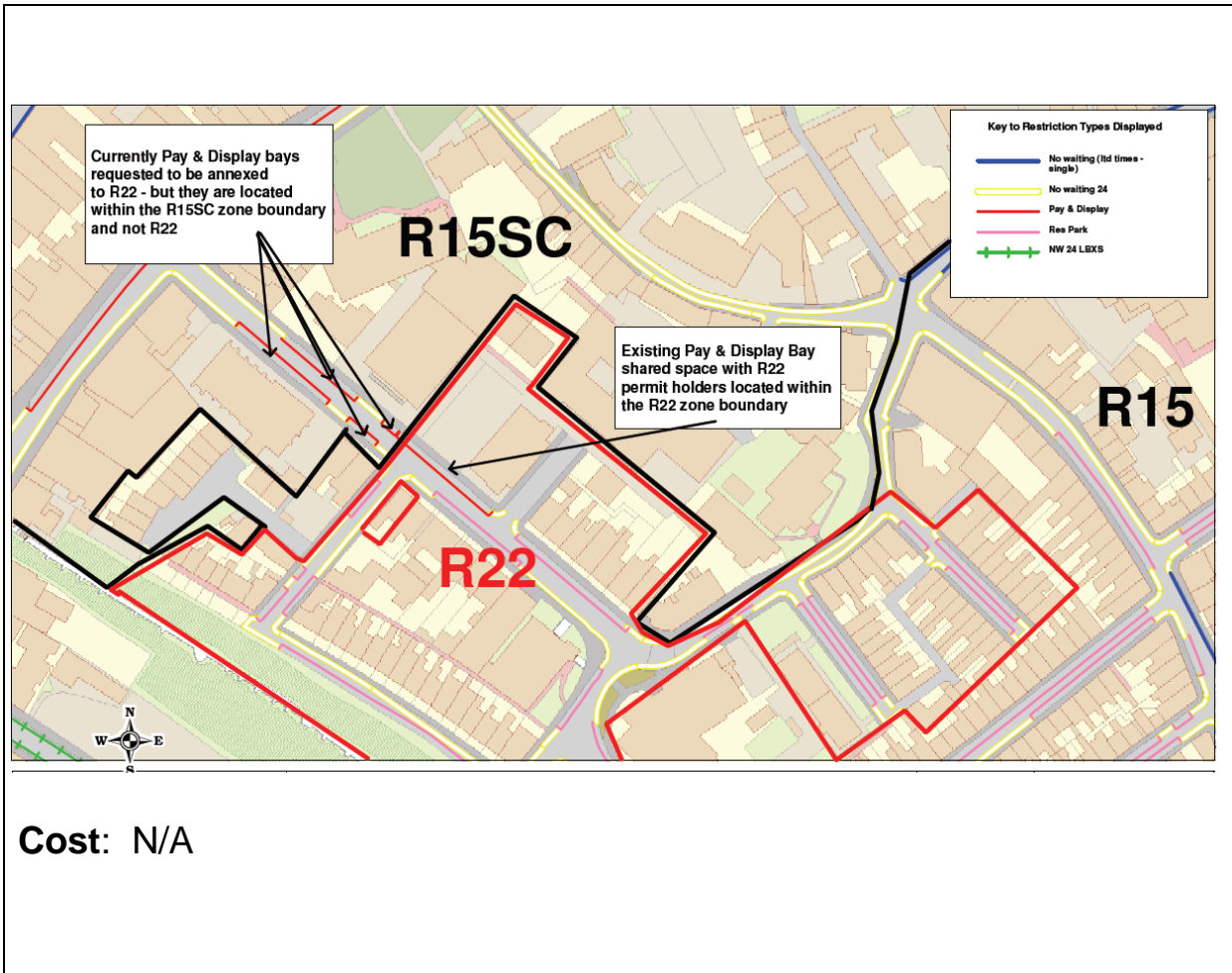
**Recommendation**

Extend No waiting at any Time (double yellow lines) in the junction area by 12m (20m total length).



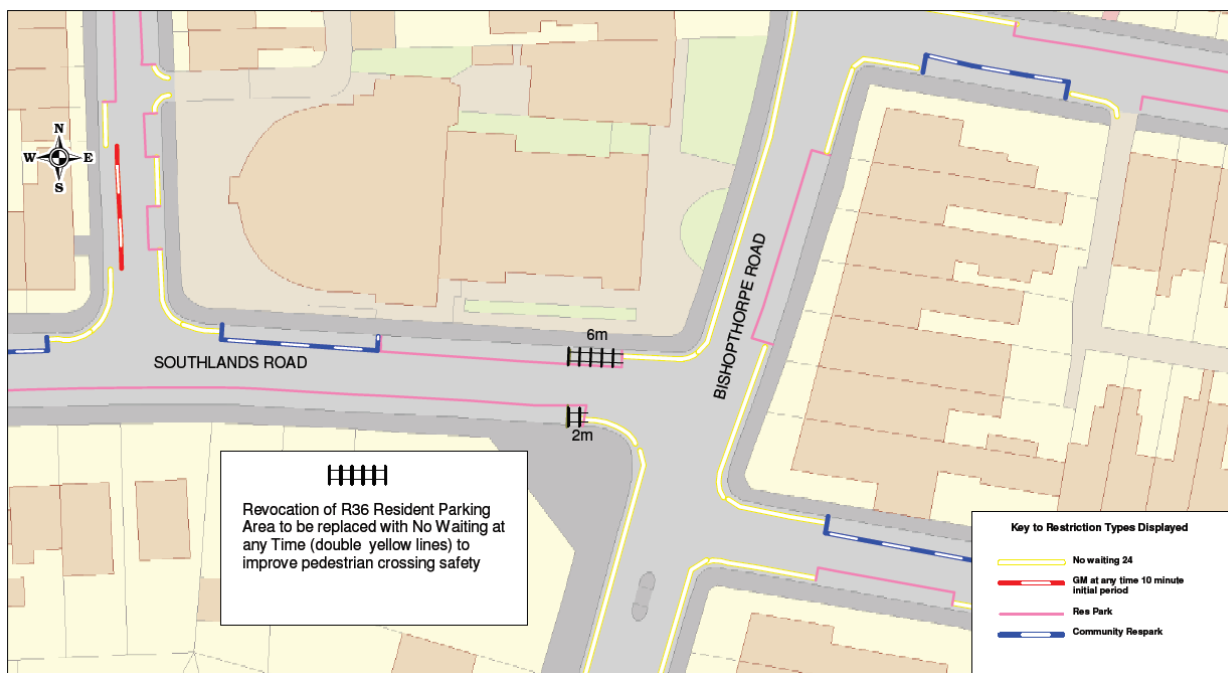
**Cost: Lining works £50, Advertising cost £500; Total £550**

<b>O4</b>	<b>Location R22 Priory Street</b> (requested by one resident)
<b>Nature of problem</b> Lack of residential parking on street, requests Pay & Display Bays are used to increase Resident Parking amenity.	
<b>Background information</b> <p>Since the resident requested action, the development, Cardinal Court has been completed. Contractors parked within the Resident Parking Area on Cardinal Court, but we stopped this from occurring after the initial complaint was received which eased the pressure for space within R22. This development has been removed from eligibility and occupants are not eligible to purchase Resident Parking Permits on street.</p> <p>At the end of 2014 we revoked 35m of Pay &amp; Display to provide a further 6 spaces for R22. Beyond this the Pay &amp; Display bays are located within the R15SC property boundary and not R22.</p> <p>We received this complaint about lack of space in Spring 2018 and have not received any further enquiries on these lines since this time. Site visits have shown ample space available during office hours, although it is likely the main pressure for space will occur during evenings and weekends.</p> <p>There is a planned parking review which will consider size of zones and zone boundaries which may result in changes in this area. This is not a matter of road safety and the cost of implementing the change is not seen as beneficial at this time until the review is completed.</p>	
<b>Recommendation</b> No further action at this time. Plan on next page.	



<b>O5</b>	<b>Location R36:Bishopthorpe Road</b> (requested by one residents)
<b>Nature of problem</b> Vehicles parked legitimately at the end bay on Southlands Road causing visibility issues for pedestrians crossing the road. This is a busy area and used by school children.	
<b>Background information</b> The bay is sited back from the junction area, for vehicle access/egress. The pedestrian tactile crossing is set back approximately 6-7m, which is approximately 2 to 3m from the start of the bay. The R36 Zone is heavily pressured for space and complaints about lack of space have been received. There are no alternative areas we can use to mitigate the effect of losing space. Previous attempts to merge zones in this area have been unsuccessful.	
<b>Recommendation</b> Because the safety of pedestrians is paramount, we recommend shortening the northern bay by 6m and the southern bay by 2m to enable better sight lines for pedestrians and drivers to see pedestrians crossing. Once a pedestrian has started crossing the road, they have priority – but drivers travelling towards Bishopthorpe Road will be unable to see pedestrians crossing until they have stepped out from behind the back of a vehicle. Plan on the next page.	
<b>Cost:</b> Lining and Signing works £400, Advertising £500, total £900	





## Ward Cllr Comments

**Cllr J Crawshaw** – No comments received

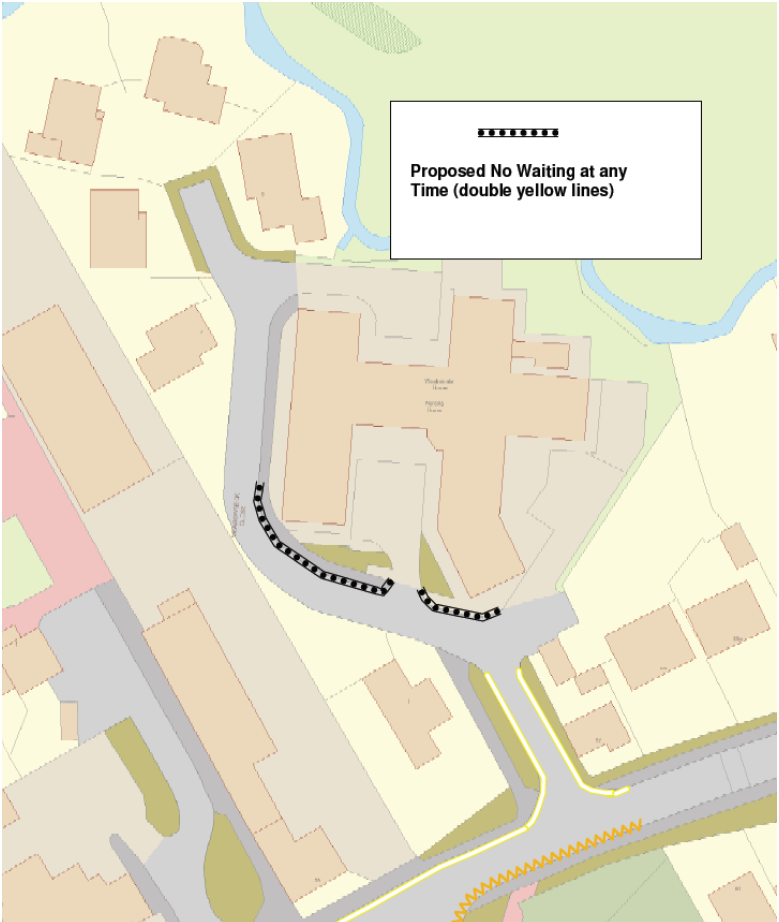
**Cllr R Baker** – No comments received

**Cllr P Kilbane** – No comments received

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## Annex P      Osbaldwick and Derwent Ward

<b>P1</b>	<b>Location</b> Meadowbeck Close (raised by one resident)
<b>Nature of problem and requested solution</b> Visitors to Meadowbeck Nursing Home and parking associated with the primary school park on the Close, many of them partially on the footway obstructing disabled access.	
<b>Background information</b> There are car parks at the Nursing Home. It is alleged some visitors prefer to park on street and others will park on street when the car parks on full. Site visits have confirmed that when vehicles are parked, even when partially on the footway, it can be difficult to negotiate the bend past them, especially for larger vehicles. There is a wall close to the carriageway on the opposite side which adds to the risk of damage on this section. Mobility scooters/wheelchairs have to travel in the centre carriageway when vehicles on footway with no site visibility on the bend.	
<b>Recommendation</b> No Waiting at Any Time restrictions on the footway side of the carriageway until the bend is cleared. Vehicles parked on the straight section are more likely to park fully on the carriageway as it is easier for vehicles to pass.	
	
<b>Cost:</b> Lining works, £50 <b>Advertising Costs</b> £500; <b>Total</b> £550	

**P2****Location (issue also refers to Heworth Without Ward)**

Bad Bargain Lane, Stray Road junction  
(Raised by one Resident )

**Nature of problem and requested solution**

Vehicle parked outside property on Bad Bargain Lane (Osballdwick and Derwent Ward) causes vehicles to pass on wrong side of carriageway which conflicts with vehicles exiting Stray Road (Heworth Without Ward)

**Background information**

One vehicle has been observed parking outside a resident property on Bad Bargain Lane. This does not interfere with sight lines for cyclists or vehicles leaving Stray Road. Conflict will only occur where the driver or cyclist has failed to look both ways.

Give way carriageway markings are in place for vehicles leaving Stray Road.



**Recommendation:** No Action at this time

**Cost:** N/A

## **Comments from Ward Councillors**

**Cllr M Waters –**

Further to your recent email regarding the 2018 TRO amendments inviting comments.

Regarding the proposed double yellow line waiting restrictions in Meadowbeck Close, Osbaldwick please see the \*attached email I sent last year to the proposer of these restrictions.

I don't see any need for these restrictions, once you start painting double yellow lines it just goes on and on, the people parking at this location are largely visitors to the Care home and it should be within the ability of the Care home to deal with the matter without taxpayers money being expended.

Similarly should the restrictions be policed and effective then the problem would just be moved down or across the street.

In terms of the Bad Bargain Lane/Meadlands issue might I suggest a letter sent to the property in question politely requesting parking off the highway to avoid any problems and prevent future requests for waiting restrictions - appreciate the car owner is perfectly entitled to park there but an official letter appealing to their better instincts might work?

I'll attend the decision session and make these points if necessary.

### **\*Earlier comments**

I do not support the imposition of double yellow line parking restrictions anywhere in Osbaldwick or the rest of the ward I represent.

In the unlikely event that such restrictions would or could be enforced then all that would happen is the parking problem would be moved further up the highway network to become someone else's problem.

As you indicate the parking on the footpath appears to be largely the result of visitors to the Care home not using the parking spaces provided in the car park, the first step ought to be encouraging those visitors to park in those spaces.

I can't see the Highway Authority justifying the considerable cost of creating and advertising a Traffic Regulation Order and then imposing a double yellow line parking restriction along with physical barriers to prevent parking on the footpath when only a few yards away a car park exists.

Are the Care home staff able to issue instructions regarding parking to occupants relatives regarding parking when visiting? Similarly are staff able to challenge visitors as to where they have parked when entering the home especially when the car park is empty?

If Care home staff are not able to do this then might I suggest liaison with the local policing team (inspector Pointon copied into this email) who I am sure would deploy an

officer to deal with the obstruction of the footpath if he could be informed of the best time to do so.

I hope you will understand that this matter ought to be capable of resolution without double yellow line parking restrictions which because of the 5/10minute allowance for loading/unloading would be very difficult to enforce anyway.

Cllr M Rowley – No comments received

## Annex Q - Rawcliffe & Clifton Without Ward

<b>Q1</b>	<b>Location</b> Bowness Drive/ Shipton Road Avenue Road and Grosvenor Road (Referred by Head of Parking Services)
<b>Nature of problem</b> Parking on the Shipton Road frontage reduces visibility towards the bend into Bowness Drive. Extending the 'No Waiting at any time' would help remove this problem. (Request via Road Safety Team)	
<b>Background information</b> There are double yellow lines protecting the inside of the bend into Bowness Drive. These start just at the tangent point (start of bend). Whilst this does discourage parking on the bend, a vehicle parked just before it does obscure visibility and force those passing into the middle of the road.	
<b>Recommendation</b> Extend the No Waiting at any time Order and lining a further 10m from the bend on the north-east side of this section of Shipton Road.	
<b>Cost: Lining Works £20, Advertising £500; Total £520</b>	



**Q2****Location**

Shipton Road (opposite) Galtres Grove junction  
(Resident's Request)

**Nature of problem and requested solution**

Parked vehicles cause problems for vehicles turning (left) into the York Cricket and Rugby Club here and affecting through flow.  
Resident requests parking restrictions be extended.

**Background information**

As there are separate In and Out crossings for the York C&RC there is no requirement for visibility provision from this access. With the current situation, however, vehicles parked on Shipton Road, close to this entrance, can cause problems for vehicles turning (left) into the Club. This change should also improve flow when vehicles are waiting to turn (right) into Galtres Grove.

**Recommendation**

Extend the Double Yellow Lines, on the south west (Club entrance) side of Shipton Road by 20m (in a south-easterly direction).

**Cost:**

**Lining Works £30**

**Advertising £500; Total £530**

**Q3**

**Location:** Eastholme Drive  
Requested by Residents and Councillor

**Nature of Problem**

Non-Resident Parking causing obstruction to flow of traffic (particularly buses) and to accesses along Eastholme Drive.

Apply further parking restrictions (SYL) to cover school peak hours.

**Background Information**

This is an area with a high level of non-residential parking at certain times because of the proximity to Rawcliffe and Clifton Primary School. Given the variation in school term time and other school activities, however, it is very difficult to legislate/ specify dates where restrictions need to be applied.

There is some advantage to applying White 'H' bar markings (Line type 1002) to protect drives on the other side of the road as well.

**Recommendation**

It is therefore recommended that no waiting (Single Yellow Lines) be introduced for the peak pattern of 8:45am to 9:45am and 2:45pm to 3:45pm Mon to Friday. This to prevent lengths of parking on both sides of the carriageway during these times of day.

**Cost:**

Lining Works £30; Signs £200

Advertising £500; Total £730

**Q4****Location:** Longwood Road/ Ringstone Road  
(Requested by one Resident)**Nature of Problem**

Resident reports (predominantly residential) parking on road. Requests DYL's along one side (Ringstone Rd). Also requests clearer junction marking. Also raises parking and speeding concerns along Longwood Road.

**Background Information**

Residents do prefer to park directly outside their properties. This often results in parking opposite or close to each other.

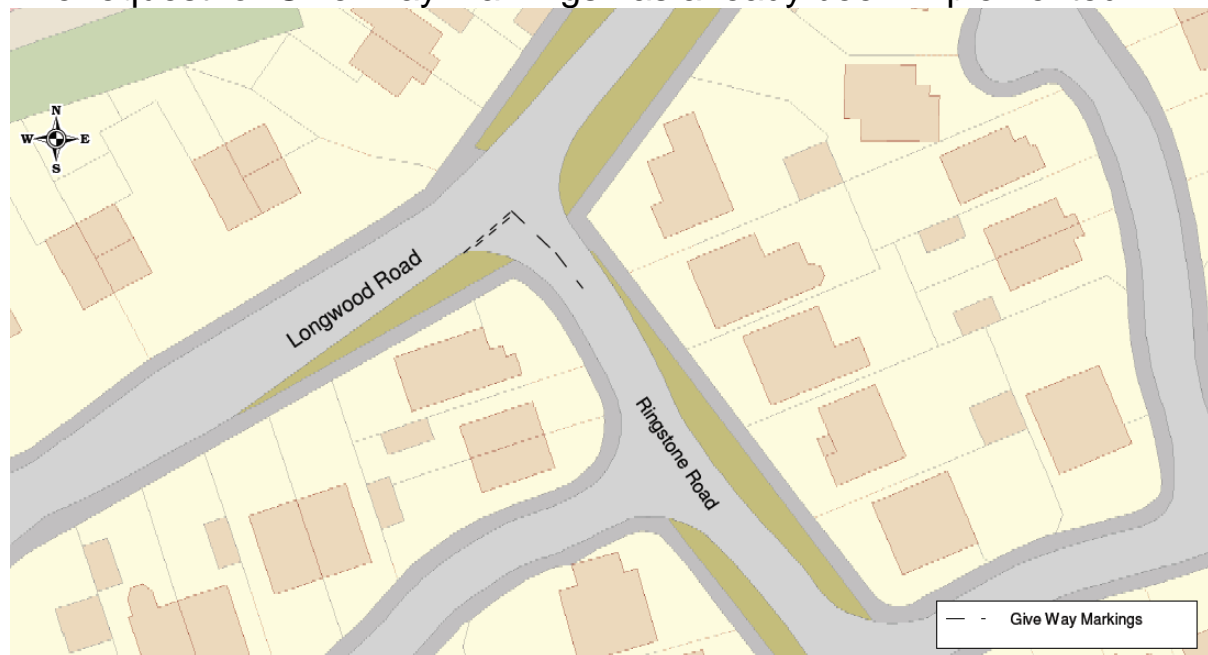
Site visits have not witnessed a level of non-resident parking which would warrant any intervention. Parking can increase at school peak times but this is short in duration.

Police do have powers to address obstruction of passage along the street.

**Recommendation**

No Action at this time.

The request for Give-Way markings has already been implemented.

**Cost:** N/A



**Q5**

**Location:** James Nicholson Link  
(Requested by one Resident of Neon Apartments)

**Nature of Problem**

Resident reports non-residential parking on road near/ across drive (access to 'Neon Apt 6')

**Background Information**

The property is in a recently converted block on Clifton Moor. The apartments have parking but levels on street parking are such that vehicles block access/ egress over individual's vehicle crossings. Given the nature of the surrounding streets, it is not practical to use yellow lines to address individual drive access. The most appropriate method would be to apply white bar markings to identify the drives. It should be noted that CYC has a policy in place to enforce against inconsiderate parking close to an individual's drive. Officers would, however, ask the resident first before we issue a PCN.

**Recommendation**

No Action for formal Order. Drives will be provided with white-lined bar marks.



**Cost:** N/A

**Q6****Location:** George Cayley Drive  
(Requested by one Local)**Nature of Problem**

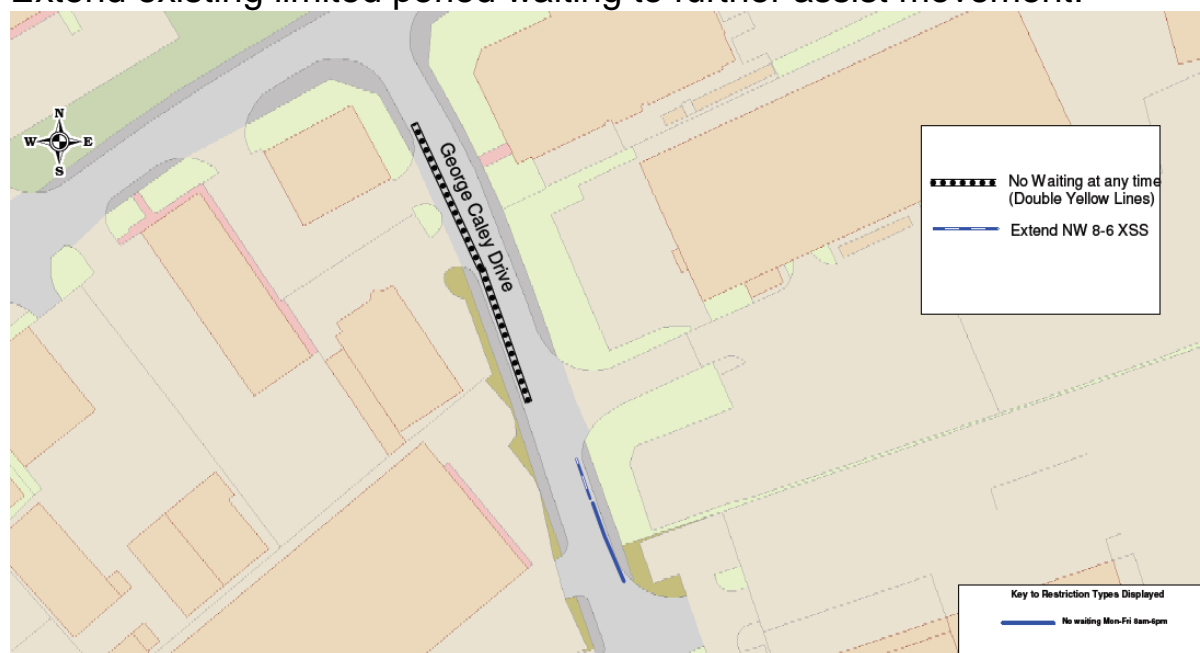
Report non-residential parking on road causing problems for access by Heavy Goods vehicles to business units in area. Requests DYL's along sections of the street.

**Background Information**

Existing parking restrictions have recently been checked and re-covered. Changes in use of a local unit have resulted in greater HGV activity (including car transporters). Current patterns of double sided parking inhibit access by HGV.

**Recommendation**

Introduce a section of DYL to protect access and prevent obstruction. Extend existing limited period waiting to further assist movement.

**Cost: N/A****Lining Works £50****Advertising £500; Total £550**

**Q7**

**Location:** Oakdale Road  
(Issues reported by Ward Cllrs and several residents)

**Nature of Problem**

Parking on Oakdale Road at the Clifton Moorgate end creating problems of access and sight lines. The parking is allegedly associated with staff parking from the nearby garage outlets.

**Background Information**

Oakdale Road is on the No 6 bus route (15 minute service) and is a busy through route on a large residential estate. This is particularly busy at school peak hours (Lakeside Primary School). All but one of the residential properties on this stretch of road have an off-street parking amenity. Recent restrictions on the business estate, the Land Rover development as well as actions taken by Tower Court to prevent non-associated commuter parking have displaced vehicles onto Oakdale Road which is currently unrestricted on this section.

Adjacent residents have been asked to submit comments about what restrictions they feel are necessary. In addition all residents were offered a keep clear bar marking across their access points. These are now in place for those who took up the offer.

Most residents wanted some restrictions to resolve the issues, although the requested extent of these varied. Concerns were registered about visitor parking. Residents have told us that parking does not occur to this extent on a weekend.

We have spoken to the manager of BMW, who informs:

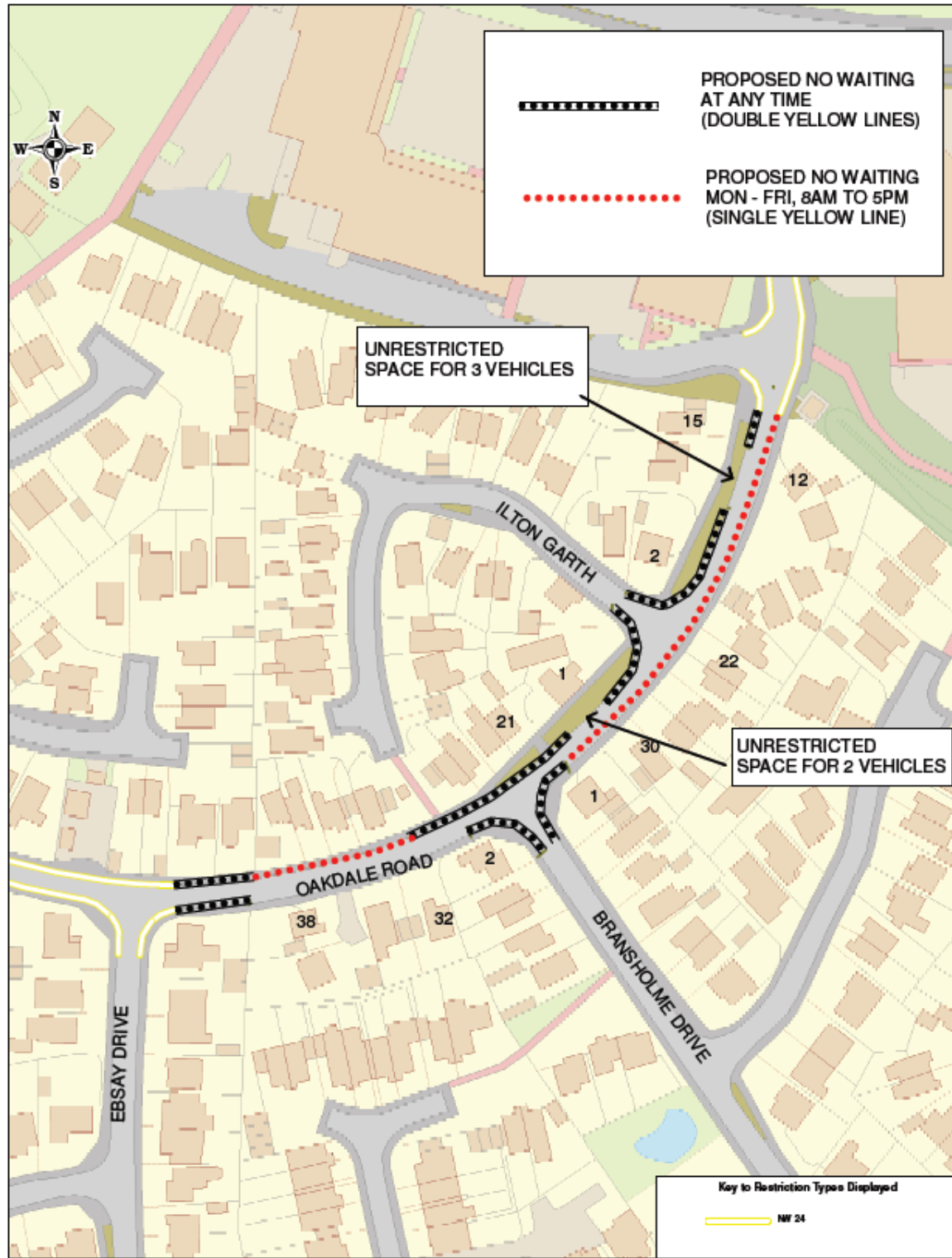
- They run a subsidised cycle to work scheme for staff
- All cycle and motor cycles can be parked on site
- Car sharing is encouraged

The manager is willing to discuss parking issues with any resident who contacts him. One residents indicated that BMW rent parking space on Audax Road and staff should be encouraged to use it. This has been the case in the past, but this space is no longer available for staff to use and there are no plans to seek an alternative arrangement. The manager has confirmed that parking on site is not available for staff because of space constraints.

**Recommendation**

We are recommending a mixture of double yellow lines with a single yellow on two lengths for resident use on evenings and weekends. Two small gaps have been left to provide small areas of parking to provide a natural traffic calming measure whilst improving sight lines of approaching vehicles.

The restrictions may have the effect of displacing parked vehicles further into the residential cul-de-sacs over a wider area which is likely to frustrate other residents.



**Cost: Lining Works £150, Signing Works £750, Advertising £500.  
Total Cost: £1400**

**Ward Councillor Comments:**

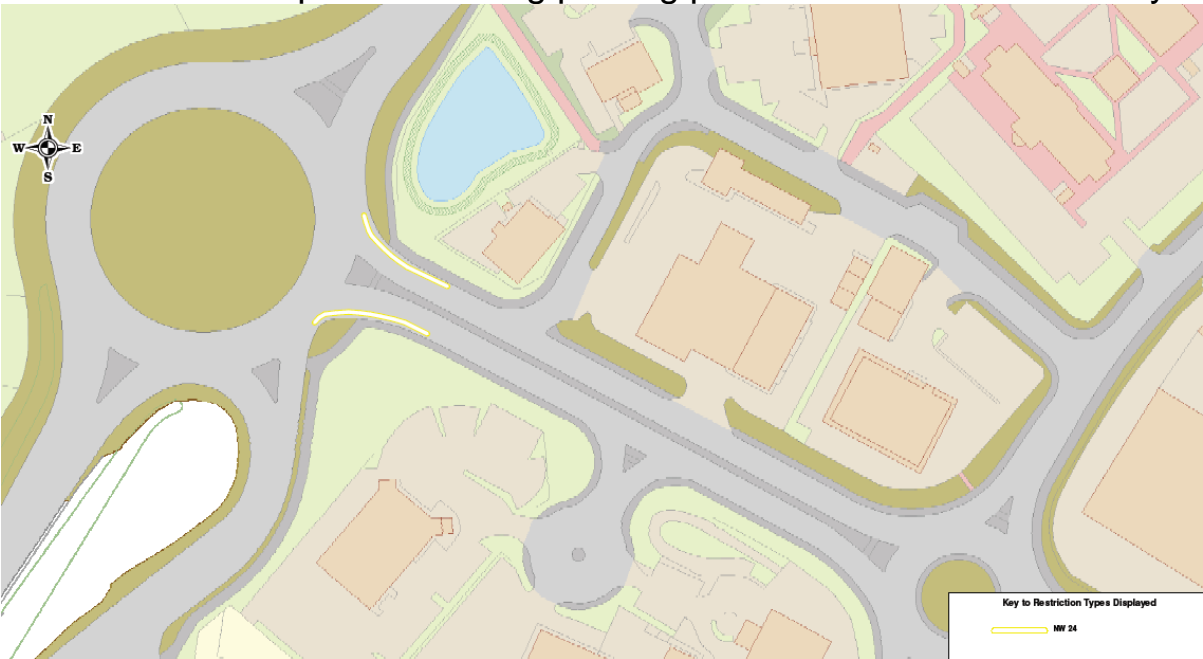
Councillor D Smalley – No comments received

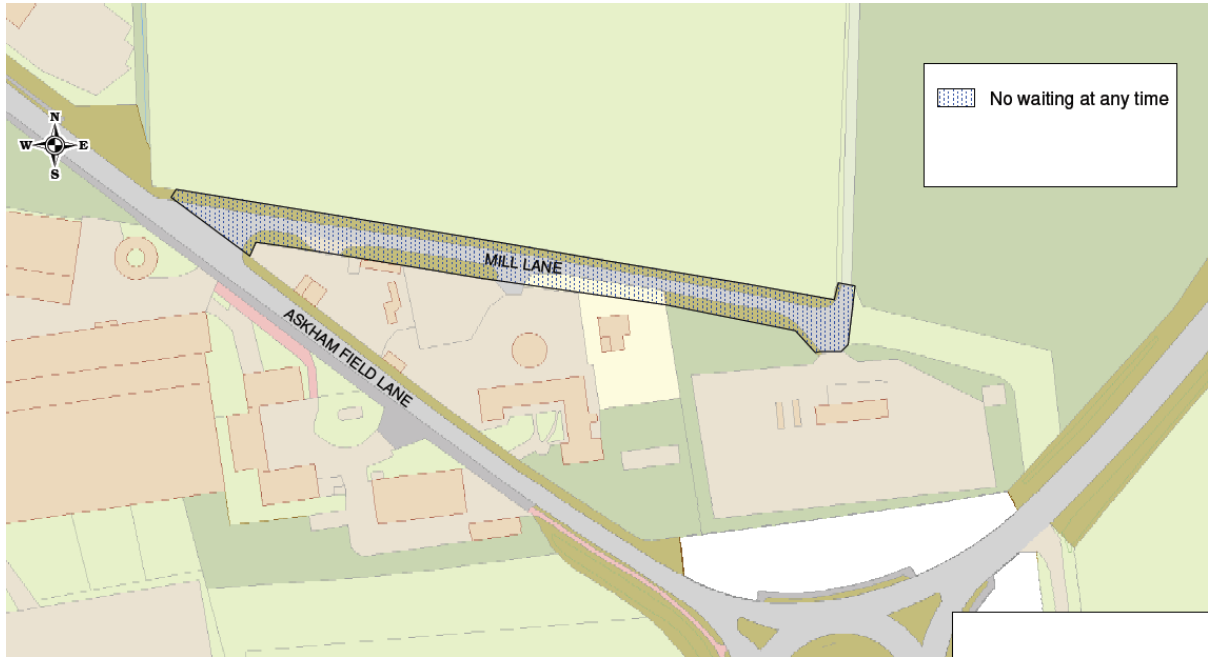
Councillor D Wann – No comments received

Councillor S Waudby – No comments received

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## Annex R      Rural West Ward

<b>R1</b>	<b>Location</b> York Business Park; Great North Way et al
<p><b>Nature of problem</b></p> <p>Parked vehicles blocking pedestrian and cycle routes, vehicle flow and impeding visibility from egress points onto the highway. Various requests to consider parking restrictions on roads within this business estate.</p>	
<p><b>Background Information</b></p> <p>York Business Park is now substantially built out; the development process spanning more than twenty years. Visitors/ deliveries and employees now generate a significant level of on street parking. A number of the issues this has raised have been addressed under delegated powers.</p> <p>One aspect to be considered here is parking and delivery activity on the 'out-bound' carriageway of the duelled section of Great North Way. This does have an effect on vehicle flow/dynamic, particularly at the PM peak. Parking is, however, prohibited within 30m of the Give Way lines onto the A1237 roundabout. This is considered adequate to accommodate any lane changes required after passing parked vehicles.</p>	
<p><b>Recommendation</b></p> <p>No action with respect to existing parking patterns on Great North Way.</p>  <p>The map shows an aerial view of the York Business Park area. It includes several buildings, parking lots, and roads. A yellow line is drawn along a road segment, indicating a specific area of interest. A compass rose is located in the top left corner, and a key to restriction types is in the bottom right corner.</p>	
<b>Cost: N/A</b>	

<b>R2</b>	<b>Location</b> Mill Lane, Askham Bryan
<b>Nature of problem</b> Non residential parking (Students?) along the lane.	
<b>Background information</b> Mill Lane is a cul-de-sac serving houses, offices and agricultural land as well as a depot. The lane is single track for much of its length. The edge of the carriageway and verge are used as a passing place for conflicting vehicles. The carriageway has no fixed edging. Day-time parking; most likely by College Staff and Students, occurs on the verges along the length of the lane during term time. Prohibiting parking would address the specific problem here although not the root cause of parking demand in the area from visitors to the College. Given the nature of the carriageway edge it would not be practical to place double yellow lines along the lane.	
<b>Recommendation</b> To implement, as requested, controlled parking zone. This would introduce no waiting at any time for the whole length of Mill Lane. This would be established by double-sided entry signs within the junction with Askham Fields Lane and repeater signage along the length of Mill Lane.	
	
<b>Cost: Signs (assuming 7 poles) £1,200</b> <b>Advertising £500; Total £1,700</b>	



**R3****Location** The Village, Skelton**Nature of problem**

Agricultural vehicles overrunning verge and causing damage. Request parking restriction/DYL's.

**Background information**

The section of The Village has been examined. The adopted highway does extend beyond the edge of the carriageway. Whilst there is evidence that agricultural vehicles have caused damage to the 'verge' it was still on the highway (albeit that the area is not flat grass).

It is evident that a level inconsiderate parking is likely to make matters worse. Any new restrictions placed here, however, would move this activity elsewhere.

**Recommendation**

No action.

**Cost** N/A

**R4****Location** Station Road, Upper Poppleton Crossing**Nature of problem**

Safety concerns over parked vehicles; particularly prevalent during the week with commuters although this also occurs at weekends.

**Background information**

The double-yellow lines end shortly after the Level Crossing on Station Road. The rest of this street is uncontrolled which allows vehicle parking for (amongst other things) the use of trains from Poppleton railway station. There is a station car park with room to park some 16 cars. It is noted that during local events, such as the Great Yorkshire Show, parking controls are put in place here.

Clearly, some drivers choose to park along Station Road (either side) and travel by train. The crossing is currently adequately protected by Double Yellow lines and to further legislate against parking is likely to move this issue elsewhere.

**Recommendation**

No action.

**Cost: N/A**

**Ward Councillor comments:**

Councillor J Barker – no comments received

Councillor A Hook –

My comments on the 4 traffic management issues in the report are as follows:

R1: As it does not affect any residential properties, I am happy with the decision made.

R2: Having tried to turn round in Mill Lane, I am pleased that it will become a controlled parking zone, provided the residential property on Mill Lane is not adversely affected.

R3: I raised the subject of agricultural vehicles causing damage to the verges on The Village Skelton at the meeting of Skelton Parish Council on 25 July 2019. They said that this only happens twice a year and that damage is unavoidable given the size of modern day vehicles. They agreed that no action should be taken.

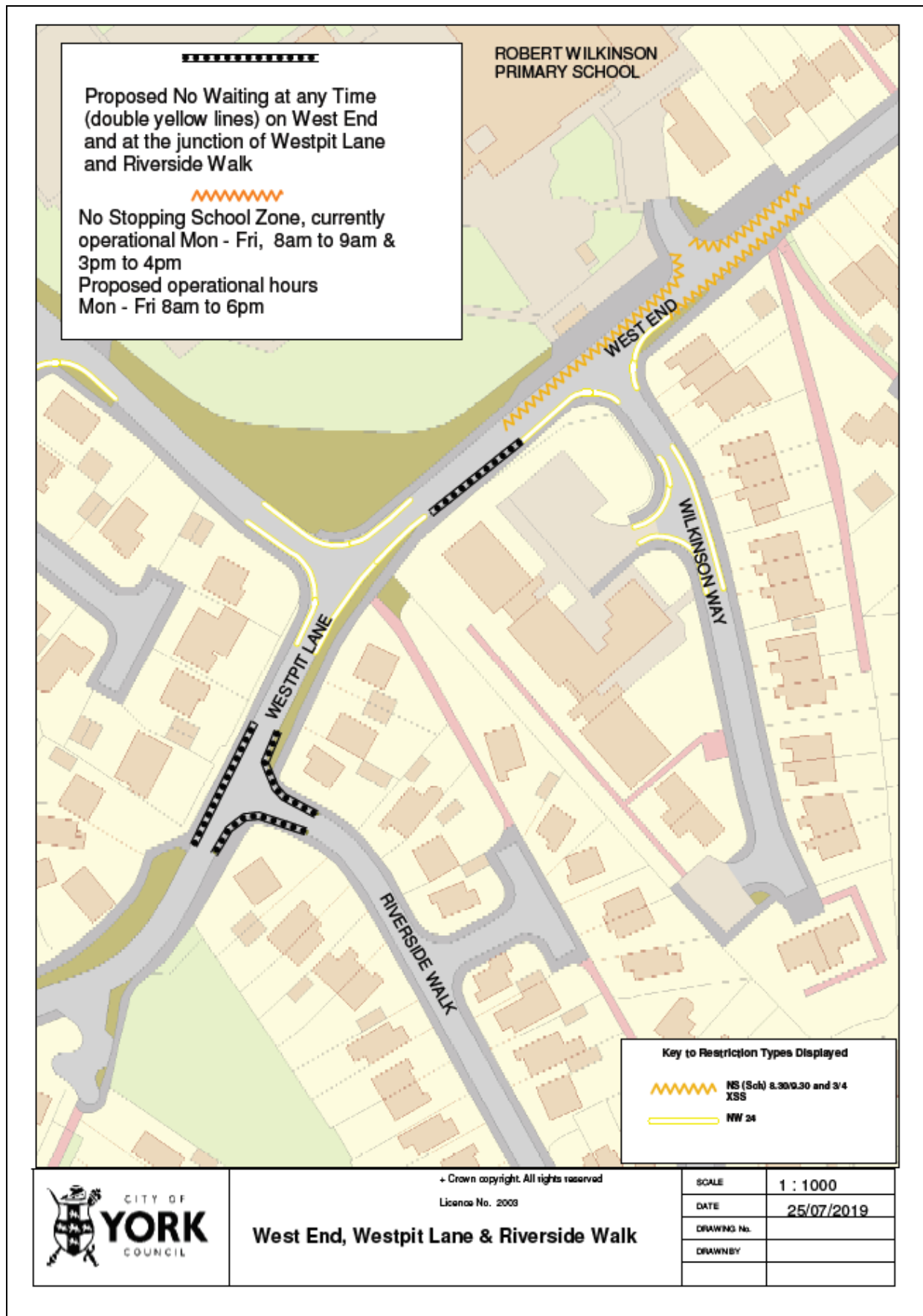
R4: The accepted feeling in Upper Poppleton Parish Council is that cars parked on Station Road perform a useful traffic calming role, by causing chicanes which prevent speeding traffic. If there were extended traffic restrictions on Station Road, they would a) not be in keeping with the village aspect of Upper Poppleton; and b) would encourage vehicles to park on the verges, which is not desirable. It is therefore good that no action should be taken.


I look forward to the information on the parking outside the shops on Allerton Drive. There are now bay markings in the parking area, which encourage drivers to take up just one space. The problems come when people park cars on the other side of Allerton Drive thus preventing vehicles from safely reversing from the parking area.

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## Annex S:      Strensall Ward

<b>S1</b>	<b>Location</b> West End, Strensall (raised by one resident)
<b>Nature of problem</b> Parking issues associated with collection of pupils from after school clubs at Robert Wilkinson School. Vehicles parked legitimately after 4pm on the No Stopping zig-zag markings, creating problem for pupils leaving the after school clubs with sight lines for pedestrians and drivers.	
<b>Background information</b> This is a large primary school (582 pupils) in a residential area. There are extensive restrictions in the area and it is difficult to place additional restrictions without detriment to the local residents. The carriageway width is not sufficient for vehicles to park both sides and allow others to pass. This can lead to unacceptable levels of congestion at school peak hours, especially on a morning.	
<b>Recommendation</b> To extend the times of operation of the zig-zag No Stopping Restrictions in line with the start and finish of opening hours to cover pupils leaving the after school clubs and children travelling to and from the nursery facilities during the middle of the school day. To extend the double yellow lines on the south eastern side to prevent parking on both sides of the road to ease congestion and prevent parking obstructing footway. (Plan on next page)	



<b>S2</b>	<b>Location</b> Parking in and around West End Strensall at School Peak Hours (raised by two residents)
<b>Nature of problem</b> Parking in the streets around the school cause difficulty for residents to leave their homes and manoeuvre out of the village in all directions, especially on a morning.	
<b>Background information</b> This is a large primary school and many pupils are dropped off and collected. There are footpaths onto West End from Foss View and Riverside Walk which extends the school related parking into many residential areas. Away from school times the traffic flow is light. There are still a few issues related to long term parking, we believe associated with the school as these are alleviated outside school terms. Although we understand the frustration for local residents, extensive restrictions will only displace vehicles to other areas and create the same problems elsewhere. It is thought the junction of Riverside Walk and West Pit Lane is one area where vehicles are parking too close to the junction as well as opposite causing difficulty of access and egress.	
<b>Recommendation:</b> Junction Protection, as shown on plan below 	
<b>Cost S1 &amp; S2:</b> <b>Signing Works £250 Lining Works, £80 Advertising + making £500;</b> <b>Total: £830</b>	

## Comments from Ward Councillors

Cllr P Doughty –

I agree it is difficult to place additional restrictions without potentially causing detriment to local residents and also agree congestion at school times is occurring. As a resident of this street, albeit at the other end, I have witnessed ‘stand-offs’ on occasions myself. I have no issue with increasing hours of operation of the current ‘No Stopping School Zone’ to the proposed new times but any extension to double yellow lines should be subject to results of consultation with properties directly affected and those nearby bearing in mind extra restrictions could also have an undesired effect of moving problems wider and to other streets. The local network of paths and alleys mean I regularly hear complaints from residents several streets away about inconsiderate and or potentially dangerous parking near junctions at school times.

I absolutely agree that there are some issues with long term parking probably associated with the school and the Council should be doing more to encourage the school to make extra on-site provision for its staff and visitors. This is no doubt exacerbated in that the school is amongst the largest primary schools in York and serving a wide catchment the size of a small town rather than a village which makes this all the more important.

I recently received communication from the Office of the Police and Crime Commissioner about problem parking near the school. In my response, I indicated strongly that I thought the Police had a part to play in co-operating with the City Council to help address issues and I would urge some partner working in this respect. Above all, I see little point in increasing further nominal restrictions without first *regularly* backing up current existing restrictions with *proper enforcement*. Officers argue that similar problems occur in the vicinity of other schools and I’m in no doubt they do but parking enforcement in our ward seems woefully lacking. This latter should be addressed.

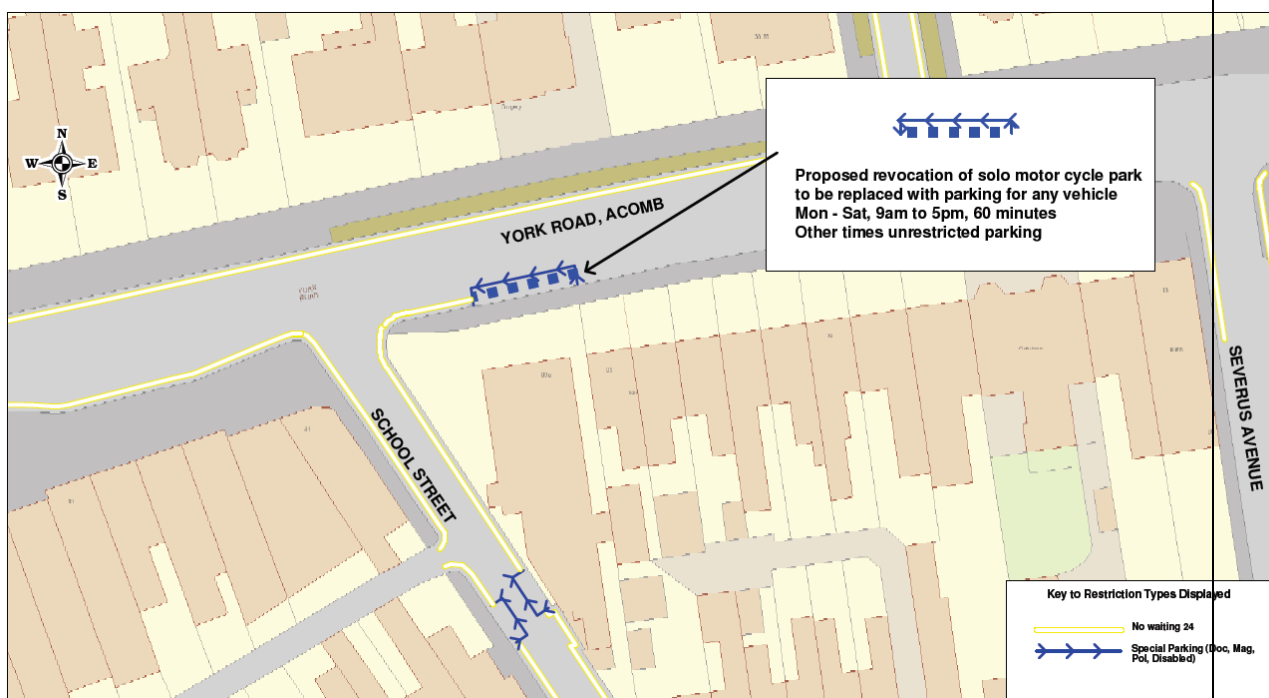
Cllr T Fisher – No comments received

**Parish Council** The Parish Council agree in principle, to these amendments, subject to adequate enforcement.



## Annex T      Westfield Ward

<b>T1</b>	<b>Location</b> York Road, Acomb (Requested by one Resident)
<b>Nature of problem</b> Existing 24 hour Motor Cycle parking bay underused and could be put to better use	
<b>Background information</b> The parking bay for Solo Motor Cycles is not used on a consistent basis and frequently abused by other vehicles. The area is close to Front Street Acomb and other business outlets on York Road. We would agree that this area of carriageway could be better utilised.	
<b>Recommendation</b> Revocation of Motor Cycle parking to be replaced with a 60 minute parking bay between 9am and 5pm, Mon – Sat. Other times, unrestricted parking for nearby resident use. Motorcycles have an exemption in the Traffic Regulation Order and can park 24/7 as required.	
<b>Cost: Signing Works, £100 Advertising £500; Total £600</b>	



**Ward councillor comments:**

**Councillor A Waller –** No comments received

**Councillor S Hunter –**

I would agree that this area for motorcycles is under used and I would support officers recommendations.

**Councillor S Daubeney –** No comments received

## Annex U      Wheldrake Ward

<b>U1</b>	<b>Location</b> Junction of North Lane & Main Street, Wheldrake (Referred by Parish Council and Ward Councillor)
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### Nature of problem and requested solution

Vehicles parking in lay-by and close to junction. This can significantly impede sight lines when leaving North Lane and obstruct entry.

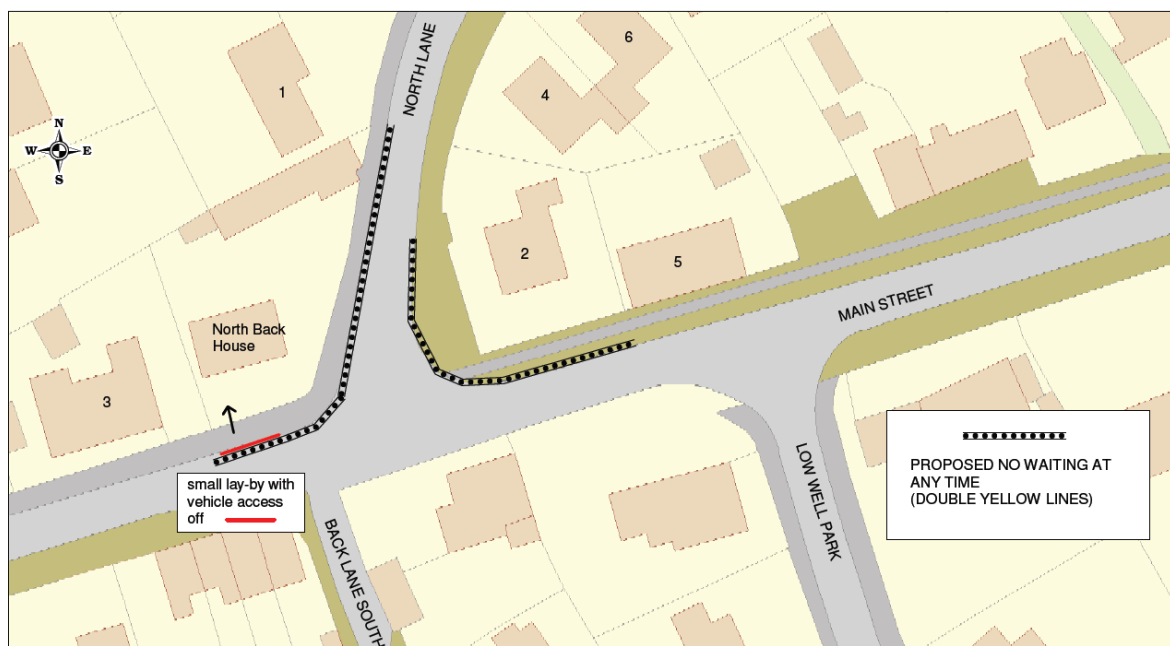
### Background information

A vehicle parked in the lay-by can create a situation whereby visibility is limited on leaving North Lane. This is a bus stop area, but buses do not use the small lay-by area. Vehicles parked to the left of the junction also obstruct the sight line of vehicles. Properties around the junction area do have off-street amenity, most for more than one vehicle. There are some local businesses near to this junction.

North Lane starts to bend to the right at 1 North Lane.

### Recommendation

Double yellow lines as outlined on the plan



**Cost: - Lining Works £70, Advertising Costs £500: Total £570**

**U2****Location** Junction of Broad Highway with North Lane  
(Referred by Ward Councillor)**Nature of problem and requested solution**

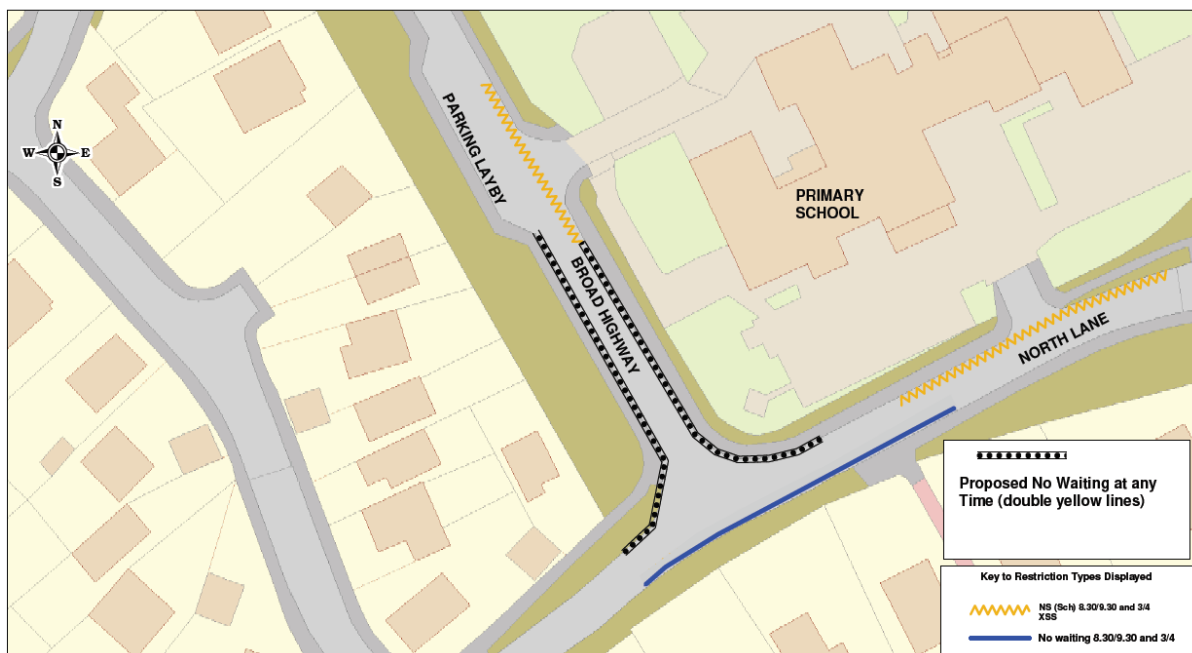
Vehicles parked on the junction of North Lane and Broad Highway are creating obstruction for large vehicles accessing Broad Highway.

**Background information**

There are farms and businesses on Broad Highway. Consequently the area is subject to traffic by several HGV deliveries and farm machinery that negotiate the junction daily. The vehicles are parked adjacent to the primary school and concerns have been raised about child safety.

**Recommendation**

Double yellow lines as outlined on the plan to maintain access for larger vehicles and provide better visibility lines for children walking and cycling to school.



**Costs: Lining & Signing works: £70, Advertising £500, Total £570**

**Ward Councillor Comments:**

**Cllr C Vassie** – No comments received

Annex Ref	Location	Ward	Problem	Recommended for TRO amendment	Signing & Lining Costs	*Advertisement Costs
					£	£
A1	Boroughbrodge Road, service road	Acomb	Parking issues opposite Shirley Ave shops	YES	50	500
B1	Beech Avenue/Neville Drive	Bishopthorpe	Pavement and junction parking	NO	0	0
C1	Avenue Road, R34 Clifton West	Clifton	Convert a 60 minute Respark bays to 10 minutes	YES	50	500
C2	Grosvenor Terrace, R35 Clifton East	Clifton	Review some Respark bays for 24hour 10 minute operational hrs	YES	300	500
C3	Burton Stone Lane	Clifton	DYL and 2 hour parking request	YES	700	500
C4	Pinfold Court	Clifton	Non- -residents blocking access and footpaths	NO	0	0
D1	Main Street	Copmanthorpe	Parking near Copmanthorpe Motors	NO	0	0
E1	Bracken Road/Hunters Way	Dringhouses & Woodthorpe	Visibility exiting Bracken Road	NO	0	0
E2	Brambledene	Dringhouses & Woodthorpe	parking oposite no 2	NO	0	0
E3	Wains Road/Chaloners Road	Dringhouses & Woodthorpe	Difficulty turning into Wains Road	NO	0	0
E4	Moorcroft Road (at Acorn Way junction)	Dringhouses & Woodthorpe	Parking issues	NO	0	0
E5	Moorcroft Road dentist/doctors	Dringhouses & Woodthorpe	DYL's from boundary of 37/39 north on both sides	YES	60	500
E6	Pullyn Drive/White House Gardens	Dringhouses & Woodthorpe	DYL's on opposite side, currently only one side of jct protected	YES	30	500
E7	Slip road from York Craft to Askham Bar	Dringhouses & Woodthorpe	DYL's full length both sides	YES	50	500
E8	Sandcroft Road/Sandcroft Close	Dringhouses & Woodthorpe	Requested DYL junction areas	NO	0	0
E9	North Lane	Dringhouses & Woodthorpe	DYL's opposite driveway access	OPTIONS GIVEN	50	500
F1	Farrah Street	Fishergate	Req for dyl's at junction for refuse access	NO	0	0
F2	Barbican Mews	Fishergate	Obstructive parking	YES	100	500
F3	Grants Avenue/Endfields Road + others	Fishergate	Req for dyl's at junction for refuse access	YES	600	500
F4	Levisham Street	Fishergate	Obstructive parking/turning area	YES	50	500
F5	William Plows Avenue	Fishergate	Obstructive parking	YES	50	500
G1	Heslington Croft	Fulford & Heslington	Parked vehicles blocking residential driveway access	NO	0	0
G2	Main Street, Heslington (R13)	Fulford & Heslington	Reduce some 30min bays to 10 minutes	YES	300	500
G3	Heslington Lane opposite Grants Avenue	Fulford & Heslington	Waiting restrictions opposite junction	BAR MARKING	0	0
G4	St Oswald's Road	Fulford & Heslington	Parking Issues	YES	70	500
G5	Fulfordgate	Fulford & Heslington	Reqt for SYL, not double for recent extension	YES	400	500
G6	Main Street, Fulford	Fulford & Heslington	Remove limited waiting within parking bay adjacent to Connaught Court	YES	50	500
H1	Greenfields, Haxby Road	Guildhall	Vehicles parking on pavement blocking access	YES	50	500
H2	Hilda St, Thomas St, Granville Tr	Guildhall	DYL's on corners for refuse access	NO	0	0
H3	Duncombe Place	Guildhall	Loading bays for Deancourt Hotel	NO	0	0

Annex Ref	Location	Ward	Problem	Recommended for TRO amendment	Signing & Lining Costs	*Advertisement Costs
H4	Hambleton Terrace	Guildhall	Poss extension of R50 to side elevation of 179-181 Haxby Rd	YES	400	500
H5	St Andrewgate	Guildhall	Reqt for loading ban to prevent parking (blue badge) obstruction	NO	0	0
H6	Navigation Road	Guildhall	Existing SYL's to DYL's from parking services	YES	400	500
I1	The Village (outside Memorial Hall)	Haxby & Wigginton	One hour limited parking bay req	NO	0	0
I2	The Village, Wigginton	Haxby & Wigginton	Parish Council, from 2017 review	For restriction options	30	500
I3	Station Road, opposite Usher Lane, Haxby	Haxby & Wigginton	Request to extend waiting restrictions	YES	50	500
J1	Fifth Avenue	Heworth	Parking issues between Sixth Ave and Bowes Ave junction	YES	40	500
J2	Mill Lane, R30	Heworth	Request for space extension	YES	125	500
J3	14-24 Dodsworth Avenue	Heworth	Request for inclusion in Irwin/Malton Ave ResPark scheme	YES	600	500
J4	Sefton Ave/Elmfield Ave	Heworth	Junction protection and opposite	YES	100	500
J5	Second Ave, East Parade, Main Ave, First Ave	Heworth	Extend DYL's around all junctions	NO	0	0
J6	Wolfe Avenue both junctions	Heworth	Parking opposite and close to junctions	NO	0	0
K1	Stockton Lane opposite Whitby Ave	Heworth Without	DYL's for driveway visibility and junction protection opposite	NO	0	0
L1	Martins Court	Holgate	Access issues caused by parking	YES	60	500
L2	Yarburgh Grove	Holgate	Extend DYL's for access	YES	20	500
L3	Holgate Bridge Gardens	Holgate	Reduce parking bay to stop grass verge being over run	NO	0	0
L4	Robin Grove	Holgate	Parking problems (petition)	YES	100	500
L5	R60 changes	Holgate	Enfield Crescent - extension	YES	90	500
L6	R60 changes	Holgate	Time of operation (R60) for York Spiritualist Centre	NO	0	0
L7	Sowerby Road, Manor Drive North	Holgate	Bend protection from parked cars	YES	50	500
L8	Severus Avenue/Acomb Road	Holgate	Sight lines exiting junction	NO	0	0
L9	Hamilton Way	Holgate	Parking issues	YES	100	500
L10	Poppleton Road	Holgate	Extension of R5	YES	250	500
L11	Hamilton Drive East	Holgate	School, commuter and obstructive parking	YES	50	500
M1	Badger Hill Estate	Hull Road	parking issues, Vanbrugh Drive, Deramore Drive	YES	70	500
N1	Whitestone Drive/Huntington Road	Huntington	Junction protection	YES	50	500
N2	Stratford Way/Huntington Road	Huntington	Request for extension to existing junction protection	YES	50	500
N3	Mendip Close	Huntington	Junction protection parking on corner of South Down Road	NO	0	0

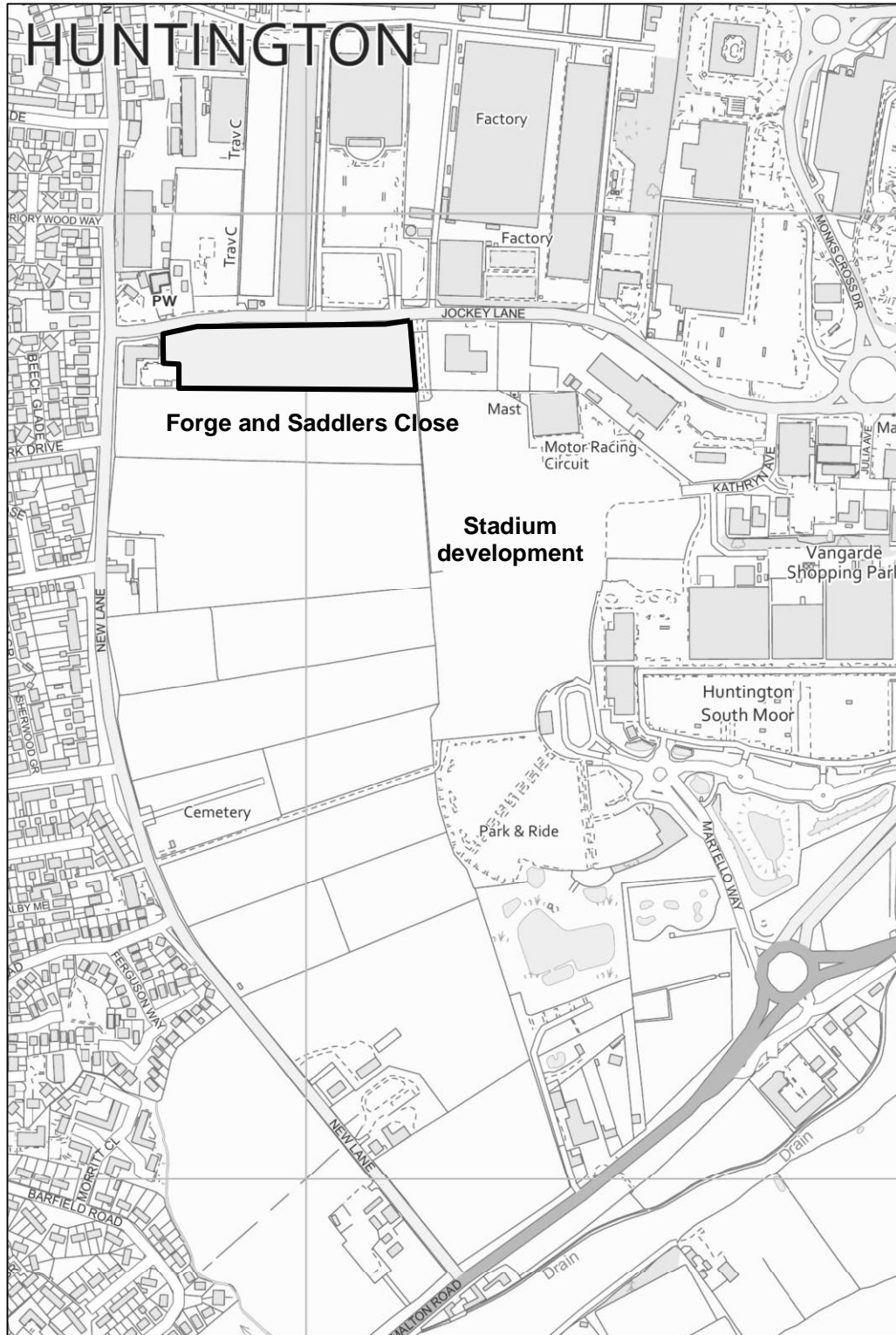
Annex Ref	Location	Ward	Problem	Recommended for TRO amendment	Signing & Lining Costs	*Advertisement Costs
O1	East Mount Road	Micklegate	Removal of 3m Respark bay	YES	300	500
O2	Mount Vale Drive	Micklegate	Dyl's from Tadcaster Road around corner	YES	50	500
O3	South Bank Avenue	Micklegate	Extend DYL's for better access	YES	50	500
O4	R22: Priory Street	Micklegate	Request for P & D Bays to be used for R22 parking	NO	0	0
O5	Southlands Road	Micklegate	R36 ,shorten bay for sight line improvement when crossing road	YES	400	500
P1	Meadowbeck Close	Osballdwick	DYL's to protect footway for disabled access	YES	50	500
P2	Bad Bargain Lane, Stray Road	Osballdwick	Parking issues	NO	0	0
Q1	Bowness Drive/Shipton Road	Rawcliffe & Clifton Without	Extend DYL's outside tile store for corner visibility	YES	20	500
Q2	Shipton Road near Galtres Grove	Rawcliffe & Clifton Without	DYL (problems ensuing from events at the Sports Club)	YES	30	500
Q3	Eastholme Drive	Rawcliffe & Clifton Without	Restrictions (SYL for school peak hours)	YES	230	500
Q4	Longwood Road/Ringstone Road	Rawcliffe & Clifton Without	Request for DYL's along one side	NO	0	0
Q5	James Nicholson Link	Rawcliffe & Clifton Without	Driveway access 'Neon Apt 6'	WHITE BAR MARKING	0	0
Q6	George Cayley Drive	Rawcliffe & Clifton Without	DYL's - Industrial Estate	YES	50	500
Q7	Oakdale Road	Rawcliffe & Clifton Without	Commuter parking causing obstruction issues	YES	900	500
R1	Great North Way	Rural West	Vehicles blocking traffic flow onto roundabout exit	NO	0	0
R2	Mill Lane, Askham Bryan	Rural West	Student parking along the lane	YES	1200	500
R3	The Village, Skelton	Rural West	Access restriction/DYL's tractors causing damage	NO	0	0
R4	Station Road, Upper Poppleton Crossing	Rural West	Parking Issues	NO	0	0
S1	West End (Robert Wilkinson Sch)	Strensall	Extend times on zig-zags & extend DYL's at the crossing point	YES	250	500
S2	West End	Strensall	Parking at school times blocking access	YES	80	(with S1)
T1	York road, Acomb	Westfield	Removal of the Motorcycle parking bay	YES	100	500
U1	North Lane, Main Street, Wheldrake	Wheldrake	Parking in layby causing visibility issues at junction	YES	70	500
U2	North Lane, Broad Highway	Wheldrake	obstructive parking	YES	70	500
				<b>Estimated Total Costs</b>	<b>9445</b>	<b>25500</b>

\* Involves a Notice of Proposals and a Notice of Making in a local newspaper (York Press)

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Forge & Saddlers Close Location Plan





**Annex X****Residents Parking Scheme Waiting List**

Residents parking schemes are dealt with in order of when they are received.

The number of schemes introduced per year depends on funding, staff resources and other workload priorities.

Process	Approximate timescale
<b>Stage 1 – initiation</b>  The request (normally by petition) indicating significant support in an area or street is reported for either approval to take forward or refuse.	8 weeks

If approved, when the potential scheme reaches the top of the waiting list work begins.

The time between stage 1 and 2 varies significantly depending on the length of the waiting list. Once stage 2 begins a residents parking zone will normally take around 9 months to complete.

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<p><b>Stage 2 – start of project</b></p> <p>A draft scheme and questionnaire will be sent out to all properties within the proposed area. A proposal will normally be taken forward if there is at least a 50% response rate and the majority of returns are in favour. Depending on circumstances, there is potential for individual streets to go forward from an area if the streets return is very positive whilst the areas is either low or opposed.</p>	6 – 8 weeks
<p>The consultation is then reported along with a proposed scheme for approval to advertise a Traffic Regulation Order (TRO).</p>	8 weeks
<p>TRO preparation and advertising</p>	4 - 6 weeks
<p>Any objections to the proposed TRO are then reported for consideration.</p>	8 weeks
<p>If the objections are overturned the scheme will then be implemented.</p>	12 - 15 weeks

## Waiting List

Area	Date received	Progress (NOTE: not all will get through to implementation)	
Danesmead estate  New zone	April 2017	Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped	Yes Yes Oct Yes June September
Fulford Cross  Deferred until land issues resolved Intention will be to re-join it to the Danesmead scheme.	April 2017	Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped	Yes Yes Yes <b>deferred</b>
Clifton Dale  New zone	June 2017	Reported Consultation carried out Consultation report	Yes Yes Oct' 19

		TRO advertised Objections report Implemented/dropped	
Pasture Farm Close  New zone	Sept. 2017	Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped	Yes Yes Oct' 19
Albemarle Road (15-37)  Also consolidated with: Balmoral Terrace – Bishopthorpe Road – Rectory Gardens – And expand R58	Jan 2018  June '18 Feb '19 May '19	Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped	Yes
Main Avenue, First Avenue and Second Avenue  Expand R30	May. 2018	Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped	Yes
Farrar Street  Expand R46 or consolidate this and R46 into R21?	Nov. 2018	Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped	Yes
Windmill Gates  New zone	Dec. 2018	Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped	Yes
Alma Terr. (pt) / Alma Grove Also several requests from other end of the street. Consolidate with: Kilburn Road And expand R20	Nov. 2018  May '19	Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped	Yes

Slingsby Grove  New zone	Dec. 2018	Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped	Yes
Wellington, Gordon, Willis and Wolsley Streets  Expand R21	May 2019	Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped	19/9
Longfield Terrace Completely within existing zone, hence reduced consultation via annual review.	May 2019	Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped	19/9
Lower Ebor Street Completely within existing zone, hence reduced consultation via annual review.	June 2019	Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped	19/9
Revival estate  New zone	June 2019	Reported Consultation carried out Consultation report TRO advertised Objections report Implemented/dropped	19/9

### Completed Residents Parking Requests 2016 Onwards

Area	Date	Finished
------	------	----------

	received		
South Bank Avenue Petition	Summer 2016	Implemented	
Butcher Terrace area Petition	Summer 2016	Implemented	
Phoenix Boulevard Petition	Summer 2016	Implemented	
Railway Terrace / St Paul's area Petition	Summer 2016	Implemented	
St. Aubyn's Place	February 2017	Implemented	
St. John's Place and Chestnut Court	August 2017		NO ACTION
Sussex Road petition	May 2017		NO ACTION
Broadway / Westmorland Drive	Sept. 2017		NO ACTION
Rosedale Street	April 2017	Implemented	April '19

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

**24 October 2019**

Report of the Assistant Director of Transport, Highways and Environment

**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.

**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 following options:
  - 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

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. On April 5<sup>th</sup> 2019 the Council advertised proposals to amend the TRO for some of the requests on the waiting list using officer delegated powers (57 in total). Items which did not receive any objections have now been implemented. 17 of the areas have received objections and these are included in this report to the Executive Member for consideration and decision.

5. The proposals and representations received, together with officer recommendations are detailed by ward on the attached annexes.
6. 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**

7. 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.
8. All emergency services, haulier associations, Parish Councils and Ward Councillors receive details on advertisement.

### **Options**

9. The options available for each item are:
  - a) Implement as advertised
  - b) Uphold the objections and take no further action
  - c) Uphold the objections in part and implement a lesser restriction that advertised

Highway Regulations will only permit the Local Highway Authority 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**

10. Officer comments and analysis are included on the individual Annexes.

### **Council Plan**

11. This report helps ensure the Council achieve its emerging Council Plan current being consulted upon by delivering:-
  - getting around sustainably
  - a greener and cleaner city
  - creating homes and world-class infrastructure
  - an open and effective council

## Implications

**Financial** There are costs associated with the advertising and implementation of any proposal.

**Human Resources (HR)** Resource levels in Civil Enforcement and business support is regularly reviewed to consider the ongoing increase in ResPark schemes. These reviews will also take into account the implementation of new IT systems that increase the efficiency of this work.

**Equalities** There are no Equalities implications identified

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

**Crime and Disorder** There are no Crime and Disorder implications

**Information Technology (IT)** There are no IT implications

**Property** There are no Property implications

**Other** There are no other implications identified

## Risk Management

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

## Contact Details

### Author:

**Sue Gill**

Traffic Projects Officer,  
Traffic Management  
Tel No. 01904 551497

### Chief Officer Responsible for the report:

**James Gilchrist**

Assistant Director of Transport,  
Highways and Environment

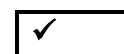
**Report  
Approved**



**Date** 04.10.19

### Wards Affected:

**All**



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

**Background Papers:** N/A

**Annexes:**

**Annex A Dringhouses & Woodthorpe Ward**

**Annex B Guildhall Ward**

**Annex C Haxby Ward**

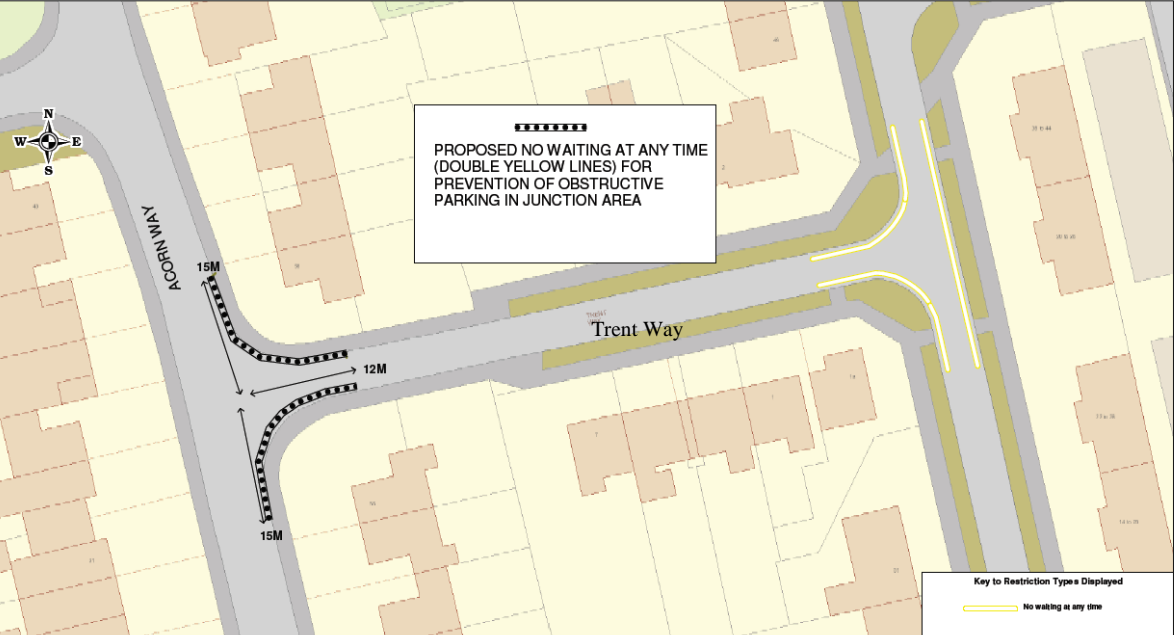
**Annex D Hull Road Ward**

**Annex E Huntington Ward**

**Annex F Micklegate Ward**

**Annex G Rural West Ward**

## Annex A Dringhouses & Woodthorpe

<b>A1</b>	<b>Location</b> Trent Way/Acorn Way junction (Requested by Ward Councillor on behalf of one resident)
<b>Nature of problem and plan of Advertised Proposal</b> Details received on file were: <i>I have received a request for double yellow lines on Acorn Way opposite the end of Trent Way as Acorn Way is a bus route.</i> <i>Grateful if this could be considered.</i> Consequently we advertised basic junction protection to prevent obstructive parking as shown.	
	
<b>Representations Received</b> We received one objection to the proposal:	
<ul style="list-style-type: none"> <li>We do not need restrictions in the junction area but outside 35 to 39 Acorn Way as people park outside the houses and cause mayhem for larger vehicles. Our drives are big enough for 2-3 cars so the need to park outside your house at this location is just laziness.</li> </ul>	
<b>Officer analysis</b> The information received within the objection is more specific to the location of the alleged obstructive parking. The carriageway is approx. 7m in width. The bus service route 12 travels a straight route along Acorn Way and consequently buses and larger vehicles should not experience obstruction problems at this location where vehicles are parked opposite the junction. The carriageway is wide enough for vehicles to park opposite the junction and others to successfully negotiate the junction area leaving Trent Way. Because we did not receive the correct information of the complaint originally and we do not	

consider parking within the junction area is a regular issue we are recommending No Further Action to be taken.

**Options (Trent Way/Acorn Way junction):**

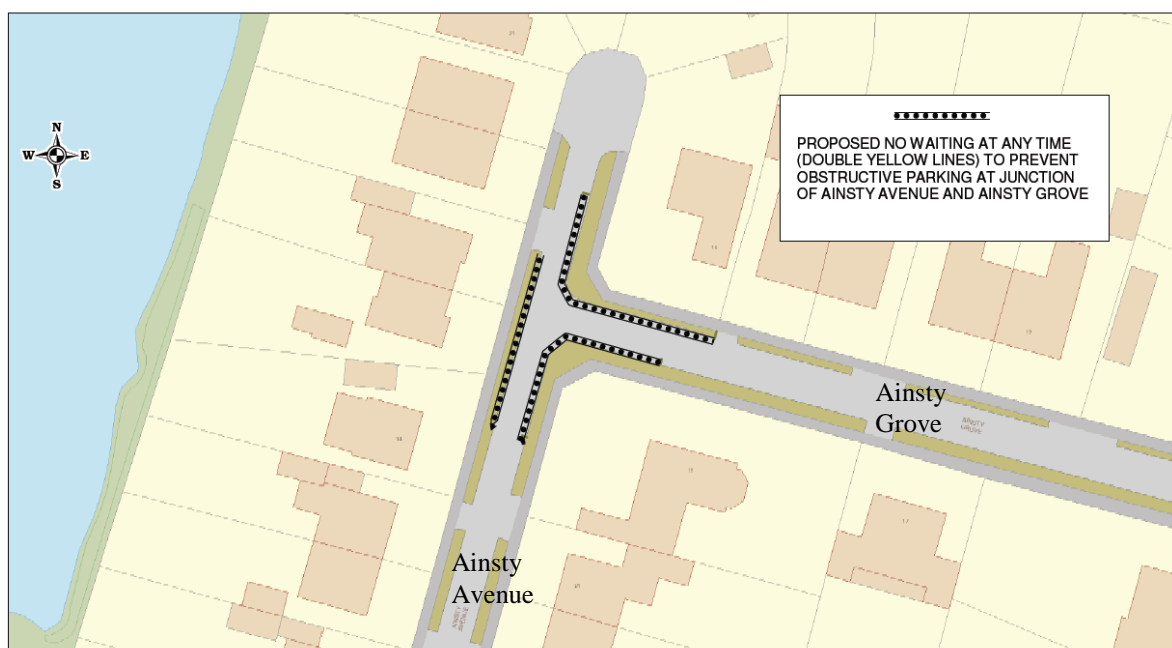
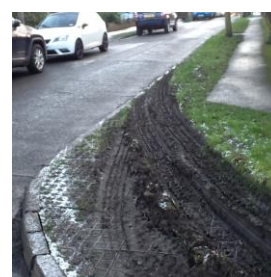
1. Implement as Advertised
2. Take no further action (recommended option)
3. Implement a lesser restriction than advertised (e.g. a shorter length of restriction)

**A2**

**Location** Ainsty Avenue/Ainsty Grove Junction  
(Requested by one resident)

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

A complaint was lodged about refuse vehicles over-running and damaging the grass verge at this location. Larger vehicles were unable to negotiate the junction because of parked vehicles.



As advertised:

- (a) Ainsty Avenue, on its:
  - (i) west side, between points 7 metres north and 15 metres south of the projected centreline of Ainsty Grove,
  - (ii) east side, between points 15 metres north and 15 metres south of the projected centreline of Ainsty Grove,
- (b) Ainsty Grove, on its:
  - (i) north side, from the kerbline on the east side of Ainsty Avenue east to the projected eastern property boundary line of No. 18 Ainsty Grove, south side, from the kerbline on the east side of Ainsty Avenue east for 12 metres

**Representations Received**

We have received 4 objections, one of which represented four other households in the area and 1 representation of support for the advertised restrictions.

**Support:**

- In recent years there has been an increase in irresponsible parking, we have approached Little Green Rascals Nursery about staff parking on corners and too close to the junction preventing access of refuse vehicles. Staff from Loves Hair & Beauty also use this area for parking.
- Residents all have off street parking and should not be impacted by proposal.
- The damage to the grass verges is shocking

**Objections:**

- Never been aware of any significant problems involving vehicle movements at this junction or on both streets.
- Accept there is an increase of parking on race days but there is no demonstrable need for the proposal. On the rare occasion where there has been an inconvenience, this has been temporary or minor and straightforward to overcome.
- See no need for any enforced traffic restrictions, I easily negotiate this junction
- Proposal not backed up by hard evidence or justification
- Proposal will have a significant detrimental effect on residents
- Displacing parking further up the roads, which are narrow with vehicles parked either side. Currently access is manageable, with these proposals these roads will be at risk of more difficult manoeuvring.
- There is a lack of community consultation – why has this not taken place?
- Where is the evidence that obstructive parking is taking place?
- We know of only one resident who objects to parking on these roads.

**Officer analysis and Recommendation**

This is a proposal for a minor issue and as such does not warrant a community consultation prior to advertising. The legal process includes the consultation period. All those objecting to the proposal have been informed of the details of the decision session meeting.

The photograph showing significant verge damage within this report is evidence of over-run in the junction area. Because these streets and the

junction turning area is narrow it will take significant restrictions to allow larger vehicles to negotiate the junction without over-run if vehicles are parked. The carriageway on Ainsty Grove is approximately 5m in width and Ainsty Avenue 4m. Vehicles parked, in particular on Ainsty Avenue would need to encroach onto the verge areas to allow others to pass safely. Placing bollards to protect the grass verge without restrictions are unlikely to help the situation as this may make the junction inaccessible for larger vehicles to use unless restrictions are in place.

The photograph from google street maps at the junction demonstrates the problem turning left for larger vehicles when parking is close to the junction even when vehicles are parked partially on the verges.

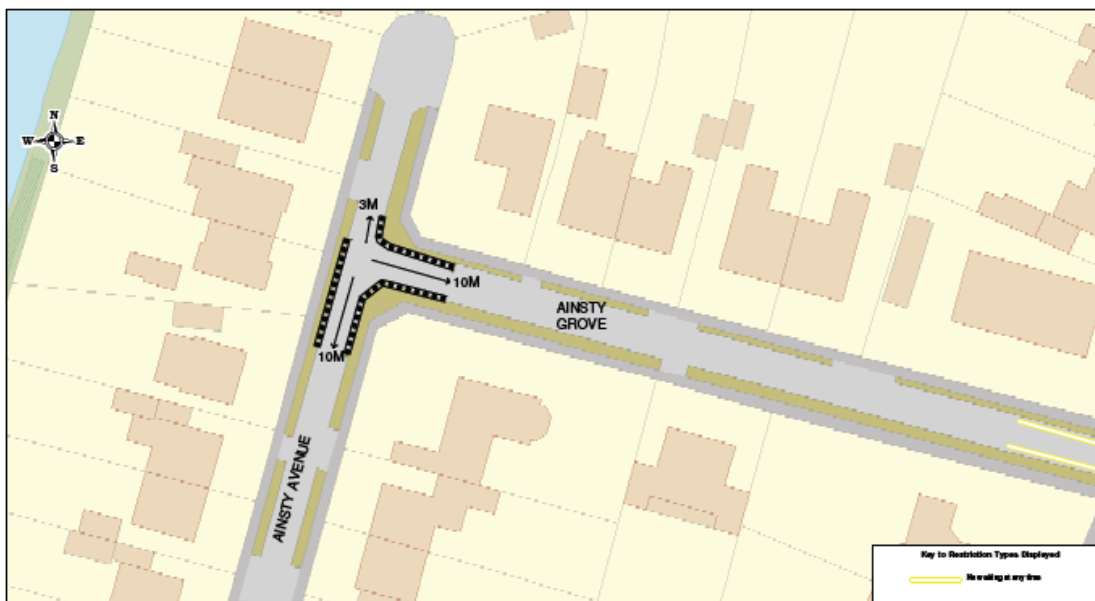


### **Recommendation**

Most adjacent residents are prepared to tolerate the parking rather than have waiting restrictions, although the original complaint about parking with evidence of verge damage appears to be justified and consequently we are recommending option 3 below.

Options:

1. Over-rule the objections and implement as advertised
2. Uphold the objections and take no further action
3. Implement a lesser restriction and reduce the waiting restrictions to a standard length of 10m from the kerb edge to the south on Ainsty Avenue and on Ainsty Grove with a lesser restriction to the north of the junction on Ainsty Avenue (as shown on the plan below). This is not a significant reduction from the original proposal.





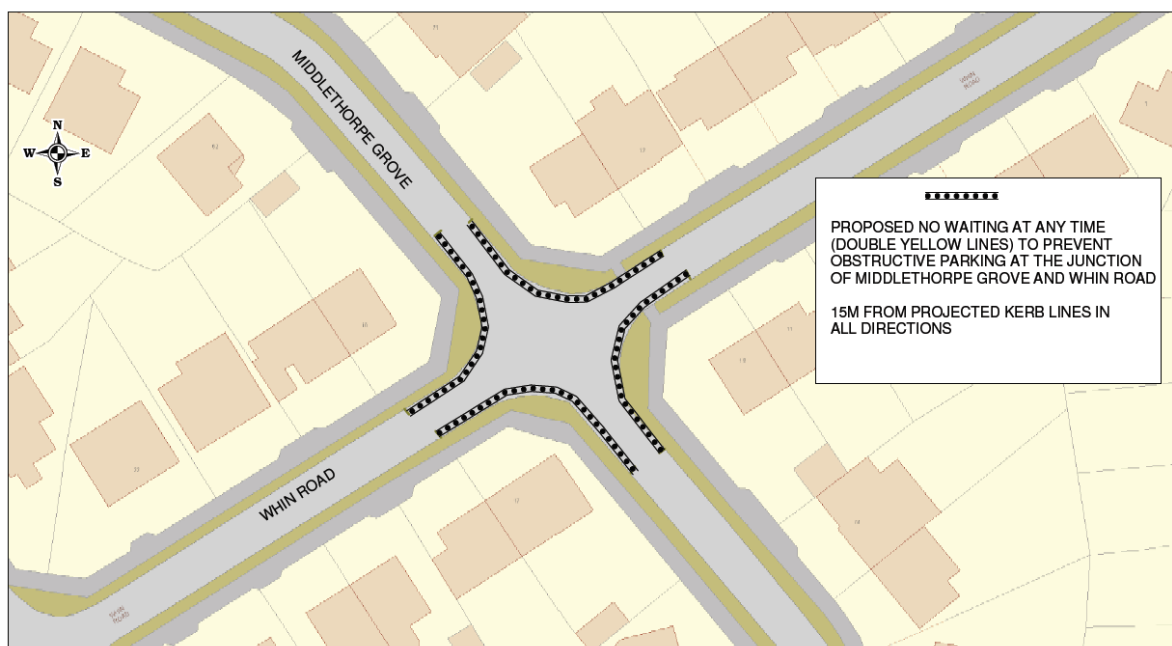
**A3**

**Location** Whin Road/Middlethorpe Grove junction  
(Requested by a Ward Councillor and one resident)

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

Request for restrictions received for the crossroads where Whin Road intersects Middlethorpe Grove. Cars and trades vehicles parking on or near the junction causing issues with visibility and also leading to large vehicles mounting the verge, spreading mud causing a skid hazard. Reports of sight visibility issues for vehicles and pedestrians crossing the road (school children, dog walkers etc.).

The proposed restrictions considered the pedestrian crossing points, and the sight visibility splays for pedestrians.



### **Representations Received**

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

**Support:** This should have been done long ago; the council will not have to continuously refurbish the verges because of over-run caused by parked vehicles and it will improve sight lines for children and enable drivers to see the children.

**Objection 1:** We support the standard 10m from the junction (if it would help ensure the safety of road-users, but not the additional 5m proposed. It is unnecessary and means we would no longer be able to park in front of our house (we only have an off street parking amenity for one vehicle). There are no dropped kerbs provided for pedestrian crossing – the small infill sections of paving are for putting out dustbins

not to facilitate pedestrians crossing the road.  
(Questions asked about measures for enforcement of the 20mph speed limit, which is outside the scope of this proposal and report).

**Objection 2:** I find it hard to believe that at this junction there is any justification for installing parking restrictions when there is no other parking restrictions on the whole estate. There are far worse traffic safety issues at different locations on the estate.

- 1) Dangerous pinch point at the top of Middlethorpe Grove just at the bend where vehicles constantly park on the left and visibility is restricted.
- 2) Bracken Road where vehicles park half on the footpath half on the road. On the other side half on the grass and the road is barely wide enough for 1 car never mind 2 way traffic. Questionable if emergency services could get through?
- 3) The junction of Bracken Road and Whin Road, dog walkers park on all sides of the junction.
- 4) The corner before and after the junction of Middlethorpe , Dringthorpe and Lycett.
- 5) Top of Middlethorpe Drive exit on to a very busy A road where a line of cars park on the left, some of who do not even live on the estate.

If you proceed to install these lines where are the residents who park there at present going to park? Maybe on the bend beyond the parking restrictions is all you are going to do is park outside somebody else's property and that is going to upset more residents?

At present the vehicles that park on the Middlethorpe Grove side provide a traffic calming solution to the corner. If you took the time out to monitor the vehicles approaching the corner you would note the speed that they approach. It is far too fast, especially the buses. This is a family estate and children are often present at the corner, at least the parked vehicles make them slow down and pay more attention to the road ahead.

### **Officer analysis and Recommendation**

The annual review process is in response to requests for action at specified locations – not a review of a wider area.

Concerns about speeding in an area should be referred to North Yorkshire Police. There are details on their website and an on line form to request a speed review.

Because we have received complaints about parking at this location over a number of years we are recommending some restrictions are placed in the junction area.

**Options (Whin Road/Middlethorpe Grove junction):**

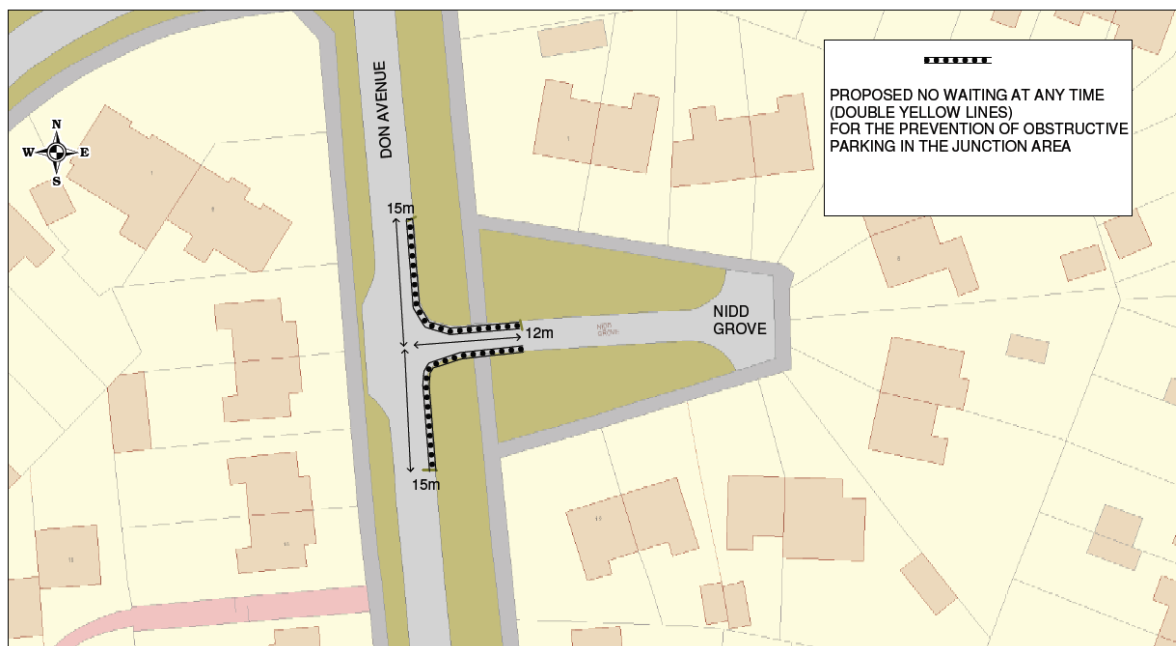
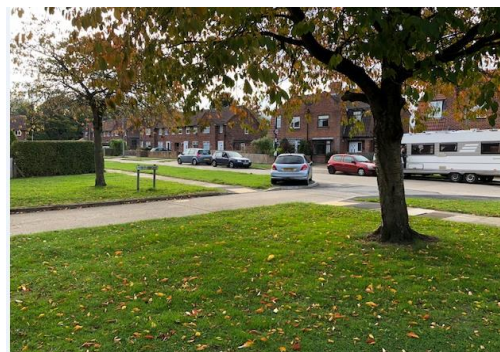
1. Implement as advertised
2. Uphold the objections and take no further action
3. Implement a lesser restriction than advertised. This is the recommended option. It is suggested we reduce the length of restriction to 10m from the projected kerb lines in all directions. A reduction of 5m from the advertised proposal

**A4**

**Location** Nidd Grove/Don Avenue junction  
(Requested by Ward Councillor)

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

Ward funding was used to install some tarmac run-overs at the junction. Vehicles are using these to park which obstructs sight lines at the junction. Consequently the following proposal was advertised

**Representations Received**

We received one objection:

The proposed places are the only street parking we have and need. If we use this area, residents and guests of residents are all considerate and park far onto the grass so as not to block the road, and the bin lorries never have a problem getting down.

A further point to make, is that the road surface in our area is terrible. In our opinion the money would be much better spent on resurfacing than painting lines.

### **Officer analysis and Recommendation**

The proposed lines are not directly outside any property. Residents should not park on the grass – there is no dropped kerb access for this purpose. A vehicle parked where shown in the photograph will impede sight lines at the junction area.

### **Options (Nidd Grove/Don Avenue junction)**

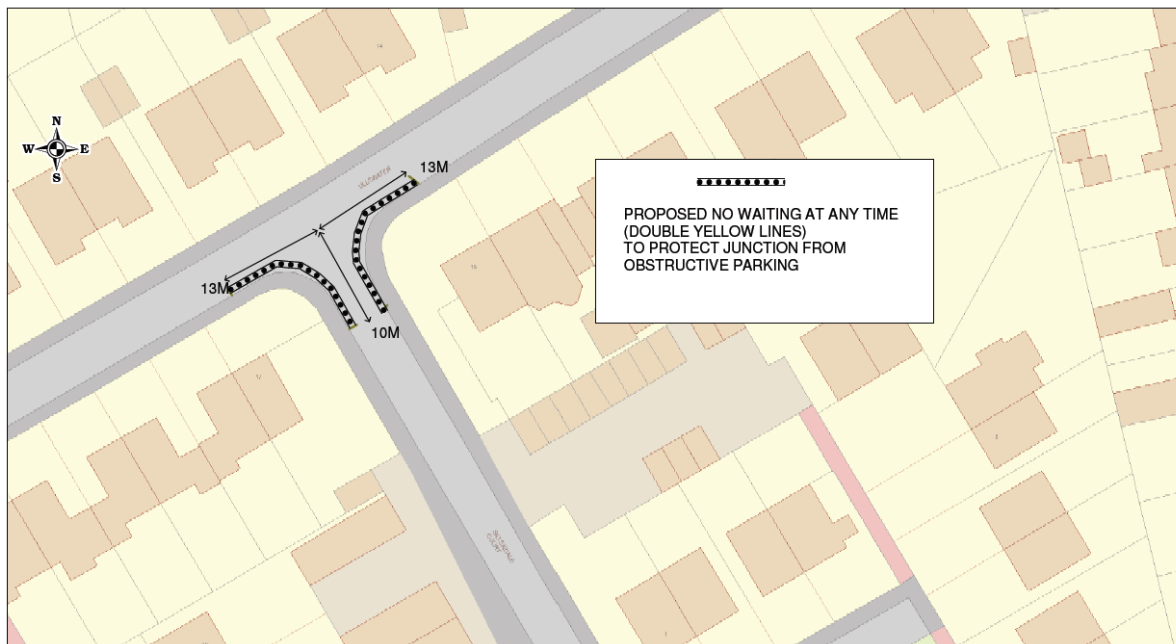
1. Implement as advertised (recommended option)
2. Uphold the objection and take no further action
3. Implement a lesser restriction than advertised

## **A5**

**Location** Silverdale Court/Ullswater  
(Requested by Ward Councillor)

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

Ward Councillor had received reports of poor parking around and opposite the junction. We advertised basic junction protection of 10m around the junction area.



### **Representations Received**

We received three objections from nearby residents. Objections included:

- Vehicles do not park on the proposed restricted area and are therefore unnecessary
- One resident who lives on the corner is elderly and relatives

- picking her up will have to park further away
- The only large vehicles travelling regularly into Silverdale Court is the refuse wagon and they do not experience any problems
- Parked vehicles will displace outside my house which is not acceptable – cars parking on street where there are private driveways to use
- May reduce resale value of properties adjacent to the restrictions.

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

This is a residential area and our understanding is that there is not a regular problem with parking in the junction area – this may happen infrequently. The advertised restrictions are of a standard 10m length as advised in the Highway Code and should not be necessary. Neither street is on a bus route.

#### **Options**

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

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

**Councillor S Fenton, Councillor A Mason and Councillor P Widdowson**

**A1 – Support the recommendation**

**A2 – Do not support the recommendation for a number of reasons. A number of properties have either no usable off-street parking or very limited off-street parking. The spaces on Ainsty Grove which it is proposed to remove provide a facility for carers to be able to park. If this parking were to be displaced onto Ainsty Avenue it would exacerbate an already congested situation on that street. The proposed restrictions on Ainsty Avenue would also exacerbate the situation.**


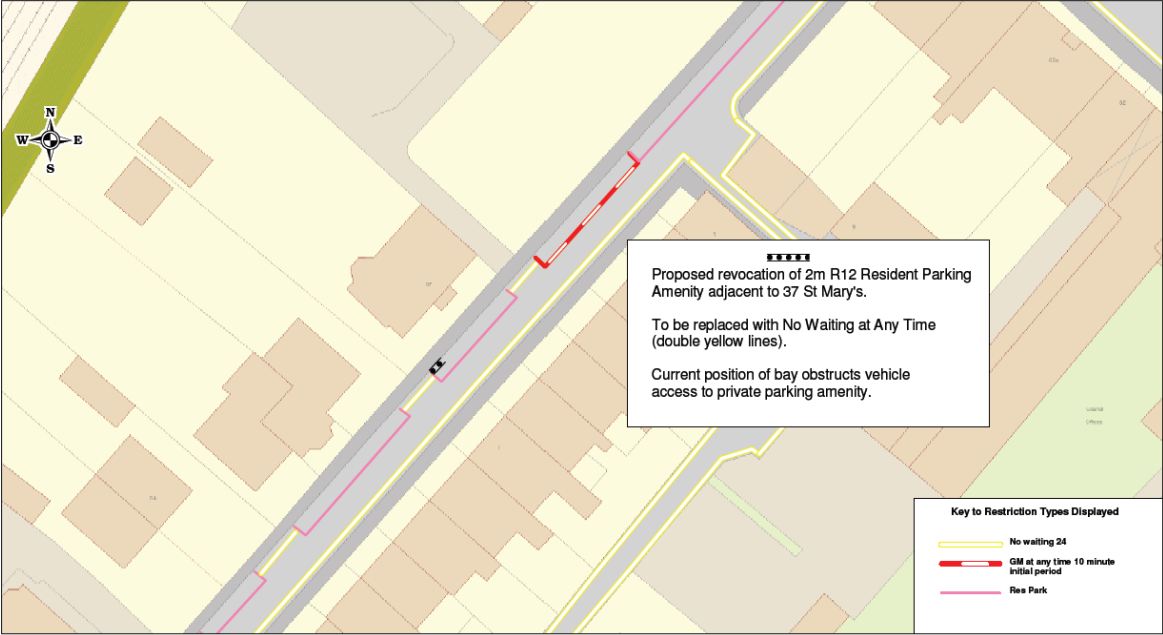
**A3 – Support the recommendation**

**A4 – Support the recommendation**

**A5 – Support the recommendation**

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## Annex B Guildhall Ward

<b>B1</b>	<b>Location</b> 37 St Mary's (Requested by one resident )
<b>Nature of problem and plan of Advertised Proposal</b>  Following works at the above property, the Resident Parking bay obstructed the drive access, especially when large cars overhang outside the line. (Penalty Charge Notices can only be issued if the wheels are outside the line and situated on the double yellow lines.)  We advertised a proposal to shorten the Resident Parking Bay by 2m.	
	
	
<b>Representations Received</b> We received one objection to the proposal. Points made include: <ul style="list-style-type: none"> <li>• Given the number of small 'city' cars used by residents, does the existing size not accommodate 3 small vehicles comfortably? (There are no measurements on the map)</li> <li>• It seems to me that the issue is not the size of the bay, but lack of action taken when a person parks poorly and extends beyond the parking zone, when a penalty notice should be given.</li> <li>• I am not sure why you would wish to remove the option of 3 small vehicles parking (as this effectively reduces the bay by one space).</li> </ul>	



I have never seen evidence of the driveway being blocked (in any event, it is a 'shared' driveway entrance with a very large entry area)

### **Officer analysis and Recommendation**

Because this Resident Parking zone is under pressure for space we can sympathise with the resident objecting to the change.

This is a legitimate dropped kerb access and as such we cannot condone or allow obstruction by encouraging cars to park across it. The bay is recorded within the Traffic Regulation Order as 13.5m in length. Which is generous for 2 vehicles but tight for 3 and is likely to lead to overhang at both ends when larger vehicles park. A reduction of 2m will reduce the bay to a comfortable bay for 2 vehicles and remove any need to overhang. The picture below (taken from Google Street Maps) shows three vehicles parked.



We are recommending implementation because overhanging vehicles will create obstruction to a legitimate access.

#### **Options:**

1. Implement as advertised (Recommended Option)
2. Uphold the objection and take no further action
3. Implement a lesser restriction than advertised; for example reduce the bay by 1m not 2m.



**Ward Councillor Comments:**

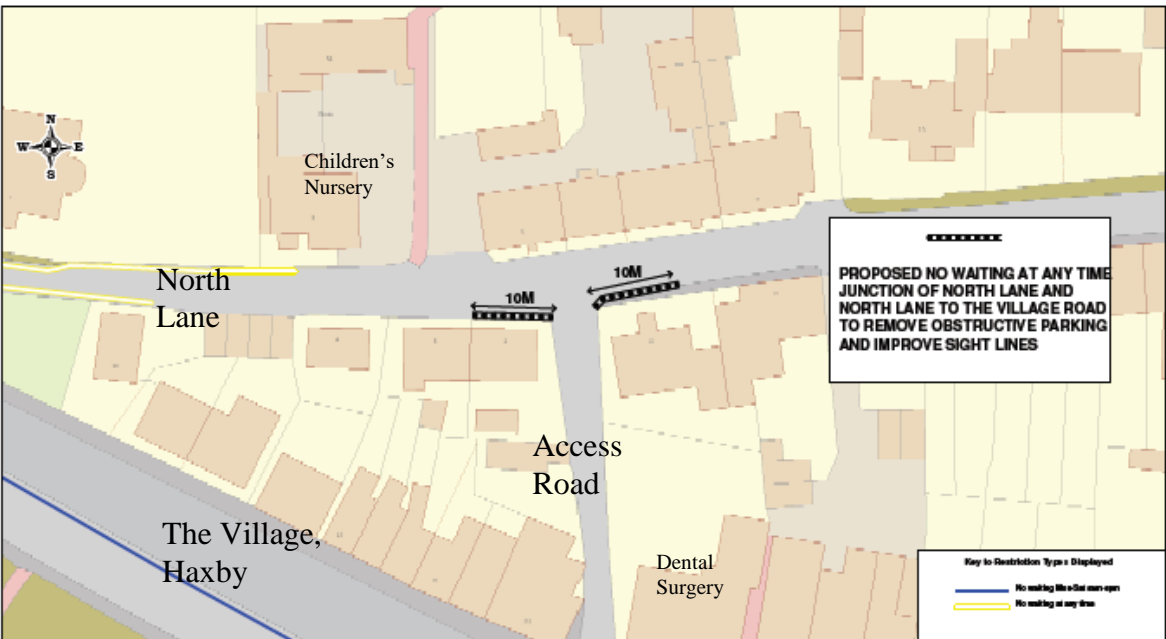

Cllr D Craghill – No comments received

Councillor J Looker – No comments received

Councillor F Fitzpatrick – No comments received

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## Annex C Haxby & Wigginton Ward

<b>C1</b>	North Lane (Advertised through officer observations)								
<p><b>Nature of problem and plan of Advertised Proposal</b></p> <p>Parking at the junction of North Lane and the access road leading from the village causing issues with access and sight visibility splays.</p> <p>The resident of 8 North Lane has a white bar marking for wheelchair access to the property which is continually being abused and parked upon. This has led to difficulties with the resident pick up and drop off by family and carers. The proposal therefore, extending across the pedestrian access to 8 North Lane was a long term solution to provide:</p> <ol style="list-style-type: none"> <li>1. Better sight lines when exiting the access road onto North Lane</li> <li>2. The pedestrian access to 8 North Lane to be kept clear of parked cars which allows wheelchair access on a permanent basis.</li> <li>3. Visitors and relatives can wait on yellow lines for a maximum of 3 hours and this will allow time for assisted drop off and pick up from this address.</li> </ol>  <div data-bbox="204 1653 470 1809">  <p>CITY OF <b>YORK</b> COUNCIL</p> </div> <div data-bbox="587 1720 710 1742"> <p>North Lane, Haxby</p> </div> <div data-bbox="858 1662 1008 1697"> <p>+ Crown copyright. All rights reserved Licence No. 2022</p> </div> <table border="1" data-bbox="1088 1653 1375 1809"> <tr> <td>SCALE</td> <td>1 : 500</td> </tr> <tr> <td>DATE</td> <td>28/11/2018</td> </tr> <tr> <td>DRAWING No.</td> <td></td> </tr> <tr> <td>DRAWN BY</td> <td></td> </tr> </table>		SCALE	1 : 500	DATE	28/11/2018	DRAWING No.		DRAWN BY	
SCALE	1 : 500								
DATE	28/11/2018								
DRAWING No.									
DRAWN BY									
<p><b>Representations Received</b></p> <p>We have received one representation in support and one of partial objection.</p>									

**Support:**

- This proposal is eminently sensible in view of the large number of inconsiderate drivers using the nursery. The road entrance also needs white lines, several times recently vehicles have pulled out into North Lane without giving way making unnecessary near misses.

**Partial Objection:**

- Firstly we would like to say in principal we support some restrictions.
- As a resident we find when parking is not available, people use our private access driveway. This is mostly by people visiting the children's nursery who regularly block the public footpath and the driveway to our property.
- Reducing spaces will only make the situation worse.

Therefore would it be possible to make the parking restriction 5m instead of 10m. This would leave some on street parking.

**Officer analysis**

This is a busy area, there is a large dental practice, children's nursery with limited parking and the retail and business outlets on The Village in close proximity. Many use this street for long term and short term parking. Some business premises have pedestrian and/or vehicle access from North Lane

We note the comments regarding implementing a Give Way marking and will arrange to reinstate this. Vehicles park very close to the junction on a frequent basis and sight lines for vehicles approaching, especially from the right are compromised. Vehicles are forced to exit the access road without a view of approaching vehicles.

Although we sympathise with the request for a lesser restriction than advertised, on this occasion we are recommending the standard 10m distance from the junction is maintained.

**Options**

1. Implement as advertised (recommended option)
2. Take no further action
3. Uphold the partial objection and implement a lesser restriction of 5m in both directions as requested

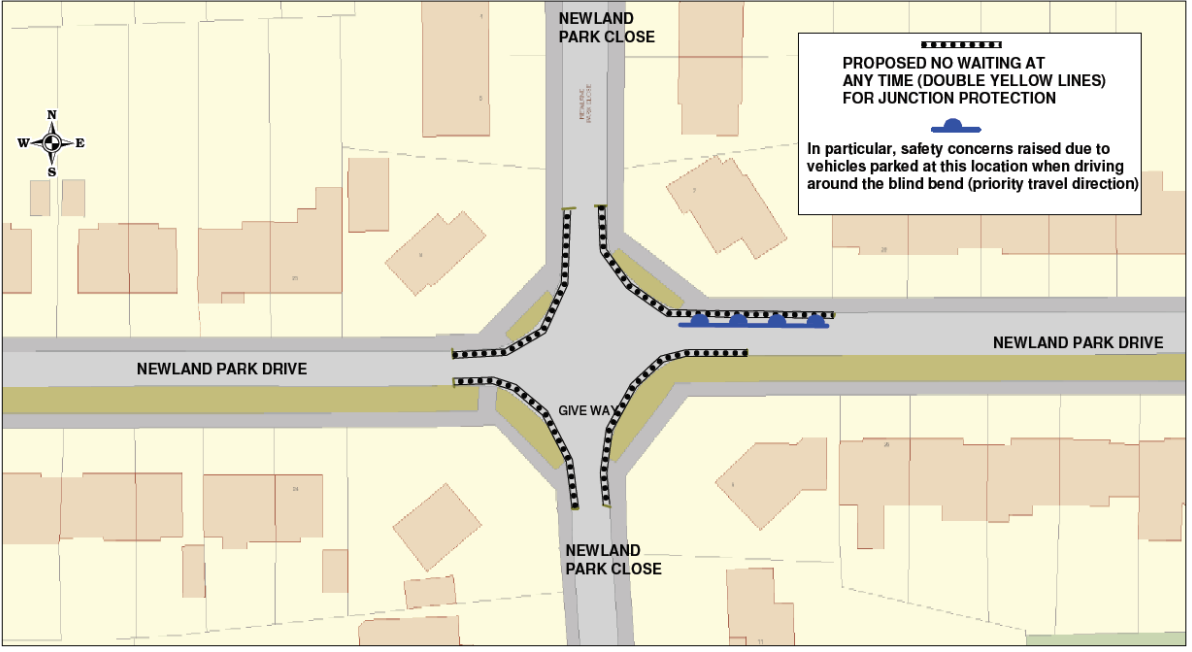
**Ward Councillor Comments:**

Cllr I Cuthbertson/Cllr A Hollyer/Cllr E Pearson

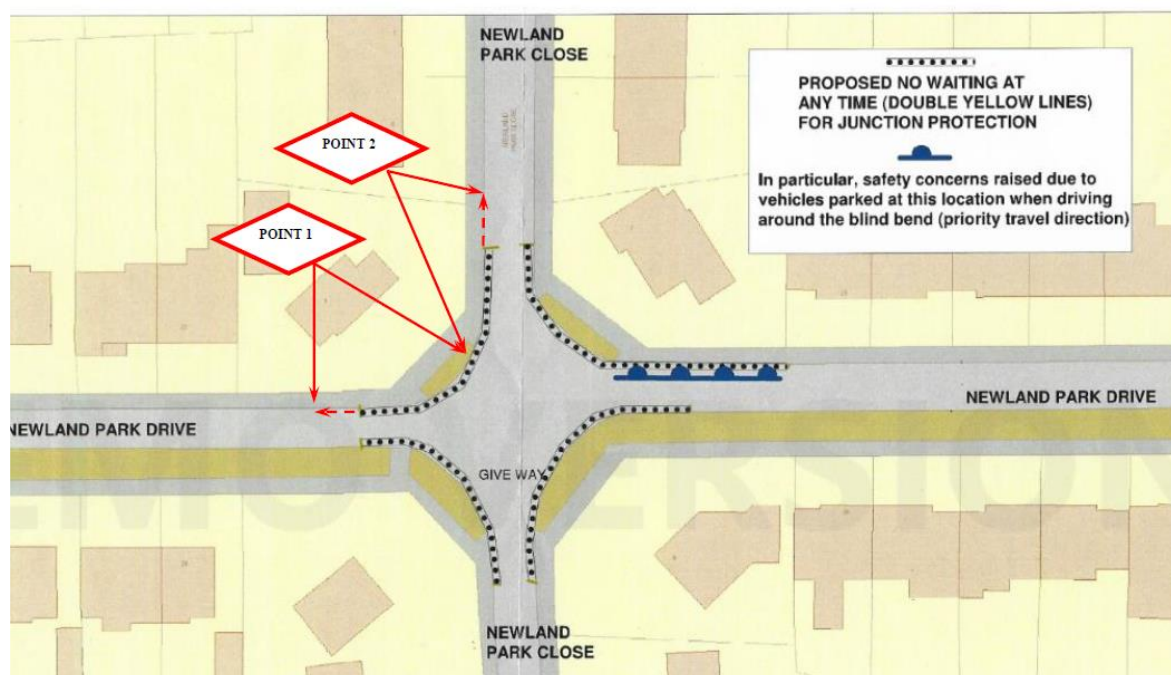
We believe that there is a risk to pedestrians and to other motorists due to restricted visibility arising from vehicles parked immediately adjacent to and on either side of this junction. We agree with the proposed placing of a 'no waiting at any time' restriction covering the lengths of carriageway indicated

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## Annex D      Hull Road Ward

<b>D1</b>	Newland Park Drive/ Newland Park Close (Requested by a resident and Ward Councillors)
<p><b>Nature of problem and plan of Advertised Proposal</b></p> <p>This area is subject to heavy parking during University terms. The junction has very little or no visibility. Cars park very close to the junction area, causing others to negotiate the junction on the wrong side of the carriageway.</p> <p>The restrictions on all junctions are more than the “standard” 10m, being either 12m or 15m from the junction area, and 25m on the north eastern side of the junction on Newland Park Drive.</p> 	
<p><b>Representations Received</b></p> <p>We have received one objection on the grounds the proposal for restrictions does not go far enough.</p> <p>On the attached proposals map which I have indicated as <b>POINT 1</b> it shows double yellow lines on the Northern side of Newland Park Drive going East to the kerbline with Newland Park Close but there is no mention of this part of the Highway on the written proposals in the “Newland Park Drive, on its: (i) north side” section ? This is an dangerous part of the junction where motorists park their cars on the footpath forcing vehicles and pedestrians out in into the middle of the road and there have been numerous incidents with cars coming up Newland Park Close and turning into Newland Park Drive at speed. Would it be possible to extend the double yellow lines further along Newland Park Drive as shown to prevent this happening ?</p>	

Also on the proposals map which I have indicated as **POINT 2** it shows double yellow lines on the West side of Newland Park Close going 15m North to the kerbline with Newland Park Drive. This is another dangerous part of the junction where again motorists park their cars on the footpath forcing vehicles and pedestrians out in into the middle of the road and there have been numerous incidents with cars coming along Newland Park Drive and turning into Newland Park Close at speed. Would it be possible to extend the double yellow lines further along Newland Park Close to the boundary line of No6 Newland Park Close prevent this happening ?



### Officer analysis and Recommendation

The resident is mistaken regarding the published proposals; the written notice of proposals refers to the full proposal as shown on the advertised plan. The alleged missing section was published as follows.

*“north side, between the projected property boundary line of No. 25 Newland Park Drive and a point 15 metres west of the projected western kerbline of Newland Park Close”*

We are unable to extend the restrictions from this proposal. To extend the proposals would require re-advertising which would delay implementation.

**Officer Recommendation** – Implementation as advertised and monitor. Any further restrictions required to be referred to the 2019 review



## Options

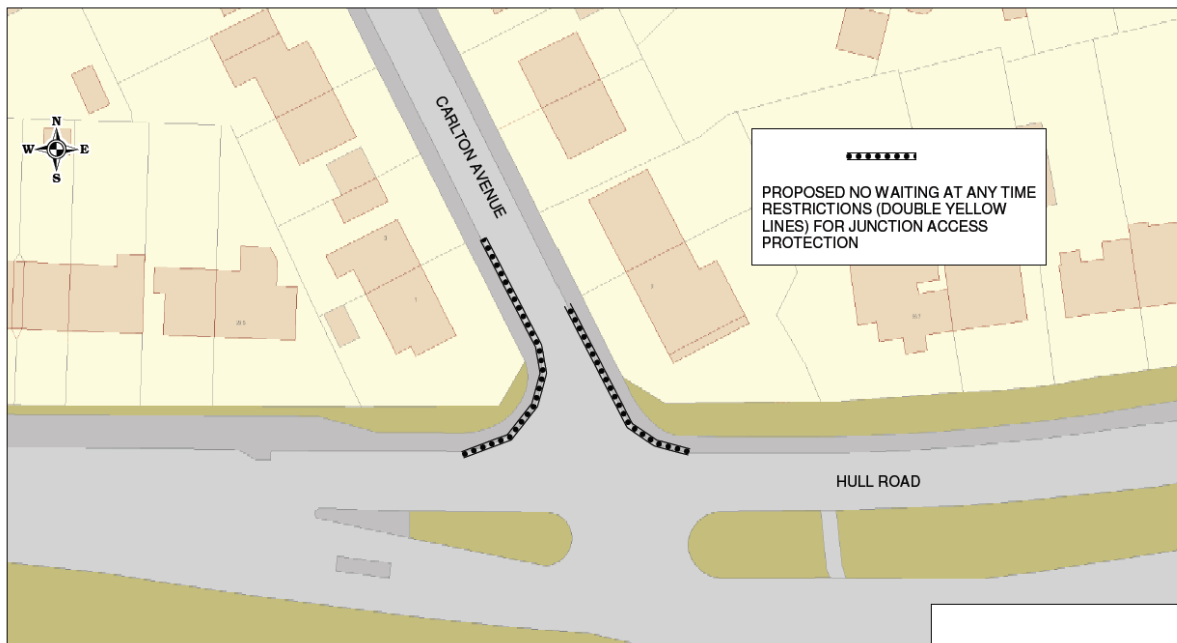
1. Over-rule the objection and Implement as advertised and continue to monitor (Recommended Option)
2. Uphold the objection and re-advertise the proposal to include the additional lengths requested

## D2

Carlton Avenue/Hull Road junction  
(Requested by a resident)

## Nature of problem and plan of Advertised Proposal

Resident reported parking on Carlton Avenue close to the junction with Hull Road creating safety issues when you turn into the road. Allegedly there were a lot of near misses. Requested waiting restrictions to ensure the street is free from parking to enable better access and egress.



## Representations Received

We received one objection to the proposal.

I am the house owner of 1 Carlton Avenue.

We plan to move our parking space in near future within the indicated red area in the appended picture below. Currently the house parking space is located facing to Hull road. We have felt unsafe to park/drive away at/from there. In particular, note that a lot of school children from/to AHS pass by and many cyclist run the cycle road very fast, along the Hull road.



My concern is whether our future plan to make the parking space in the red area would be affected by the proposed change. If it would, we would like to find an alternative proposal, such that the double yellow line does not stretch in front of the red area.

### **Officer analysis and Recommendation**

We replied to the house owner that we believed the proposal may be beneficial in that it would prevent parking in front of the proposed new dropped kerb area and assure access to it. The objection was not withdrawn. Currently, the private parking amenity is accessed from Hull Road.

The proposal extends on the west side of the carriageway to the northern property boundary of 1 Carlton Avenue (approx. 25m) and the northern property boundary of 2 Carlton Avenue (approx. 20m). As you turn in from Hull Road, parked vehicles are not visible until the straight section which starts approximately 15m away from the junction when turning into Carlton Avenue from the West. The proposal allows the driver to observe the parked vehicles at a safe distance to stop to allow exiting vehicles to pass. We do not consider the proposal to be excessive and the officer recommendation is to implement as advertised. A shorter length would not be of benefit because it would not clear the bend turning into the street from the west.

### **Options**

1. Over-rule the objection and implement as advertised (Recommended Option)
2. Uphold the objection and take no further action at this time
3. Place a lesser restriction than advertised

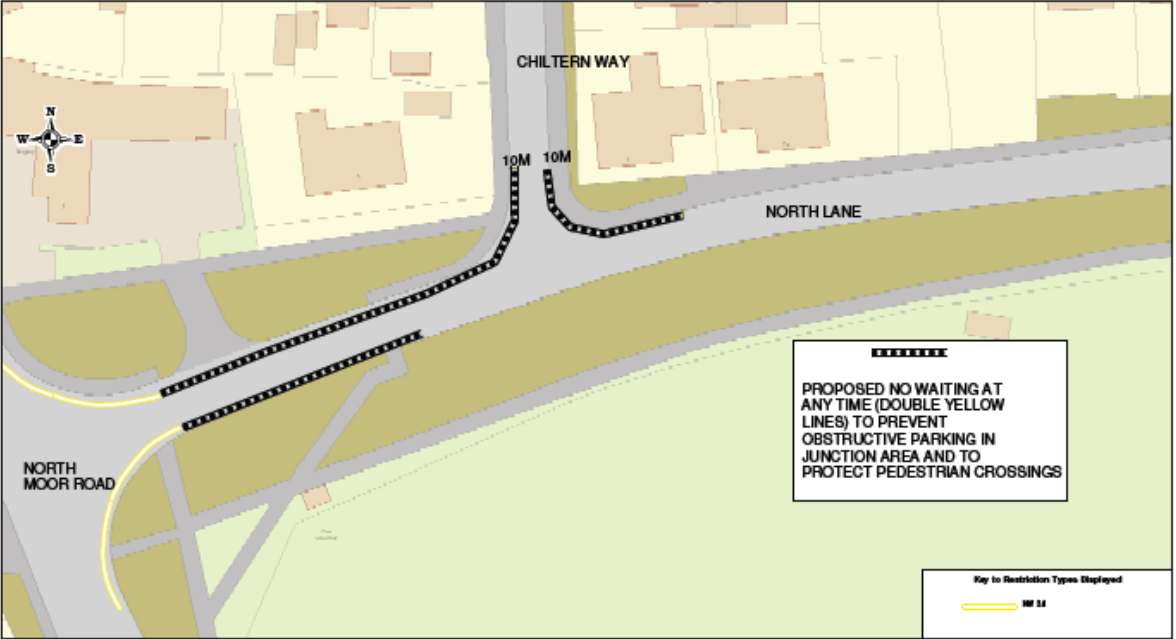
### **Ward Councillor Comments:**

Cllr M Pavlovic – No comments received

Cllr A Musson – No comments received

Cllr G Norman – No comments received

## Annex E      Huntington Ward

<b>E1</b>	Chiltern Way/North Lane Junction areas (Requested by Ward Councillor on behalf of a resident)
<p><b>Nature of problem and plan of Advertised Proposal</b></p> <p>We have received complaints about parking at this location previously. We are given to understand the parking is related to the adjacent doctor's surgery and there are nearby related business outlets including a fish &amp; chip take away, village stores and pharmacy. There are several pedestrian crossing areas to be protected for sight lines as well as the junction of Chiltern Way.</p>  <p>The map shows the junction of Chiltern Way and North Lane. A proposed double yellow line is shown along Chiltern Way, with a 10M restriction zone. North Lane runs horizontally across the middle. North Moor Road branches off to the south from Chiltern Way. A compass rose is in the top left. A text box on the right states: 'PROPOSED NO WAITING AT ANY TIME (DOUBLE YELLOW LINES) TO PREVENT OBSTRUCTIVE PARKING IN JUNCTION AREA AND TO PROTECT PEDESTRIAN CROSSINGS'. A key in the bottom right indicates 'Key to Restriction Types Employed' with a yellow line for 'NO 11'.</p> <p><b>Representations Received</b></p> <p>We have received one objection to the proposal: I would like to object to the proposal of double yellow lines on Chiltern way, North lane junction.</p> <p>As my parents bungalow is on the corner of North lane, anybody visiting, including carers, 4 times a day, have to park outside their property, at the side of their house, which is the junction of North lane, Chiltern way. It is impossible to park at the front of their house, as people visiting the surgery park there.</p> <p>Also, if my parents have to travel by car to appointments etc., we need a vehicle as close to the property as possible, as they have mobility issues, my father especially, as he has to use a wheelchair.</p> <p>We do have a drive, for 1 car, but usually there is more than one car visiting, carers, family, people working at the property, district nurse etc. Looking at the proposal, it looks like all visiting, carers etc. are going to have to park quite a distance away</p>	

**Officer analysis**

The proposed restriction into Chiltern Way is of a standard length of 10m.

The restriction may aid family and carers for picking up and dropping off the disabled residents. Vehicles are allowed to wait on double yellow lines for loading/unloading and this includes passengers as well as goods. The restriction may remove a lot of the parked cars in this area and allow them to get closer to the property for this purpose.

The restriction will not prevent customers, residents and patients from parking if they are in possession of a blue badge as they can wait on the yellow lines for up to 3 hours.

Officer recommendation – Implement as advertise

**Options**

1. Over-rule the objection and Implement as advertised  
(Recommended Option)
2. Uphold the objection and place a lesser restriction by shortening or removing the proposed restriction on the west side of the carriageway on Chiltern Way

**E2**Cleveland Way  
(Requested by a resident)**Nature of problem**

Complaint received about parking, including obstructing the footway around the junction with Pennine Close and in front of Cleveland Terrace and Cleveland View.

**Representations Received**

We have received one partial objection to the proposal:

After looking over your plans for introducing restricted yellow lines, I have noticed that you plan to take them right across the front of my property (no.2).

I feel that this would be totally unfair, as I have deliveries and at times need myself to park there for a few minutes at a time. Would it not be better to just leave at least space for one car to park for a temporary period?

Please could you reconsider this small point for me, as if not it would definitely have an impact on my rights of entry to my property.

**Officer analysis and Recommendation**

2 Cleveland Way has vehicle access and off street parking on the side elevation on Pennine Close. The proposed restriction (extending 10m into Pennine Close) still allows approximately 40m of unrestricted parking on the side elevation of this property.

Delivery vehicles are able to wait on double yellow lines for the purpose of loading/unloading. The residents can also wait on the double yellow lines for this purpose and this includes dropping off and picking up

passengers.  
Consequently, officer recommendation is to implement as advertised.

**Options**

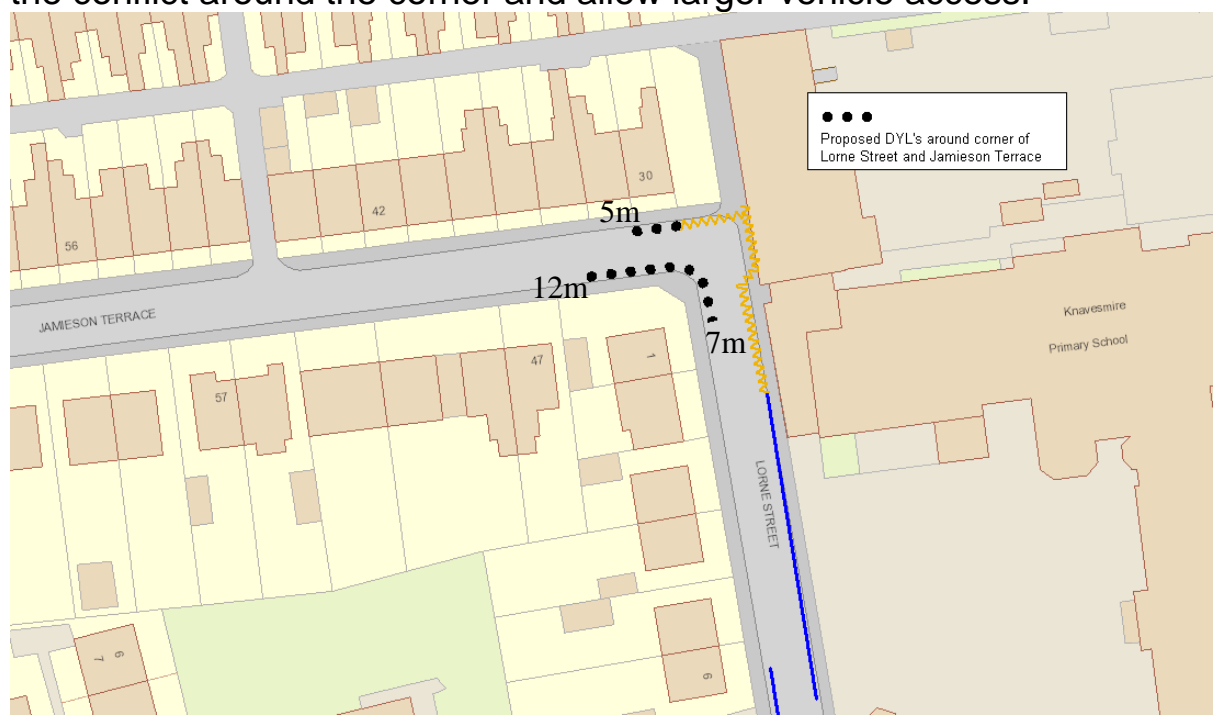
1. Over-rule the objection and implement as advertised  
(Recommended Option)
2. Place a lesser restriction than advertised by removing the proposed restrictions at the front elevation of 2 Cleveland Way.

**Ward Councillor Comments:**

Cleveland Way - "We have spoken to the resident who expressed concerns and re-assured her about delivery vehicles. As this resident helps the parking situation in the area by parking her car on her property it would be good if she was advised of the action she should take if this access is blocked."

Cllr Keith Orrell, Cllr Carol Runciman and Cllr Chris Cullwick

## Annex F      Micklegate Ward

<b>F1</b>	<b>Location</b> Lorne Street/Jamieson Terrace junction/bend (Requested by a resident )
<p><b>Nature of problem and plan of Advertised Proposal</b></p> <p>When vehicles are stationery on Jamieson Terrace the turning area is too tight for a vehicle to advance from Lorne St to Jamieson terrace. Additionally the parked cars force vehicles to travel around the bend (junction) on the wrong side or middle of the carriageway without sight of other vehicles approaching. A minimum length was proposed to reduce the conflict around the corner and allow larger vehicle access.</p> 	
<p><b>Representations Received</b></p> <p>We received 4 representations to the proposal. Comments received included:</p> <ul style="list-style-type: none"> <li>• Why does the proposed restriction have to be 7m into Lorne Street, would 3m not suffice</li> <li>• Can the restriction be extended to cover the vehicle access to 1 Lorne Street from Jamieson Terrace</li> <li>• Would seasonal parking be an option – e.g. Monday to Friday during day time hours</li> <li>• Proposal will have little effect on access and passage on these road</li> <li>• Proposal is likely to induce abuse of restrictions for short and longer periods of time</li> <li>• This cannot be described as a junction, it is a connection</li> </ul>	

- Bend already protected for access by school zig-zag markings
- Parking required in this area for residents, parents/carers and business users for the school
- Access required for emergency vehicles and the straight sections on the streets can present obstruction issues, not just the corner
- Not witnessed issues with delivery vehicles or refuse wagons negotiating the corner
- No overall long term justification for these proposals
- The proposal will only displace parking onto the zig-zag markings outside the times of operation and move the problem not solve it
- It is already a struggle to park on both these streets and this proposal will exacerbate this

### **Officer analysis and Recommendation**

There have been some valid points made within the consultation period. This area is under heavy pressure for parking amenity with conflicting short term and long term needs.

Parking is likely to displace onto the zig-zag area outside the hours of operation, which may cause similar obstruction issues on evenings and weekends. However, this is at a time when access for refuse and delivery vehicles is not commonly needed. Because of this we are recommending implementation as advertised.

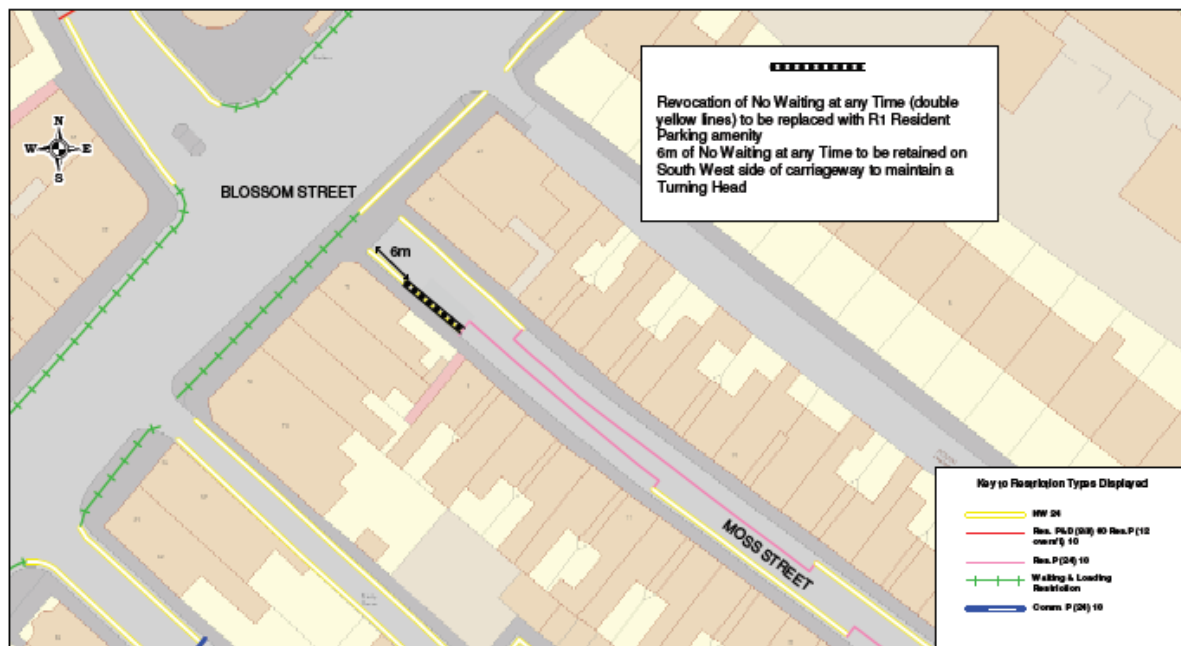
### **Options**

1. Over-rule the objections and implement as advertise  
(Recommended option)
2. Uphold the objections and take no further action at this time
3. Place a lesser restriction than advertised.



**F2****Location** Moss Street (R1, Resident Parking)  
(Requested by one resident)**Nature of problem and plan of Advertised Proposal**

As for many of our Resident Parking zones we continue to receive complaints about lack of space and requests for additional space to be identified and implemented. This is not usually achievable. The length of double yellow lines at the Blossom Street end of Moss Street is excessive and the proposal aimed to reduce the length on one side and replace with parked vehicles whilst still allowing sufficient length for vehicles to turn at the end.

**Representations Received**

We have received one objection to the proposal:

I firmly believe that reducing the double yellow area will simply result in more difficulty for drivers to turn around at the end of the street, increasing the number of times that cars are damaged

I would suggest that if the existing order were actually enforced there wouldn't be any need to change the parking provision. Residents would be able to park if people without permits we're deterred from stopping outside our homes and on the double yellow lines while visiting (and quite regularly consuming and dropping litter from) the take away outlets on Blossom Street.

**Officer analysis and Recommendation**

The proposal still allows a 6m length on the west carriageway and 19.5m on the east enable vehicles to turn.

Currently the double yellow lines on the west side of the carriageway are longer than recorded in the traffic regulation order – they should be 10m in length, but appear to be around 15m in length. We could achieve one extra vehicle space by changing the existing length to that recorded in the Traffic Regulation Order.

Because the length of restrictions is approximately 5m longer than it was originally intended does make the turning area excessive. If we reduce the existing length of double yellow lines, we will achieve one extra space whilst meeting some concerns of the resident objecting by allowing additional space in the turning area to reduce the risk of damage to parked vehicles.

Consequently we recommend reinstating the length of bay and waiting restrictions as existing already in the Traffic Regulation Order.

**Options:**

1. Over-ruling the objection and implementing as advertised
2. Up-hold the objection and take no further action
3. Place a lesser restriction than advertised and implement the restrictions as already recorded within the Traffic Regulation Order (Recommended Option)

**F3****Location** Victor Street, Rectory Court Access issues  
(Requested by one resident)**Nature of problem and plan of Advertised Proposal**

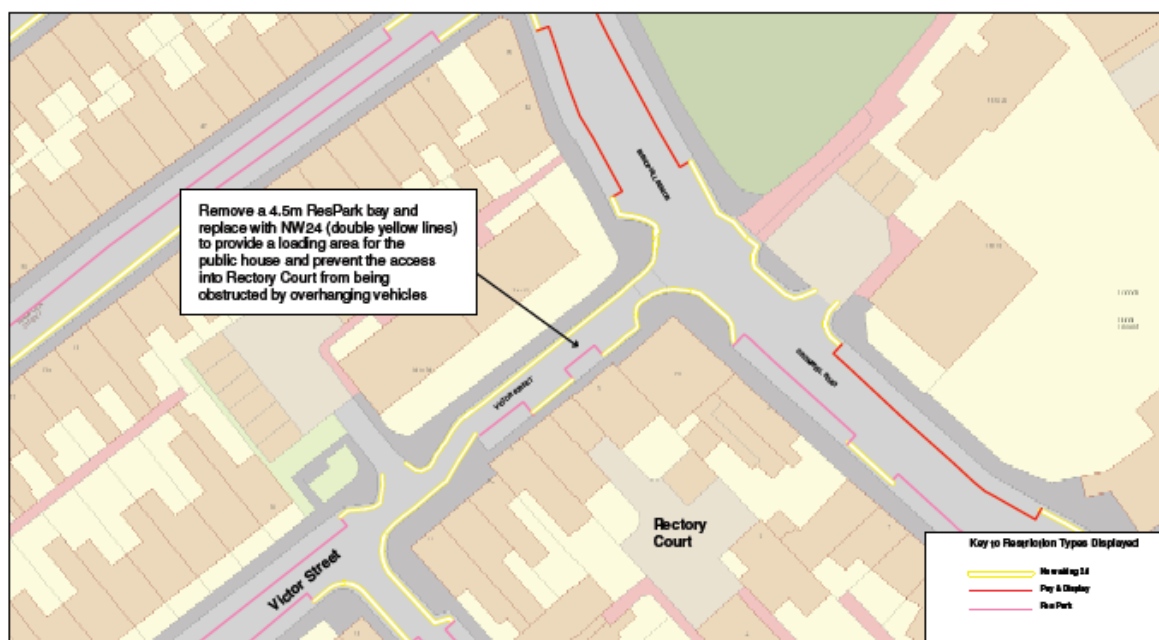
In 2018 we reinstated some waiting restrictions within a parking lay-by adjacent to the side elevation of Golden Ball Public House in line with restrictions already recorded within the Traffic Regulation Order. We received the following response at that time:

*Keeping a parking space outside No 3 Victor Street will not allow any vehicle to deliver to the Golden Ball delivery hatch. This length must also be double yellow lines, or there will be no improvement whatsoever.*

*Access by car, in and out of Rectory Court is now very difficult. Often, cars or vans in the adjacent spaces restrict the very narrow entrance through The Old Rectory.*

*Are you aware that Rectory Court accommodates cars for 6 houses plus a space allocated for visitors?*

Consequently, we advertised the following proposal to achieve a better loading area for deliveries and to lessen the obstruction issues for access to Rectory Court.

**Representations Received**

We have received three comments in objection to this proposal.

Comments received included:

- The Golden Ball Cooperative pub has confirmed that no further restrictions are necessary to allow delivery to the pub hatch on

Victor Street and the restrictions are not necessary for this purpose

- Deliveries are no longer undertaken by large wagons
- Losing a parking bay appears to be rash considering the pressure for parking space in this area
- Getting rid of on street parking for residents of the terraced areas to make it slightly easier for people with private parking inside the courtyard is ridiculous and causes bad feeling amongst the community.
- I rely on on-street parking for health visitors, nurses and prescription deliveries and consequently do not support a reduction of spaces provided
- There are 6 properties on the south east side of Victor Street along with 12 flats immediately opposite the proposed reduction of parking amenity
- I have access to a vehicle space in Rectory Court, in the 18 years I have lived here I have never had a problem.

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

It would appear from comments received and confirmed by the member of public who runs the Golden Ball Public House that the existing restrictions are adequate for deliveries to the pub hatch on Victor Street. In addition a resident who has a parking space on Rectory Court has confirmed they do not have an access issue. Consequently the alleged obstruction of access is unlikely to be a long term issue. Consequently, we recommend taking no further action.

#### **Options**

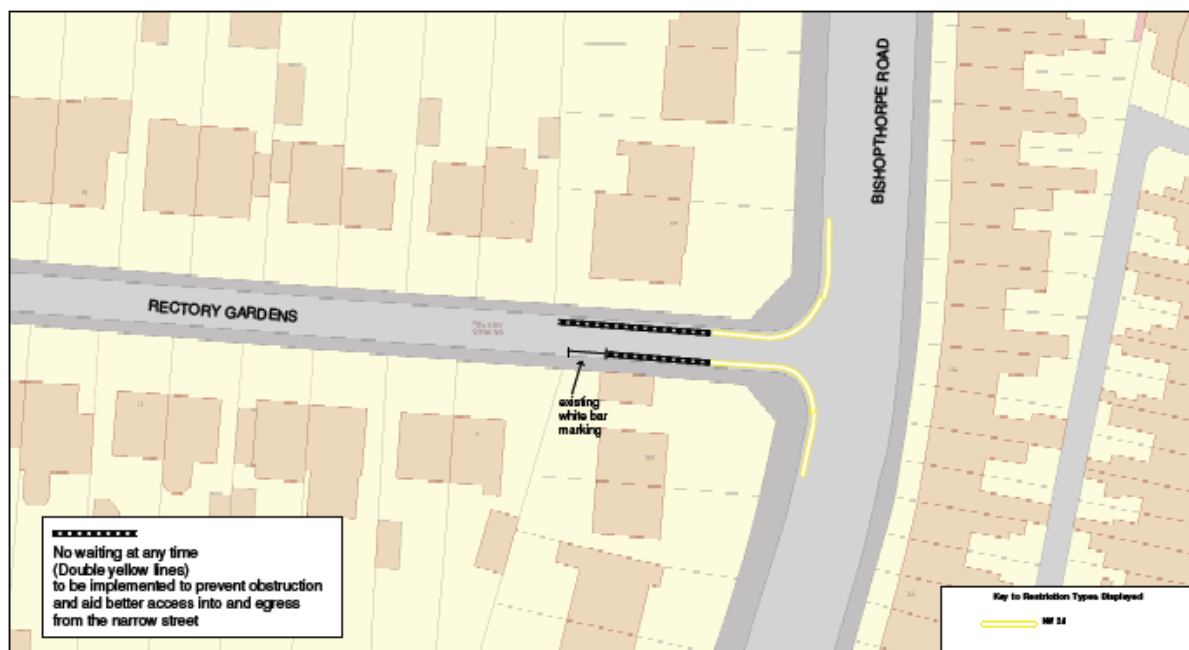
1. Over-rule the objections and implement as advertised
2. Uphold the objections and take no further action (Recommended Option)

**F4****Location** Rectory Gardens (access issues)  
(Requested by three residents)**Nature of problem and plan of Advertised Proposal**

The entrance to Rectory Gardens from Bishopthorpe Road is narrow. The area is subject to quite a high level of non-resident parking and the area is on the waiting list for consideration of Resident Parking.

We have received complaints about vehicles parking close to the junction to allow safe access and egress. Because of the narrow street vehicles park mostly on the footway causing pedestrian obstruction. A residents parking scheme, if implemented may remove some of the problems reported by residents. As a Resident Parking scheme may be some months away, we considered an extension of restrictions at the junction was warranted to ensure a safe entry and exit and keep the footways clear for pedestrians closer to Bishopthorpe Road where pedestrians walking on the carriageway around parked vehicles are more at risk from turning vehicles.

One Bishopthorpe Road resident consistently has issues with vehicles parking on the footway obstructing side gate access (see picture) and the restrictions will prevent this from occurring.



**Representations Received**

We have received three representations in objection to the proposals. Comments include:

- I want parking to remain in front of my house (5 Rectory Gardens)
- The proposal will only result in vehicles displacing to the rest of the street making situation worse – it does not solve the access problem, in fact it makes it worse
- Please explain why permit parking is not being introduced which would solve the problem – this should be considered as a priority
- Cars will still double park on either side of the street causing access problems for larger vehicles (refuse wagons)
- The problem will be worse because there will be the same number of cars trying to park in less available space
- Main issue is commuter parking from shops along Bishopthorpe Road

**Officer analysis and Recommendation**

Rectory Gardens is not a suitable residential street for commuter parking, the carriageway is narrow and because of this parking obstructs the footway.

Rectory Gardens is on the waiting list to be consulted for resident parking. We are unable to guarantee this will be implemented in the future depending on the results of that consultation. It will be many months before this process begins and another 9-12 months to implementation.

Consequently we are recommending the restrictions are implemented as advertised to achieve better access, egress and footway clearance close to the junction area.

**Options**

1. Over-rule the objections and implement as advertise (recommended option)
2. Uphold the objections and take no further action at this time
3. Implement a lesser restriction and remove the proposed restriction from the southern half of the carriageway or implement a shorter length. (Because of the obstruction of the gated pedestrian access from the footway on the north side of the carriageway we recommend this part of the proposal is implemented as advertised)

**Ward Councillor Comments:**

**Cllr J Crawshaw** – No comments received

**Cllr R Baker** – No comments received

**Cllr P Kilbane** – No comments received

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## Annex G Rural West Ward

### G1

Allerton Drive

(Requested by a resident with Parish Council consultation)

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

This is a busy row of business and retail outlets, including the Post Office, butchers, newsagents etc. There is an off street parking amenity outside the stores. Vehicles are also parking on the carriageway opposite the parking amenity creating difficulty for vehicles reversing from the legitimate parking area as well as for resident access to their driveways – especially for children who cannot see to cross the road. The parked cars are parking partially on the verge causing damage. Driveways constantly blocked by delivery vehicles and customers. Following discussions with the Parish Council we proposed a single yellow line to extend to the northern boundary of 15 Allerton Drive to cover the

business outlets, private driveways and the junction with Montague Walk.

Restriction to be operational from 8am to 6pm, 7 days a week.



### **Representations Received**

We have received one representation in partial objection:

We live at number 15 Allerton Drive in Poppleton and your proposed parking restrictions stretches across our property and drive. Although we appreciate the need for some intervention across from the shops we don't understand or agree why they are needed across the front of our property as we have never had any issues.

This proposal will effect friends and family visiting ourselves as there is no appropriate areas to park on our street further along due to parking access to the shops and in the other direction the physical width of the road.

As I mentioned earlier I do understand the need for restrictions directly across from the shops, but must object to the restrictions progressing past our property.

Could you please revisit your proposal with the restriction limited to the area directly opposite the shops to meet the needs of the residents and households who instigated the restrictions and not extend it past our property when we do not understand the need to do this and nor agree with the reasons for doing this.

### **Officer analysis**

This is a busy section of road because of the retail outlets. The proposal was made following discussions between the Parish Council and the Principal Traffic Engineer and designed to remove obstructive parking for vehicle access and egress to the parking spaces and within the junction area.

If we shorten the length of restriction in response to the objection, vehicles will park opposite the junction area and create similar issues of obstruction and safety. Consequently we recommend the proposal is implemented as advertised.

### **Options**

1. Over-rule the objection and implement as advertised (Recommended Option)
2. Uphold the objection and place a lesser restriction than advertised to end at the southern boundary of 15 Allerton Drive.

**Ward Councillor Comments:**

**Councillor A Hook:**

I am happy with the proposal as it stands. It is unsafe for vehicles to be parked close to any junction, so the extension of the yellow line to prevent parking opposite the junction with Montague Walk is sensible.

Councillor J Barker – no comments received

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

**24 October 2019**

Report of the Assistant Director of Transport, Highways and Environment

**Residents Parking Consultations:**

**Summary**

1. To report the consultation results for two separate areas undertaken between January and March 2019 and to determine what action is appropriate.

**Recommendation**

2. It is recommended that we advertise an amendment to the York Parking, Stopping and Waiting Traffic Regulation Order to introduce Residents' Priority Parking Areas for the following:
  - Clifton Dale - Option 1
  - Pasture Farm Close – Option 1

Reason: To progress the majority views of the residents consulted.

**Background**

3. Petitions have formerly been received from the above areas. Both petitions have been reported to the Executive Member for Planning and Transport at a public decision session, Clifton Dale was reported on 13th July 2017 and Pasture Farm Close was reported on 19th October 2017. The Executive Member requested we undertake formal consultations in both areas to ascertain the level of support. Both of these reports and decision notices are available to view on the website.

**Clifton Dale:**

4. The petition from Clifton Dale requesting Residents' Priority Parking contained 21 signatures; this included two properties on Clifton Green. 17 of these expressed an interest in favour of residents parking or unsure until viewed the proposals.

5. Given properties on Clifton Green have expressed an interest in being part of the scheme and currently park on Clifton Dale due to the existing on street restrictions and the majority of these properties not having any off street parking amenity, it would seem acceptable to include the stretch of residential properties located west of Clifton Dale within the new proposed boundary. The proposal will also provide an additional parking bay within part of Clifton Green which is currently restricted to No Waiting 8am to 6pm. A copy of the proposed plan is included as Annex A3.
6. We consulted with all properties within the proposed boundary at the end of January 2019. A copy of the consultation documents is included as Annex A1.
7. Concerns have been raised regarding the 10minute wait for non-permit holders which would be permitted on Clifton Dale, however if this limit was increased we would have to revert to an old style scheme design which would then need to be implemented with separate bays and signs, this would reduce the amount of on street parking available for residents and significantly increase the required amount of poles and signs adding to street clutter.

#### **Pasture Farm Close:**

8. The petition requesting Residents' Priority Parking contained signatures from all properties in Pasture Farm Close and the Fulford Main Street properties with vehicle access leading from Pasture Farm Close, a total of 13 properties.
9. We consulted with the properties at the end of January 2019. A copy of the consultation documentation is included as Annex B1.
10. Pasture Farm Close is a small cul-de-sac leading from Fulford Main Street. The petition leader requested an extension of waiting restrictions on the north east of the carriageway. This was included within the consultation documentation (Annex B1)

### **Options for Consideration**

#### **Clifton Dale**

#### **Summary of Results of the Consultation for Clifton Dale: full details are given at Annex A2**

We consulted with 29 properties within the proposed boundary area and 24 properties responded (83%).

Of these:

18 (75%) supported the introduction of a Resident Parking Scheme and 6 (25%) did not support the introduction of a Resident Parking Scheme  
Of these:

16 (67%) favoured a 24hour 7 days a week scheme, 4 (17%) preferred a 9am-5pm Monday to Friday restriction, 2 properties suggested that short time restrictions should be implemented to deter morning commuters and 1 residency requested for households to be consulted again if approved.

### **Option 1**

11. Advertise an amendment to the Traffic Regulation Order to include a Residents' Priority Parking Area for Clifton Dale to operate 24 hours, 7 days a week, including a separate 24hour ResPark bay on Clifton Green with a 60 minute wait for non-permit holders. To accommodate the extra bay it is also recommended to include an amendment to the existing limited waiting restrictions (no waiting 8am-6pm) on the remainder of Clifton Green to become no waiting at any time restrictions (double yellow lines) as shown on the enclosed plan (Annex A3).
12. This is the recommended option because it reflects the majority opinion and will provided short term parking amenity for the local area and businesses.

### **Option 2**

13. Advertise an amendment to the Traffic Regulation Order to include a Residents' Priority Parking Area for Clifton Dale to operate 24 hours, 7 days a week, including a separate 24hour ResPark bay on Clifton Green with a 10 minute wait for non-permit holders.
14. This is not the recommended action as this does not take in to consideration the community as a whole and could discourage use of the existing nearby businesses.

### **Option 3**

15. No further action at this time
16. This is not the recommended option because this does not take into consideration the majority of resident's replies or the original petition received.

### **Pasture Farm Close**

**Summary of Results of the Consultation for Pasture Farm Close:  
full details are given at Annex B2**

We consulted with 11 properties on Pasture Farm Close and two properties on Fulford Main Street with vehicle access from the Close. 9 Properties responded (69%), 4 (31%) properties did not reply  
Of these:

7 (78%) supported the introduction of a Resident Parking Scheme  
2 (22%) did not support the introduction of a Resident Parking Scheme

6 households requested a 7 day, 24 hour scheme; 3 households preferred a Mon – Fri 9am to 5pm scheme.

No additional comments were received from residents within the consultation process.

### **Option 1**

17. Advertise an amendment to the Traffic Regulation Order to include a Residents' Priority Parking Area for Pasture Farm Close to operate 24 hours, 7 days a week. To include an extension of no waiting at any time restrictions (double yellow lines) as shown on the enclosed plan (Annex B3)
18. This is the recommended option because it reflects the majority opinion.

### **Option 2**

19. No further action at this time
20. This is not the recommended option because a majority of residents have supported the introduction of Resident Parking on the street.

### **Consultation**

21. The details of the consultation documentation delivered for all areas is included within this report as, Annex A1 & B1.
22. If approval to proceed is granted then the formal legal Traffic Regulation Order consultation is carried out. This includes additional consultation with residents. Notices will be placed on street and in a local newspaper (The Press). All emergency services and haulier associations are notified of the proposals.

### **Council Plan**

23. This report helps ensure the Council achieve its emerging Council Plan current being consulted upon by delivering:-
  - getting around sustainably



- a greener and cleaner city
- creating homes and world-class infrastructure
- an open and effective council

## Implications

23. This report has the following implications:

24. **Financial** – The £5k allocated within the core transport budget will be used to progress the proposed residents parking scheme. The ongoing enforcement and administrative management of the additional residents parking provision can usually be resourced from the income generated by the new measure (see Risk section)
25. **Human Resources (Parking Services, Business Support)** – Resource levels in Civil Enforcement and Business Support is regularly reviewed to consider the ongoing increase in ResPark Schemes. These reviews will also take into account the implementation of new IT systems that increase the efficiency of this work.
26. **One Planet Council/Equalities** – None identified within the consultation process.
27. **Legal** – The proposals require amendments to the York Parking, Stopping and Waiting Traffic Regulation Order 2014:  
  
Road Traffic Regulation Act 1984 & the Local Authorities Traffic Orders (procedure) (England & Wales) Regulations 1996 apply.
28. **Crime and Disorder** – None identified
29. **Information Technology** – None identified
30. **Land** – None identified
31. **Other** – None identified

## Risk Management

32. In compliance with the Council's risk management strategy, the following risks associated with the report have been identified and described in the following points:
33. **Financial** - Because the majority of properties in this zone have off street parking amenity, the level of income from permits is unlikely to be sufficient to cover maintenance, enforcement and administration costs at the time of implementation or in the future.

34. Mitigation: The ResPark schemes as a whole raise sufficient income to enable ongoing costs to be met.

**Contact Details**

**Authors:**

Name: Annemarie Howarth  
Job title: Traffic Projects  
Officer  
Dept: Transport  
Tel: (01904) 551337

**Chief Officer Responsible for the report:**

James Gilchrist  
Assistant Director, Transport, Highways &  
Environment

**Date:** 04.10.19

**Wards Affected: Clifton and Fulford & Heslington All**

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

**Background Papers:** None.

**Annexes:**

**Annex A: Clifton Dale**

- A1 Consultation documentation package including plan
- A2 Consultation results and precis of comments
- A3 Plan of proposed scheme (option 1, recommended)

**Annex B: Pasture Farm Close**

- B1 Consultation documentation package including plan
- B2 Consultation results
- B3 Plan of proposed scheme (option 1, recommended)



To the Residents:

Clifton Dale  
6-14 Clifton Green

Directorate of Place & Economy

West Offices, Station Rise  
York  
YO1 6GA

Tel: 01904 551337  
Email: [highway.regulation@york.gov.uk](mailto:highway.regulation@york.gov.uk)

Date 24<sup>th</sup> January 2019

Dear Resident

**Request for a Residents' Priority Parking Scheme (Respark)**

I am writing to you in response to a petition being received from residents of Clifton Dale asking us to consider introducing a Respark scheme.

The attached plan indicates the extent of the consultation area and the proposed boundary. We are proposing a scheme which would operate on entry zone signage, with the exception of a separately signed bay on Clifton Green which would have a 60 minute wait for non permit holders. This type of scheme proposed on Clifton Dale does not require extensive signing and lining and would allow residents, when displaying the required permit, to park anywhere on Clifton Dale so long as no obstruction to the carriageway or private accesses is being caused. Entry/exit signs would be erected at the entrance to Clifton Dale then small ad hoc repeater signs can be placed on existing poles/lamp columns. A similar scheme can be seen on Abbey Street. To facilitate the bay on Clifton Green double yellow lines (No Waiting at any time) will need to be implemented for the remainder of the carriageway, shown on the second attached plan.

Generally we require a 50% response rate from the consultation. From the returns we require a majority in favour to take this forward and initiate the legal consultation process (when formal objections can be made). Hence, it would be much appreciated if you would take the time to complete the attached questionnaire and return it in the pre-paid envelope provided before Friday 15<sup>th</sup> February 2019.

**Consultation documents**

The following information and documents are enclosed:

1. A plan of the consultation area
2. A plan of the proposed Respark area and proposed double yellow lines
3. How a Resident Parking Scheme Works
4. The cost of permits from April 1<sup>st</sup> 2018
5. Questionnaire (please return)
6. A freepost envelope

We can only accept one completed sheet from each household. **Please complete and return to us in the Freepost envelope provided by Friday 15<sup>th</sup> February 2019**

If you prefer you can email your response to [highway.regulation@york.gov.uk](mailto:highway.regulation@york.gov.uk) Please give the information we have asked for on the questionnaire, including your name and address. Because your preferences will determine whether we take this forward and initiate the legal process to amend the Traffic Regulation Order, it is important you return your questionnaire preferences.

You can add and return any comments you wish to make. For example, we would like to know if any of the following circumstances apply to you:

- You have special needs/circumstances that you believe would be disadvantaged by the introduction of a Respark scheme
- If you rent your property, please write the contact details of the owner (if known) or managing agent on your return. You should still let us know your preferences. We will contact the owner separately.

The results of the consultation will be reported to the Executive Member for Transport and Planning at a Public Decision Session. The Executive Member will decide whether or not to proceed to the legal consultation part of the process, what the times of operation should be and any other changes that may result from this initial consultation. We will contact you with the date of this meeting to give you the opportunity to attend. Residents can also arrange to speak at this meeting if they wish to make representation.

Please contact me if you wish to discuss this further or require any clarification between the hours of 9am – 3.00pm Monday to Friday.

Yours faithfully

*A Howarth*

Annemarie Howarth - Traffic Project Officer



## **A Residents' Priority Parking Scheme: R20 Extension**

In January 2012, the Department for Transport amended Road Traffic Regulations. The amended regulations permit us to reserve a road for permit holders during an indicated period (or 24 hours) where parking bays are not marked. These are suitable for cul-de-sacs or enclosed areas where the witnessed problems associated with inconsiderate parking are due to the level of non-resident parking.

Because of the changes, we can now offer residents a Residents' Priority Parking Scheme (Respark) where the resident has more control. You can park anywhere on street as long as you are not parked on any yellow lines, across a dropped kerb placed for the purpose of vehicle or pedestrian access/crossing or cause an obstruction.

Signs are mounted at the beginning of the restricted area to inform drivers that parking is reserved for permit holders. The scheme can operate full time, or on a part-time basis depending on resident preference. The timing on the shown sign is an example: – please indicate your preferred times of operation on the questionnaire sheet enclosed. Outside any specified times the street would be available for any vehicle to park. A Mon-Fri, 9am to 5pm scheme gives residents and their visitors more flexibility on an evening and weekend. A full time scheme is more beneficial if non-resident parking remains at significant levels during evenings and weekends.



Our Respark schemes cannot guarantee a space will be available. A scheme is introduced to give residents priority over available space within

the boundary of the scheme. In areas of high density housing, pressure for space can still occur.

There would be no parking allowed for any non-permit holders whilst the scheme is in operation. Any visitors to your property would require a visitor permit, even for a short duration (except for those activities that are listed below).

### **Exemptions within the Traffic Regulation Order**

A Resident Parking scheme is a parking restriction; it does not prevent access. Non residents can wait on street in order to undertake one of the following activities.

1. Loading and unloading, including passengers. For example, you would still be able to get goods delivered, move house, or a friend arrive to collect you or drop you off without the need to display a permit. Our Civil Enforcement Team wait for approximately 5 to 10 minutes to ensure no loading activity is occurring before issuing a penalty charge notice to a vehicle which does not display a valid permit.
2. Vehicles displaying a valid disabled permit (blue badge).
3. Vehicles used for medical requirements, or for weddings and funerals.
4. Vehicles which belong to emergency services, statutory bodies or vehicles being used for highway works.

If you are having work done on the house, your builder or other tradesman can use a visitor permit or purchase a "builders permit" from parking services.

### **Enforcement**

If a vehicle parks without a permit, the driver becomes liable for a Penalty Charge, issued by our Civil Enforcement Team.

## RESIDENT'S PRIORITY PARKING AREA



## Annual charges for Household and Visitor Permits from APRIL 2018

<b>HOUSEHOLD PERMIT – Bands are based on CO2 emissions. The CO2 Emission Details for your car are shown on the V5C registration Certificate</b>	<b>Annual Charge</b>	<b>Quarterly Charge</b>
<b>Standard household permit:</b>  CARS IN DVLA VEHICLE BAND D – I (121 to 185 g/km CO2 Emission)  + Vehicles registered before 2001	£99.95	£30.50
<b>Discounted household permit:</b>  CARS 2.7Mtrs or LESS IN LENGTH  LOW EMISSION VEHICLES  DVLA BAND A to C (0 to 120 g/km CO2 Emissions)	£49.98	£15.25
<b>Premium household permit</b>  CARS IN DVLA VEHICLE BAND J – M (186 and above g/km CO2 emission)  + Vehicles more than 5m in length	£136	£41
SECOND PERMIT	£182.50	£57.25
THIRD PERMIT	£370	£100
FOURTH PERMIT	£750	£200

## Additional Information:

- Standard Household Permits are not vehicle specific and can be used on any vehicle as long as that vehicle does not fall into the Premium Household Permit category.
- All other permits are vehicle specific
- There are no discounts available for a Household Permit based on age or income

**Household Authorisation Cards** entitle the holder to obtain Visitors Permits. The cards are issued automatically with a Household Permit but a householder is entitled to a card without exercising an entitlement to a Household Permit.

Household Authorisation Card	when the card is issued at the same time as a Household Permit	Nil
Discount Authorisation Card	See eligibility below*	Nil
Household Authorisation Card without permit	In all other circumstances	£3.10

\*Discount Authorisation cards are free of charge and visitor permits reduced to £1.50 a book if you are:

- over 60 years old
- a blue disabled badge holder
- receive the higher rate of the mobility component of the disability living allowance
- are registered as blind
- in receipt of income support
- in receipt of long-term incapacity benefit
- in receipt of Job Seeker's Allowance
- in receipt of Universal Credit (in some circumstances)

### Visitor Permits

A Visitor Permit entitles the holder to park a vehicle for the day of issue and up to 10am on the next day. Visitor Permits are available upon application to the Parking Services Office. The date of use is displayed on each individual Permit by your visitor before it is placed in the vehicle.

Visitor Permit	when the purchase is supported by a Household Authorisation Card	£6.25 (for 5)
	when the purchase is supported by a Discount Authorisation Card	£1.50 (for 5)

The Permits are supplied in books, each book containing 5 Permits. The maximum annual entitlement is 200 Permits per household.



**Property Permits (commonly known as Builder Permits)**

A tradesman doing building or renovation work can obtain a permit to park on a daily basis or for three months.

Builders/Property Permit	Daily charge	£3.20
	Permit for 3 months	£120

**More information on the type of permits available and how to apply can be obtained from the CYC website: [www.york.gov.uk](http://www.york.gov.uk) or you can contact Parking Services direct at: [parking@york.gov.uk](mailto:parking@york.gov.uk) Tel: 01904 551309**

**Questionnaire Sheet**

Clifton Dale &amp; 6-14 Clifton Green

Residents' Priority Parking Scheme



Please indicate your preferences by ticking the appropriate box:

	YES	NO
Would you support a proposal to introduce a Resident Parking Scheme on your street?		

Please indicate your preferred time of operation, even if you against the scheme:

9am to 5pm, Monday to Friday	
24 hours, 7 days a week	
Other: please state:	

Title: (Mr. Mrs. Miss Ms) -----Initial: -----

Surname: -----

Address: -----

Postcode -----

*Please return in the freepost envelope provided by Friday 15<sup>th</sup> February. We will only accept one completed sheet from each household and your preferences are kept confidential. If you prefer you can email your preferences and comments to [highway.regulation@york.gov.uk](mailto:highway.regulation@york.gov.uk)*

**Please write any further Comments you wish to make overleaf** (or use separate sheet)



 <div>CITY OF <b>YORK</b> COUNCIL</div>	<div>Clifton Dale - Proposed Respark and Double Yellow lines</div>		SCALE	1 : 1000
			DATE	January 2019
			DRAWING No.	
			DRAWN BY	







**Clifton Dale -  
Proposed Residents Parking boundary plan**

SCALE	1 : 1000
DATE	January 2019
DRAWING No.	
DRAWN BY	
+ Crown copyright. All rights reserved Licence No. 2003	



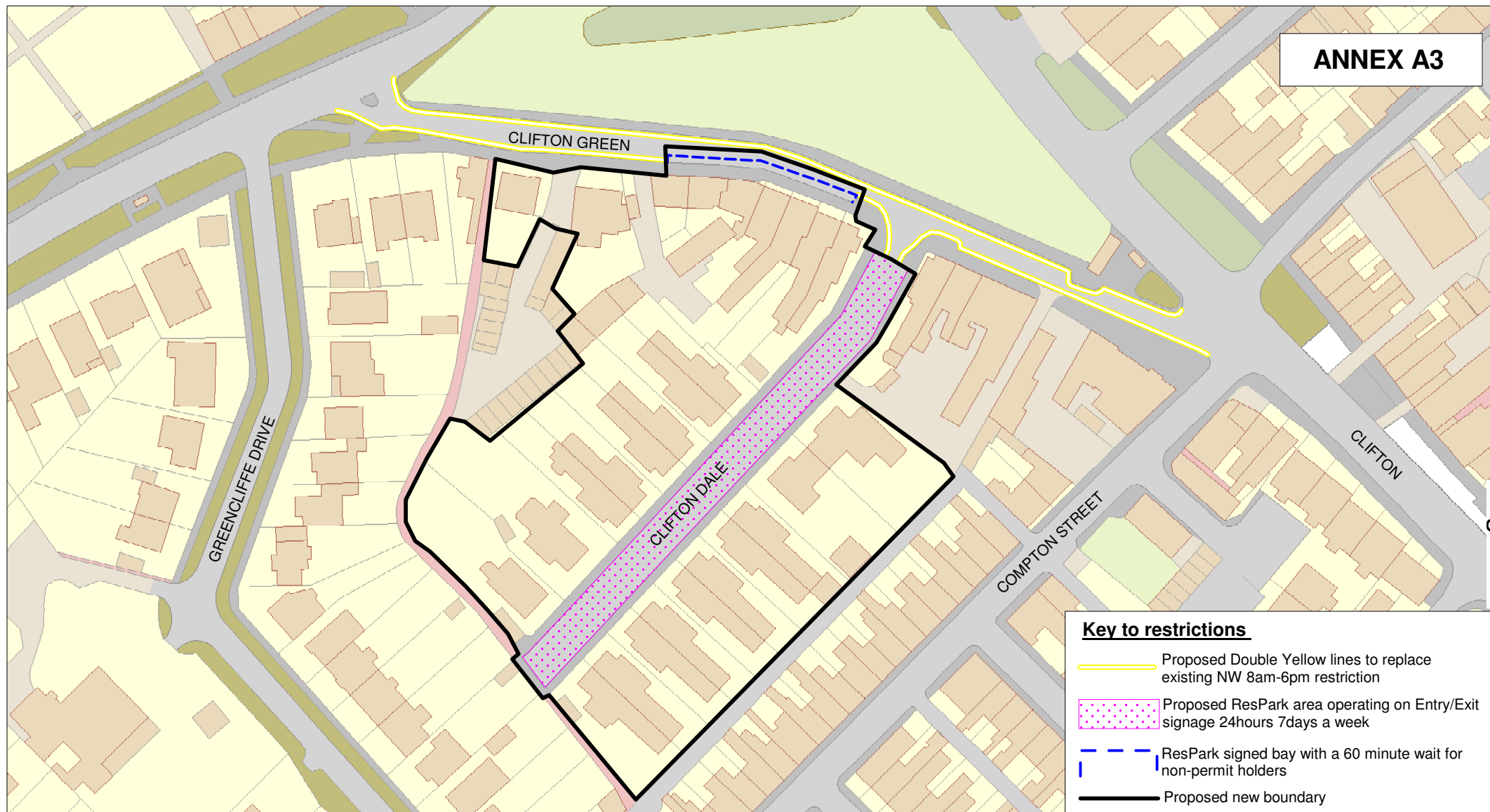
**ANNEX A2****Clifton Dale consultation results**

	Total	returned	Yes	No	9 to 5	Full Time	Other	% return
Clifton Dale	19	17	12	5	2	11	3	89%
Clifton Green	10	7	6	1	2	5	0	70%
<b>Total</b>	<b>29</b>	<b>24</b>	18	6	4	16	3	<b>83%</b>
<div>75%      25%      17%      67%      13%</div>								

<b>Précis of comments received</b>	<b>Officer response</b>
Properties with large off street parking areas should not be included within the scheme	All properties within a proposed boundary are eligible to vote as each property is part of the affected community.
Prohibit parking for short hours 7 days a week to prevent all day parking but then allowing parking for local amenities	Preferred time restrictions noted within the percentage returns
Do not think it is required now but may be in the near future due to the hotel development	Proposed conversion from hotel to 10 residential units is still under consideration through planning
Limited waiting in the street should be limited to part 10 minutes and part 1 hour to allow short term visits to the shops and residents	Clifton Dale is proposed to be a zone which does not have separate bays to enable a longer period for non-permit holders
If the vote is even we are happy to change our vote to be in favour to allow the scheme to be implemented	Noted
Concerned there will not be enough parking when the hotel is converted. Please consider creating bays on Clifton Green in front of the hotel and further along near Water End	Currently the proposals include one bay on Clifton Green for approximately 5 vehicles. Once the development has been decided the frontage could be looked at again
Bay on Clifton Green should not include a 60min period, this would severely impact resident's ability to park. This should be relocated to the first part of Clifton Green.	This area could be looked at again should the scheme be implemented
I have a number of visitors and unsure of the absolute cost to me, The scheme is complicated. Residents with cars should consider utilising their garden space.	Information has been included within the consultation regarding permit costs. This would be circulated again should the scheme go to implementation. Residents can contact officers or visit CYC reception for more specific details for their personal requirements.

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# Clifton Dale - Proposed ResPark scheme and Double Yellow lines

SCALE	1 : 1100
DATE	16/09/2019
DRAWING No.	
DRAWN BY	
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To the Residents:

Pasture Farm Close  
124 & 126 Main Street, Fulford

Directorate of Place & Economy

West Offices, Station Rise  
York  
YO1 6GA

Tel: 01904 551497  
Email: [highway.regulation@york.gov.uk](mailto:highway.regulation@york.gov.uk)

Date 29<sup>th</sup> January 2019

Dear Resident

### **Request for a Residents' Priority Parking Scheme (Respark)**

I am writing to you in response to a petition, received in September 2017, from residents of Pasture Farm Close asking us to introduce a Respark scheme. The request was placed on a waiting list and has now reached the top of the list.

The attached plan indicates the extent of the consultation area and the proposed boundary. We have included properties with vehicle access from Pasture Farm Close – this is standard procedure.

We are proposing a scheme which would operate on entry zone signage. This type of scheme does not require extensive signing and lining and would allow residents, when displaying the required permit, to park anywhere on Pasture Farm Close so long as no obstruction to the carriageway or private accesses is being caused. Entry/exit signs would be erected at the entrance to Pasture Farm Close and smaller repeater signs would be placed on existing lamp columns. A similar scheme can be seen on Maple Grove.

Generally we require a 50% response rate from the consultation. From the returns we require a majority in favour to take this forward and initiate the legal consultation process (when formal objections can be made). Hence, it would be much appreciated if you would take the time to complete the attached questionnaire and return it in the pre-paid envelope provided before Friday 22<sup>nd</sup> February 2019.

## Consultation documents

The following information and documents are enclosed:

1. A plan of the proposed Respark boundary and scheme
2. How a Resident Parking Scheme Works
3. The cost of permits
4. Questionnaire/Freepost Envelope

We can only accept one completed sheet from each household. **Please complete and return to us in the Freepost envelope provided by Friday 22<sup>nd</sup> February 2019**

If you prefer you can email your response to [highway.regulation@york.gov.uk](mailto:highway.regulation@york.gov.uk). Please give the information we have asked for on the questionnaire, including your name and address. Because your preferences will determine whether we take this forward and initiate the legal process to amend the Traffic Regulation Order, it is important you return your questionnaire preferences.

You can add and return any comments you wish to make. For example, we would like to know if any of the following circumstances apply to you:

- You have special needs/circumstances that you believe would be disadvantaged by the introduction of a Respark scheme
- If you rent your property, please write the contact details of the owner (if known) or managing agent on your return. You should still let us know your preferences. We will contact the owner separately.

The results of the consultation will be reported to the Executive Member for Transport and Planning at a Public Decision Session who will decide the way forward on this issue depending on the information returned to us. We will contact you with the date of this meeting to give you the opportunity to attend. Residents can also arrange to speak at this meeting if they wish to make representation.

Please contact me if you wish to discuss this further

Yours faithfully

Sue Gill - Traffic Project Officer



## **A Residents' Priority Parking Scheme: R20 Extension**

In January 2012, the Department for Transport amended Road Traffic Regulations. The amended regulations permit us to reserve a road for permit holders during an indicated period (or 24 hours) where parking bays are not marked. These are suitable for cul-de-sacs or enclosed areas where the witnessed problems associated with inconsiderate parking are due to the level of non-resident parking.

Because of the changes, we can now offer residents a Residents' Priority Parking Scheme (Respark) where the resident has more control. You can park anywhere on street as long as you are not parked on any yellow lines, across a dropped kerb placed for the purpose of vehicle or pedestrian access/crossing or cause an obstruction.

Signs are mounted at the beginning of the restricted area to inform drivers that parking is reserved for permit holders. The scheme can operate full time, or on a part-time basis depending on resident preference. The timing on the shown sign is an example: – please indicate your preferred times of operation on the questionnaire sheet enclosed. Outside any specified times the street would be available for any vehicle to park. A Mon-Fri, 9am to 5pm scheme gives residents and their visitors more flexibility on an evening and weekend. A full time scheme is more beneficial if non-resident parking remains at significant levels during evenings and weekends.



Our Respark schemes cannot guarantee a space will be available. A scheme is introduced to give residents priority over available space within the boundary of the scheme. In areas of high density housing, pressure for space can still occur.

There would be no parking allowed for any non-permit holders whilst the scheme is in operation. Any visitors to your property would require a visitor

permit, even for a short duration (except for those activities that are listed below).

### **Exemptions within the Traffic Regulation Order**

A Resident Parking scheme is a parking restriction; it does not prevent access. Non residents can wait on street in order to undertake one of the following activities.

1. Loading and unloading, including passengers. For example, you would still be able to get goods delivered, move house, or a friend arrive to collect you or drop you off without the need to display a permit. Our Civil Enforcement Team wait for approximately 5 to 10 minutes to ensure no loading activity is occurring before issuing a penalty charge notice to a vehicle which does not display a valid permit.
2. Vehicles displaying a valid disabled permit (blue badge).
3. Vehicles used for medical requirements, or for weddings and funerals.
4. Vehicles which belong to emergency services, statutory bodies or vehicles being used for highway works.

If you are having work done on the house, your builder or other tradesman can use a visitor permit or purchase a "builders permit" from parking services.

### **Enforcement**

If a vehicle parks without a permit, the driver becomes liable for a Penalty Charge, issued by our Civil Enforcement Team.

**RESIDENT'S PRIORITY PARKING AREA****Annual charges for Household and Visitor Permits from APRIL 2018**

<b>HOUSEHOLD PERMIT</b> – Bands are based on CO2 emissions. The CO2 Emission Details for your car are shown on your V5C log book.	<b>Annual Charge</b>	<b>Quarterly Charge</b>
<b>Standard household permit: First Permit Issued</b> CARS IN DVLA VEHICLE BAND D – I (121 to 185 g/km CO2 Emission) + Vehicles registered before 2001	£99.95	£30.50
<b>Discounted household permit: First Permit Issued</b> LOW EMISSION VEHICLES DVLA BAND A to C (0 to 120 g/km CO2 Emissions) + Cars 2.7m or less in length	£49.98	£15.25
<b>Premium household permit: First Permit Issued</b> CARS IN DVLA VEHICLE BAND J – M (186 and above g/km CO2 emission) + Vehicles more than 5m in length	£136	£41
SECOND PERMIT (can be used on any vehicle)	£182.50	£57.25
THIRD PERMIT (can be used on any vehicle)	£370	£100
FOURTH PERMIT (can be used on any vehicle)	£750	£200

**Additional Information:**

- Your First Standard Household Permit is not vehicle specific and can be used on any vehicle as long as that vehicle does not fall into the Premium Household Permit category.
- All other permits are vehicle specific.
- No permits are available for any vehicle which is designed or adapted to carry more than 7 passengers or the unladen weight of the vehicle exceeds 3050 Kilograms.
- There are no discounts available for any Household Permit based on age or income.

**Household Authorisation Cards** entitle the holder to obtain Visitors Permits. The cards are issued automatically with a Household Permit or you can purchase an authorisation card separately.

Household Authorisation Card	when the Card is issued at the same time as a Household Permit	Nil
------------------------------	--	-----

Discount Authorisation Card	See eligibility below*	Nil
Household Authorisation Card without permit	In all other circumstances	£3.10

\*Discount Authorisation cards are free of charge and visitor permits reduced to £1.50 a book if you are:

- over 60 years old
- a blue disabled badge holder
- receive the higher rate of the mobility component of the disability living allowance
- are registered as blind
- in receipt of income support
- in receipt of long-term incapacity benefit
- in receipt of Job Seeker's Allowance
- in receipt of Universal Credit (in some circumstances)

### Visitor Permits

A Visitor Permit entitles the holder to park a vehicle for the day of issue and up to 10am on the next day. Visitor Permits are available upon application to the Parking Services Office. The date of use is displayed on each individual Permit by your visitor before it is placed in the vehicle.

Visitor Permit	when the purchase is supported by a Household Authorisation Card	£6.25 (for 5)
	when the purchase is supported by a Discount Authorisation Card	£1.50 (for 5)

The Permits are supplied in books, each book containing 5 Permits. The maximum annual entitlement is 200 Permits per household.

### Property Permits (commonly known as Builder Permits)

A tradesman doing building or renovation work can obtain a permit to park on a daily basis or for three months. Only one permit is permissible per property at any one time.

Builders/Property Permit	Daily charge	£3.20
	Permit for 3 months	£120

**More information on permits available and applying for permits is on the website, [www.york.gov.uk](http://www.york.gov.uk), or you can contact Parking Services:**

**[Parking@york.gov.uk](mailto:Parking@york.gov.uk) Tel: 01904 551309**



Return to Sue Gill, Traffic Team, Network Management (Transport)

**Questionnaire Sheet**

Pasture Farm Close

Residents' Priority Parking Scheme



Please indicate your preferences by ticking the appropriate box:

	YES	NO
Would you support a proposal to introduce a Resident Parking Scheme on your street? (To include an extension of the double yellow lines as shown on the plan.)		

Please indicate your preferred time of operation, even if you are against the scheme:

9am to 5pm, Monday to Friday	
24 hours, 7 days a week	
Other: please state:	

Title: (Mr. Mrs. Miss Ms) -----Initial: -----

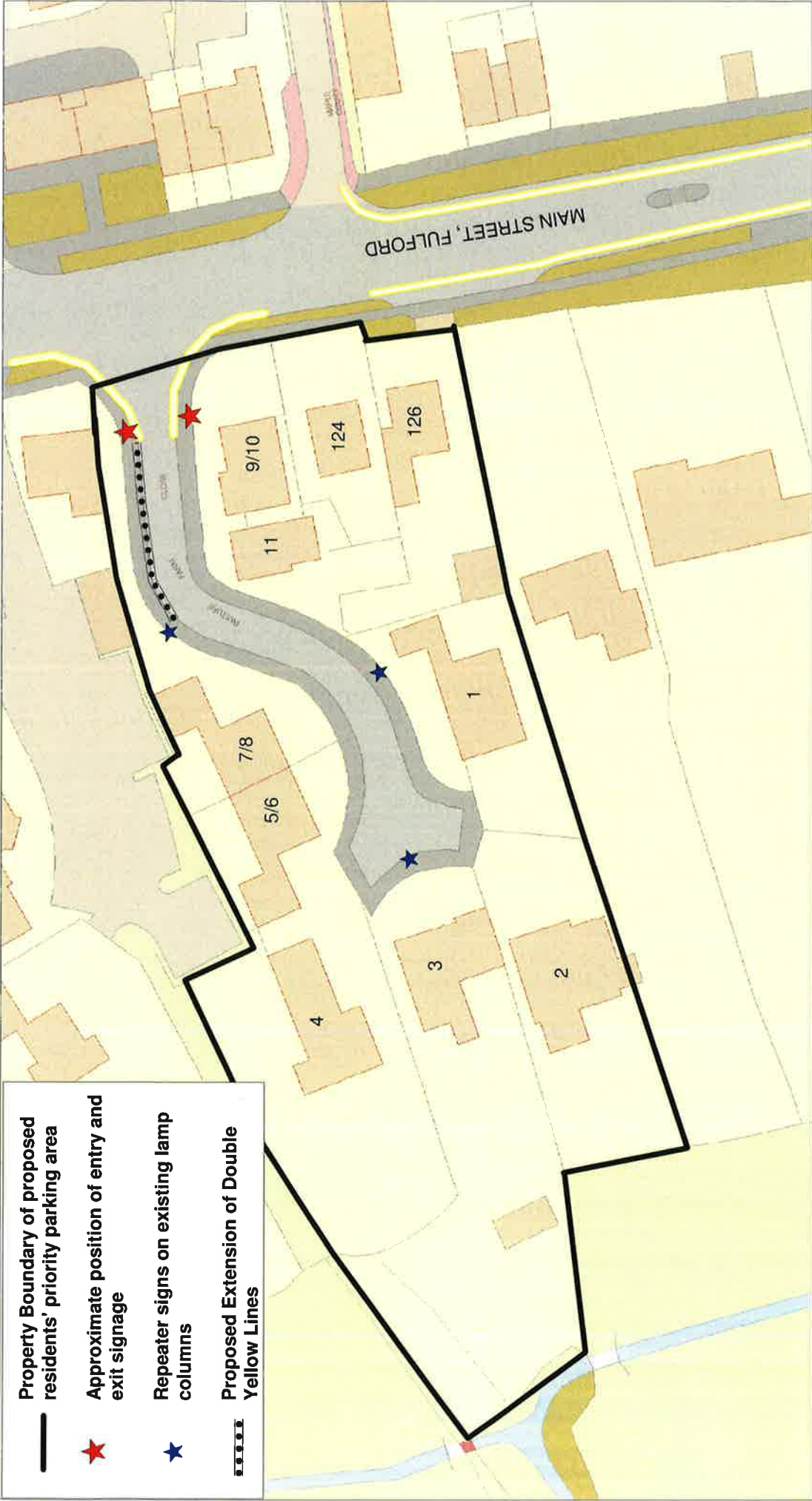
Surname: -----

Address: -----

Postcode -----

*Please return in the freepost envelope provided by Friday 22<sup>nd</sup> February. We will only accept one completed sheet from each household and your preferences are kept confidential. If you prefer you can email your preferences and comments to [highway.regulation@york.gov.uk](mailto:highway.regulation@york.gov.uk)*

**Please write any further Comments you wish to make overleaf** (or use separate sheet)



 CITY OF YORK COUNCIL	+ Crown copyright. All rights reserved Licence No. 2003		
	Pasture Farm Close, Fulford Proposed Residents' Priority Parking Scheme		
	SCALE	1 : 650	
	DATE	28/01/2019	
		DRAWING No.	
		DRAWN BY	

## ANNEX B2

PASTURE FARM CLOSE CONSULTATION RESULTS			
Yes	No	Full Time	Mon - Fri 9-5
7	2	6	3

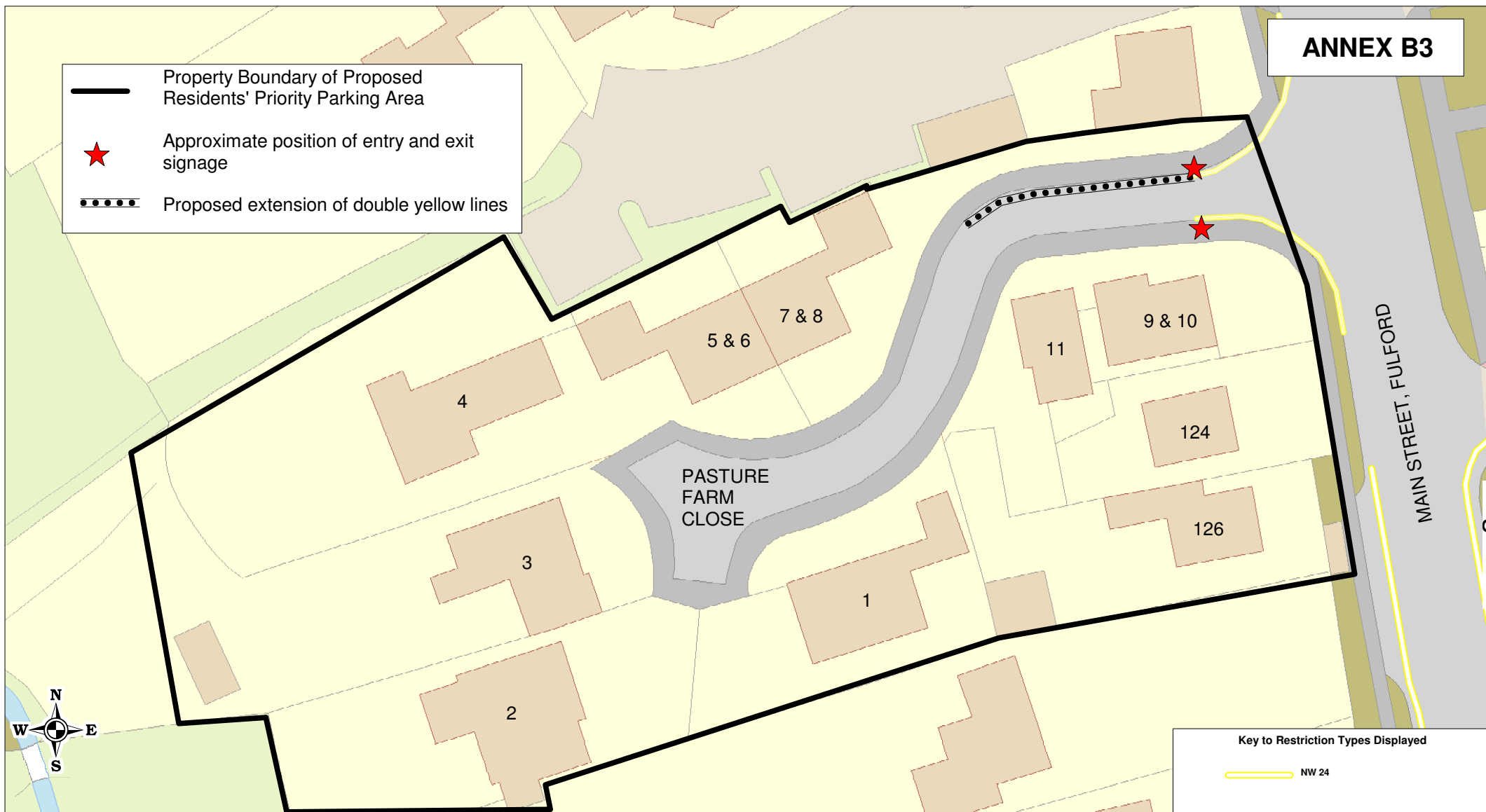
		%
Properties Consulted	13	100
Replies	9	69
Of the replies:		
In favour	7	78
Not in favour	2	22

No additional comments or suggestions regarding times of operation were received.

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# ANNEX B3

- Property Boundary of Proposed Residents' Priority Parking Area
- Approximate position of entry and exit signage
- Proposed extension of double yellow lines



## Annex B3, Recommended Option Proposed Restriction for Pasture Farm Close

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SCALE	1 : 513
DATE	29/08/2019
DRAWING No.	
DRAWN BY	

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

**24 October 2019**

Report of the Assistant Director of Transport, Highways and Environment

**The Groves Area Experimental Traffic Regulation Order**

**Summary**

1. Consultation and surveys undertaken for the Groves Regeneration Project have identified that there is a significant level of through traffic in the area which residents consider to have an adverse effect on the local community.
2. Strategic Traffic modelling undertaken to determine the impact of the potential closure of through routes (Lowther Street and Penley's Grove Street) indicates that there would be an impact on the network operation but this could be considered to be acceptable, subject to more detailed evaluation of junction delay. Additional work to determine the location of potential road closures has shown that there appear to be potential viable positions where closures could be sited which would restrict through traffic whilst maintaining local access.
3. This report seeks Approval in Principle to undertake detailed preparatory work and implement a set of measures on an experimental basis aimed at trialling the removal of through traffic from The Groves area to improve the environment for local residents.

**Recommendation**

4. It is recommended that:
  - A firm set of designs be drawn up to achieve road closure Layout Option 1 shown in Annex C put forward by the consultants.

Reason: to confirm the ability / practicality to take these measures forward

- Approval in Principle for the implementation of an Experimental Traffic Regulation Order (TRO) in line with Layout Option 1 is

granted subject to the outcome of detailed design, with approval of the detail of the implementation delegated to the Assistant Director Transport, Highways and Environment after consultation with the Executive Member and Ward Members..

Reason: Because although the modelling indicates the impact on the surrounding road network is potentially acceptable there is the possibility that actual driver behaviour will have a greater impact than anticipated not only on the immediate road network but also on the local residents the scheme is designed to benefit.

- An Experimental TRO be implemented to merge the existing Residents parking zones in the area when the road closures are taken forward.

Reason: Because the proposed changes to the vehicle routes in the area do not fit with the existing residents parking zone boundaries and this will likely have an impact on how and where residents choose to park.

- The Experimental TRO does not start until the planned roadworks have been completed in the Lord Mayor's Walk area.

Reason: Because the experiment needs to be conducted at a time when road and traffic conditions are not impacted by temporary circumstances.

- Authority be delegated to the Assistant Director Transport, Highways and Environment in consultation with the Executive Member for Transport and Ward Members to approve any amendment to the Experimental TRO considered desirable during the course of the experiment, including suspension / ending of the Experimental TRO.

Reason: Because this allows the greatest level of flexibility to respond to unexpected issues in a timely manner.

## **Background**

5. A regeneration project has been underway for some time in the Groves area (see Annex A). A key message that has come out from the consultations carried out is that the level of through traffic has a significant adverse effect on the local community. Additionally, it is thought by residents that the opening of the new road linking Layerthorpe to Heworth Green has resulted in an increase in through traffic.





6. Close work with residents and community groups throughout the duration of the Groves Regeneration Project has consistently highlighted that the primary issue concerning local people in the Groves has been the flow and build-up of through-traffic, through the narrow roads down Lowther Street, Penley's Grove Street and Neville Street. Residents feel that there is a physical barrier dividing the community which threatens safety both in terms of risk of accidents and poor air quality. Cars frequently queue along Lowther Street, next to Park Grove Primary School, with their engines idling and many residential homes are situated close to the road.
7. At the most recent engagement event held in May of this year, residents were invited to submit a formal paper or online survey as well as post-its with comments on to consultation boards. All survey responses suggested that the traffic in the Groves was a problem, nearly two thirds showed support for an option to investigate the closure of Lowther and Penley's Grove Street and nearly a quarter suggested other ideas to mitigate the impact of the traffic (for example a crossing, speed reduction measures, resident-only access and restriction of heavy goods vehicles).
8. There are 2 main through routes in the Groves area, Penley's Grove Street / Townend Street (one way towards Clarence Street) and Lowther Street(one way towards Huntington Road). There are also other more convoluted routes through the area which could become more widely used over time if the main through routes are restricted.

9. Citywide strategic transport modelling work has been carried out that indicates the closure of the through routes will, not unsurprisingly, have a significant effect on the way traffic moves around this area of the city. Further assessment of junction operation would be needed prior to implementation to ensure traffic signal timings were adjusted to minimise delay.
10. In summary the following impact is predicted by the transport model:
  - There is widespread reassignment of traffic from the Groves, particularly to Clarence St/ Lord Mayor's Walk and Haxby Rd/ Haley's Terrace
  - There is also substantial reassignment to Dodsworth Avenue (up to 37% increase in flow), however, levels of delay on Dodsworth Ave and its junctions with Fossway and Heworth Green fall, so there is a neutral effect on delay here (but some impact on amenity in Dodsworth Ave).
  - Delay on the network, at least in the peaks, does not appear to change materially on Gillygate/ Clarence St/ Haxby Rd/ Wigginton Rd/ Haley's Terrace – a largely neutral effect on bus journey times
  - There is additional delay on Lord Mayor's Walk, west bound, of approx. 100 seconds (103 sec. existing delay increase to 205 secs). However, this delay is averaged across the AM peak hour, and it is likely that delays during the "peak of the peak" may be greater than this.
  - Some trips to/from the Groves would become more convoluted (e.g. travelling from inside the Groves to Wigginton Road or Huntington Road would need to go via Lord Mayor's Walk or Haley's Terrace for some trips).
11. The modelling work shows that, whilst some junctions see increases in the volume of traffic using them, most have sufficient spare capacity for the additional traffic not to impose a delay at the junction.
12. As such, although there are delays to vehicle drivers on Lord Mayor's Walk, the modelling work undertaken does not show any delays to bus services, because no scheduled bus services in York travel along Lord Mayor's walk, unless they are being diverted away from their normal routes. Further information on the modelling is in Annex B, and an important element of an ETRO process will be monitoring the effect of any restriction in the Groves on general traffic and bus services, both at specific junctions and more generally.

13. Modelling work undertaken for the Outer Ring road dualling has indicated that there would be a reduction in traffic flows in the area as a result of traffic making use of the additional orbital road capacity.
14. Consultants have developed 2 Layout Options for consideration to remove the through traffic, these are shown in Annex C. Layout Option 1 broadly splits the area into two and Layout Option 2 creates 6 areas which could control movement between the areas more effectively, however local residents would not be able to freely move between these zones in vehicles and more parking would be lost. Because Layout Option 1 has fewer changes to the existing internal road network it is recommended that this layout is progressed as it will have less impact on local residents.
15. Introducing road closures, altering the direction of traffic flows and parking restrictions will require changes to the TRO's. There are 2 TRO processes that can be used:

The permanent TRO process, and

The Experimental TRO process

16. The permanent TRO process requires a 3 week consultation exercise to be gone through during which time anyone can make an objection to the proposal. All the objections made are then considered before deciding whether to introduce the proposal or not.
17. The Experimental TRO process is often used where the outcome is less certain and there may be a need to make a rapid change to what is in place. In this process temporary measures are put in place to achieve the desired outcome for up to a maximum of 18 months. During the experimental period people are able to directly assess the impact the proposal has on them before making an objection. An Experimental TRO has to be in place for a minimum of 6 months unchanged after which all the objections can be considered and a decision made on whether to make the proposal permanent or not.
18. Because the proposal is a very significant change to the existing situation and there are many variables the Experimental TRO process is considered the most appropriate on this occasion.
19. Clearly the introduction of new road closure positions will impact on local residents travel routes and where they might normally have chosen to park. Hence it is suggested that an experimental merging of the local

Residents Parking zones also takes place to reduce potential adverse parking impact on residents (see Annex D).

20. There are a number of planned works coming up on the local road network that would most likely interfere with the introduction of measures within the Groves area. It is suggested therefore that these works be completed before a scheme is introduced so that a reliable assessment can be made. It is anticipated that the works, specifically to the Monkgate/ Lord Mayor's Walk/ St Maurice's Road junction, will be completed by the end of February 2020. Assuming a month is allowed for fine tuning the new traffic systems at the junction, it is anticipated that the earliest an ETRO for the Groves could start would be the beginning of April.
21. Residents and road users will be notified well in advance of the implementation of any changes to the traffic restrictions in the area to minimise the impact of the new arrangements.

### **Options for Consideration**

22. Option 1 – Note the outcome of the consultations carried out so far as part of the Groves regeneration project but take no action at present with regards to implementing traffic management changes in the area. This is not the recommended option.
23. Option 2 – Approve further work be carried out to determine the practicality of proposals to implement Layout Option 1. This will include Road closures, changes to the permitted movements and changes to waiting restrictions which may be required to provide space for the revised vehicle movements. This is a recommended option.
24. Option 3 – Approve further work be carried out to determine the practicality of proposals to implement Layout Option 2. This will include Road closures and changes to the permitted movements, changes to the waiting restrictions. This is not a recommended option.
25. Option 4 – depending on options 2 and 3 above approve the taking forward of a permanent TRO proposal. This is not a recommended option.
26. Option 5 - depending on options 2 and 3 above, approve the introduction of an Experimental TRO after works on the local road network have been completed - currently programmed for April 2020. This is a recommended option.

27. Option 6 –depending on option 4 or 5 above approve the taking forward of a permanent TRO or an Experimental TRO to merge the existing Residents Parking zones as shown in Annex D. This is a recommended option.

### **Consultation**

28. Depending on the options confirmed for taking forward the consultation would be in line with the legal requirements set out in paragraphs 16 and 17.

### **Council Plan**

29. The above proposal contributes to the City Council's draft Council Plan of: his report helps ensure the Council achieve its emerging Council Plan current being consulted upon by delivering:-
- getting around sustainably
  - a greener and cleaner city
  - creating homes and world-class infrastructure
  - an open and effective council

### **Implications**

30. This report has the following implications:

**Financial** – The design, implementation and monitoring of the proposed scheme is anticipated to cost in the region of £20k. It is proposed to fund this expenditure initially from within existing Transport budgets including the Local Transport Plan allocation.

**Human Resources** – None

**Equalities** – None.

**Legal** – before a residents parking scheme can be implemented the correct legal procedure has to be gone through.

**Crime and Disorder** – None

**Information Technology** - None

**Land** – None

**Other** – None

## Risk Management

31. Road Safety - there is always a potential for new safety issues to arise whenever an existing traffic arrangement is altered. Traffic levels along the streets proposed to be closed in the experiment will reduce significantly which is likely to reduce the road safety concerns on those streets however traffic levels will increase on other arterial roads in the area. In mitigation the design of the road closures will be progressed through a road safety audit process and any impact on road safety will be closely monitored during the experimental period and additional mitigation measures introduced where necessary.
32. Environmental – It is anticipated that air quality in the area where the streets are proposed to be closed to through traffic would improve however there is a risk that increased traffic levels could result in a worsening of air quality on other streets. A review of existing air quality levels and the potential impact of the scheme will be undertaken prior to the decision on implementation. Air quality levels will be monitored through the experimental period to help inform any decision on whether the closures should become permanent.
33. Servicing – The proposed road closures will have an impact on the way the Groves area is serviced (waste, retail etc.) and how emergency services access the area or use the roads as a through route. Alternative routes are available via Haleys Terrace and Lord Mayor's Walk for the cross city movements, however there is a risk that the re-routing will have a negative impact on the current levels of service. A detailed review will be undertaken with service providers prior to a decision being taken on implementation. The impact of the closures will be monitored during the experimental period.
34. Statutory – The Council has a Network Management Duty under the Traffic Management Act (2004) to secure the expeditious movement of traffic on the authority's road network. The proposed road closures will have an impact on the way traffic moves around the city. Initial modelling suggests that the remaining network should be able to accommodate the redistribution of traffic with additional delay at isolated locations. However, there is a risk the traffic modelling has not accurately predicted the impact of the closures. To mitigate against this risk, subject to further detailed work, it is proposed to progress the scheme on an experimental basis to confirm the impact in practice prior to making any decision on whether to make the arrangement permanent.

35. These risks will be monitored throughout the development and implementation of the scheme and further mitigation measures introduced to address the risks where necessary.

**Contact Details**

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**Chief Officer Responsible for the report:**

James Gilchrist  
Assistant Director for Transport, Highways  
and Environment

**Date:**

**04/10/2019**

**Specialist Implications Officer(s)**

None.

**Wards Affected: Guildhall,**

**All**

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

**Background Papers:** None.

**Annexes:**

Annex A The Groves Area

Annex B Transport Modelling

Annex C Options 1 and 2

Annex D Residents Parking

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# Annex A

## The Groves Area



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## Transport Modelling



### The Groves, York - Traffic Flows Assessment

<b>DATE:</b>	02 April 2019	<b>CONFIDENTIALITY:</b>	Confidential
<b>SUBJECT:</b>	Traffic Flows Assessment	<b>REFERENCE:</b>	v2
<b>PROJECT:</b>	70053766	<b>AUTHOR:</b>	Shannon Sweeney
<b>CHECKED:</b>	Narendra Sadhale	<b>APPROVED:</b>	Jon Phillip

#### Background

In February 2019, City of York Council (CoYC) commissioned WSP to undertake a review of the traffic effects of a number of potential traffic interventions in an area in York, the Groves, located immediately north of York City Centre. The review relates to work being undertaken to regenerate the Groves residential area.

The instruction from CoYC set out the tasks to be undertaken which comprised the following topics:-

- A. Vehicular Traffic Movements; and
- B. Non-vehicular Traffic Movements.

This note reports on Part A above and the associated traffic modelling and the initial analysis undertaken as part of the commission. Specifically, this report describes the impact of changes to the traffic flows on the local highway network and key junctions within the study area as a result of various potential highway interventions.

#### Study area and scope of the exercise

The study area, shown in **Figure 1** below, is bound by Haxby Road to the west, Lord Mayor's Walk to the south, Monkgate and Huntington Road to the east and Haley's Terrace to the north.

## Transport Modelling



### The Groves, York - Traffic Flows Assessment

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**Figure 1 - Study Area**

Other key streets within The Groves are:

1. Lowther Street (one-way street eastbound); and
2. Penley's Grove Street (which becomes Townend Street, which is one-way westbound).

As part of the vehicular assessment exercise, the following scenarios have been modelled using the Council's 2016 SATURN model which CoYC granted permission to be used for this exercise.

1. **Scenario 1** – The closure of Lowther Street to through traffic;
2. **Scenario 2** – The closure of Penley's Grove to through traffic;

## Transport Modelling



### The Groves, York - Traffic Flows Assessment

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3. **Scenario 3** – The closure of both Lowther Street and Penley's Grove to through traffic; and
4. **Scenario 4** – As Scenario 3, but assuming there is a degree of non-compliance (i.e. ignoring TRO's).

The impact of these closures in terms of changes in traffic flows during the peak hours have been reported for the following junctions within the study area.

1. Haley's Terrace / Haxby Road;
2. Haley's Terrace / Huntington Road / Fossway;
3. Fossway / Dodsworth Avenue;
4. Dodsworth Avenue / A1036;
5. Huntington Road / Lowther Street;
6. Huntington Road / Monkgate / A1036;
7. Monkgate / Lord Mayors Walk;
8. Lord Mayors Walk / Gillygate / Clarence Street;
9. Haxby Road / Wigginton Road / Lowther Street; and
10. Haxby Road / Townend Street

#### Methodology

As agreed with CoYC, base traffic data has been obtained from the City of York SATURN model, this avoided the need for new traffic surveys to be undertaken. The base year for the SATURN model is 2016 and the model has been updated relatively recently as part of the emerging York Local Plan process. The model covers all the major junctions of interest.

The SATURN model has been used to model and assess the broad impact of the above scenarios on the above junctions. Each scenario has been assessed for morning and evening peak hours (AM 0800-0900, PM 1700-1800). All scenarios are modelled in SATURN which reassigns traffic within the model to represent the impact of the closures.

## Transport Modelling



### The Groves, York - Traffic Flows Assessment

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<b>CHECKED:</b>	Narendra Sadhale	<b>APPROVED:</b>	Jon Phillip

#### Results

The following section summarises the changes in traffic flows at the main junctions for each scenario against the base year model. The table below summarises the total change in the traffic flow through each junction for the various scenarios against the traffic flow observed in the base year.

**Table 1 - Percentage change in turning movements at each junction (compared with Base)**

	Junction Description	SC1 AM	SC1 PM	SC2 AM	SC2 PM	SC3 AM	SC3 PM	SC4 AM	SC4 PM
JC1	Haxby Road / Halsey's Terrace	4%	9%	11%	12%	7%	20%	10%	11%
JC2	Halsey's Terrace / Huntington Rd / Fossway	4%	7%	11%	10%	15%	17%	13%	15%
JC3	Fossway / Dodsworth Avenue	9%	13%	28%	18%	37%	26%	31%	22%
JC4	Dodsworth Avenue / A1306	-1%	-4%	-3%	-5%	-3%	-7%	-4%	-7%
JC5	Huntington Road / Lowther Street	-29%	-30%	1%	5%	-28%	-21%	-26%	-22%
JC6	Huntington Road / Monkgate / A1306	-6%	-7%	-11%	-7%	-16%	-12%	-15%	-12%
JC7	Monkgate / Lord Mayors Walk	13%	12%	1%	1%	14%	13%	15%	13%
JC8	Lord Mayors Walk / Gillygate / Clarence Street	13%	14%	2%	3%	15%	16%	14%	16%
JC9	Haxby Road / Wigginton Road / Lowther Street	-3%	-1%	-3%	-4%	-4%	-3%	-5%	-5%
JC10	Haxby Road / Townsend Street	16%	16%	-18%	-21%	-1%	-3%	-2%	-4%

The above table summarises the change in total traffic flows through each junction. In order to better understand the impact of the interventions further analysis has been undertaken to summarise the impact each scenario on individual turning movements at each junction.

**Appendix A** contains Figures 1-26, showing for each scenario (AM and PM) base turning flow, turning flows for each scenario and a percentage change in turning flow for each turning movement. The traffic diagrams included within the following sections summarise the impact of the closures on the surrounding highway network.

## Transport Modelling



### The Groves, York - Traffic Flows Assessment

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#### Scenario 1

This scenario models the complete closure of Lowther Street to through traffic (using traffic regulation orders and/or physical measures).

##### AM PEAK HOUR

**Figure 4** (attached in **Appendix A**) shows the change in the traffic flows in the study area between the Base Year 2016 and Scenario 1 for the AM peak hour.

According to the model, the closure of Lowther Street would result in a 155% increase in traffic turning left from Clarence Street to Lord Mayor's Walk with a 63% increase in vehicles turning left from Lord Mayor's Walk to Monkgate. An increase of 90% traffic for vehicles travelling straight ahead from Wigginton Road (southbound) to Haxby Road. The model presents the highest increase of 180% on Monkgate for traffic turning right onto Fossbank.

##### PM PEAK HOUR

**Figure 8** (attached in **Appendix A**) shows the change of turning movements in the study area between the Base Year 2016 and Scenario 1 for the PM peak hour.

The model results indicate an increase of 133% in traffic turning left from Clarence Street to Lord Mayor's Walk would occur in the evening peak with the closure of Lowther Street. Furthermore, a 61% increase is modelled turning left for Lord Mayor's Walk onto Monkgate. The highest increase from the results would occur on Monkgate, turning right on to Fossbank, which shows a 192% increase.

#### Scenario 2

This scenario models the closure of Penley's Grove Street to through traffic (using traffic regulation orders and/or physical measures).

##### AM PEAK HOUR

**Figure 11** (attached in **Appendix A**) shows the change of traffic flows in the study area between the Base Year 2016 and Scenario 2 for the AM peak hour.



## Transport Modelling



### The Groves, York - Traffic Flows Assessment

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According to the model, the closure of Penley's Grove Street results in a 79% decrease in traffic turning left from Foss Bank on to Monkgate. Dodsworth Avenue results presents an increase of 57% for traffic turning left on to Fossway. Furthermore, the model output show a 67% increase in vehicles turning left from Heworth Green to Dodsworth Avenue.

#### PM PEAK HOUR

**Figure 14** (attached in **Appendix A**) shows the change of traffic flows in the study area between the Base Year 2016 and Scenario 2 for the PM peak hour.

The model indicates during the evening peak there is an increase of 89% in traffic turning right from Haxby Road (southbound) on to Wigginton Road (northbound). The results present a 54% increase on turn flows from Goodramgate, left on to Lord Mayor's Walk. Furthermore, the model presents a 46% increase on the right turn from Foss Bank to Huntington Road

### Scenario 3

The scenario models the closure of both Lowther Street and Penley's Grove Street to through traffic (using traffic regulation orders and/or physical measures).

#### AM PEAK HOUR

**Figure 17** (attached in **Appendix A**) shows the change in the traffic flows in the study area between the Base Year 2016 and Scenario 3 and for the AM peak hour.

The model indicates a 148% increase in traffic turning left from Clarence Street to Lord Mayor's Walk. The results also show a 97% increase on the straight ahead movement from Wigginton Road (southbound) to Haxby Road. The right turn from Monkgate to Foss Bank model output shows an increase of 148% also. Furthermore, the results present a 59% increase in traffic turning left from Lord Mayor's Walk to Monkgate.

#### PM PEAK HOUR

**Figure 20** (attached in **Appendix A**) shows the change in the traffic flows in the study area between the Base Year 2016 and Scenario 3 for the PM peak hour.



## Transport Modelling



### The Groves, York - Traffic Flows Assessment

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According to the model, an increase in 134% vehicles turning left from Clarence Street to Lord Mayor's Walk is presented in the results during the evening peak hours. The model output shows an increase of 171% traffic turning right from Monkgate to Foss Bank. A 140% increase is presented in the results in the straight ahead movement from Wigginton Road (Southbound) to Haxby Road with the closures of both Lowther Street and Penley's Grove Street.

#### Scenario 4

As Scenario 3 (the closure of both Lowther Street and Penley's Grove Street to through traffic), this scenario models these closure but assumes there is a degree of non-compliance and a proportion of vehicles (around 10%) would still use Lowther Street.

#### AM PEAK HOUR

**Figure 23** (attached in **Appendix A**) shows the change in the traffic flows in the study area between the Base Year 2016 and Scenario 4 for the AM peak hour.

The model indicates a 98% increase in traffic travelling straight ahead from Wigginton Road (southbound) to Haxby Road during the morning peak. The model results show an increase of 120% in traffic turning right from Monkgate to Foss Bank is observed. Furthermore, a 142% increase is presented in the results for turning left from Haxby Road to Lord Mayor's Walk.

#### PM PEAK HOUR

**Figure 26** (attached in **Appendix A**) shows the change in the traffic flows in the study area between the Base Year 2016 and Scenario 4 for the PM peak hour.

According to the model, an increase of 129% traffic turning left from Clarence Street to Lord Mayor's Walk is calculated during the evening peak hours. The model results show an increase of 151% in traffic turning right from Monkgate to Foss Bank, and 145% increase from the Wigginton Road movement southbound ahead into Haxby Road.

## Transport Modelling



### The Groves, York - Traffic Flows Assessment

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#### Summary and Conclusions

This note presents Part A of the work, assessment of the impact of a number of potential traffic interventions for an area the Groves using the Council's SATURN model, and the potential changes in traffic flows as a consequence of these interventions. The traffic flows were reviewed and the changes in overall junction flows and specific turning movements have been reported. Four scenarios were explored:

1. **Scenario 1** – The closure of Lowther Street to through traffic;
2. **Scenario 2** – The closure of Penley's Grove Street to through traffic;
3. **Scenario 3** – The closure of both Lowther Street and Penley's Grove Street to through traffic; and
4. **Scenario 4** – As Scenario 3, but assuming there is a degree of non-compliance (i.e. around 10% ignoring TRO's).

Each scenario was modelled to predict the different impacts that may be found on each junction, for both AM and PM peak hours, and compared with the Base Year 2016 model, this was then presented as a percentage change in traffic flows.

**Scenario 1 AM and PM** model outputs states the highest increase in traffic increase in traffic turning right from Monkgate to Fossbank.

**Scenario 2 AM** model outputs show the highest increase in the right turn flows from Heworth Green to Dodsworth Avenue. **The PM peak** models Haxby Road (southbound) right turn to Wigginton Road (northbound) as the highest increase in turning flows.

**Scenario 3 AM and PM** model outputs both find the highest increase in the southbound straight ahead movement from Wigginton Road to Haxby Road.

**Scenario 4 AM** model output states the highest increase in turning flows is turning left from Haxby Road to Lord Mayor's Walk. **The PM peak** results show the highest increase turning right from Monkgate to Fossbank.

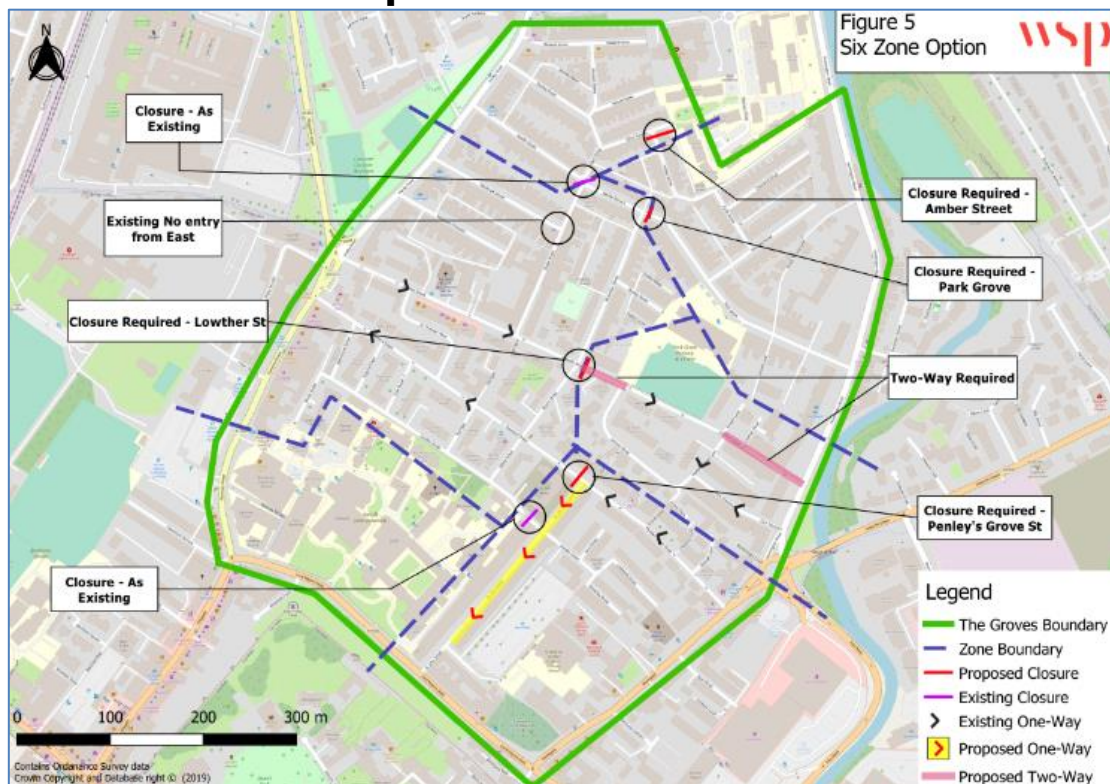
Subject to discussions with CoYC officers, it may be necessary to undertake some junction assessments to assess in detail the operational impact of one of more of the scenarios on the existing junctions.

# Annex C

## Option 1 - 2 Zones



## Option 2 – 6 Zones



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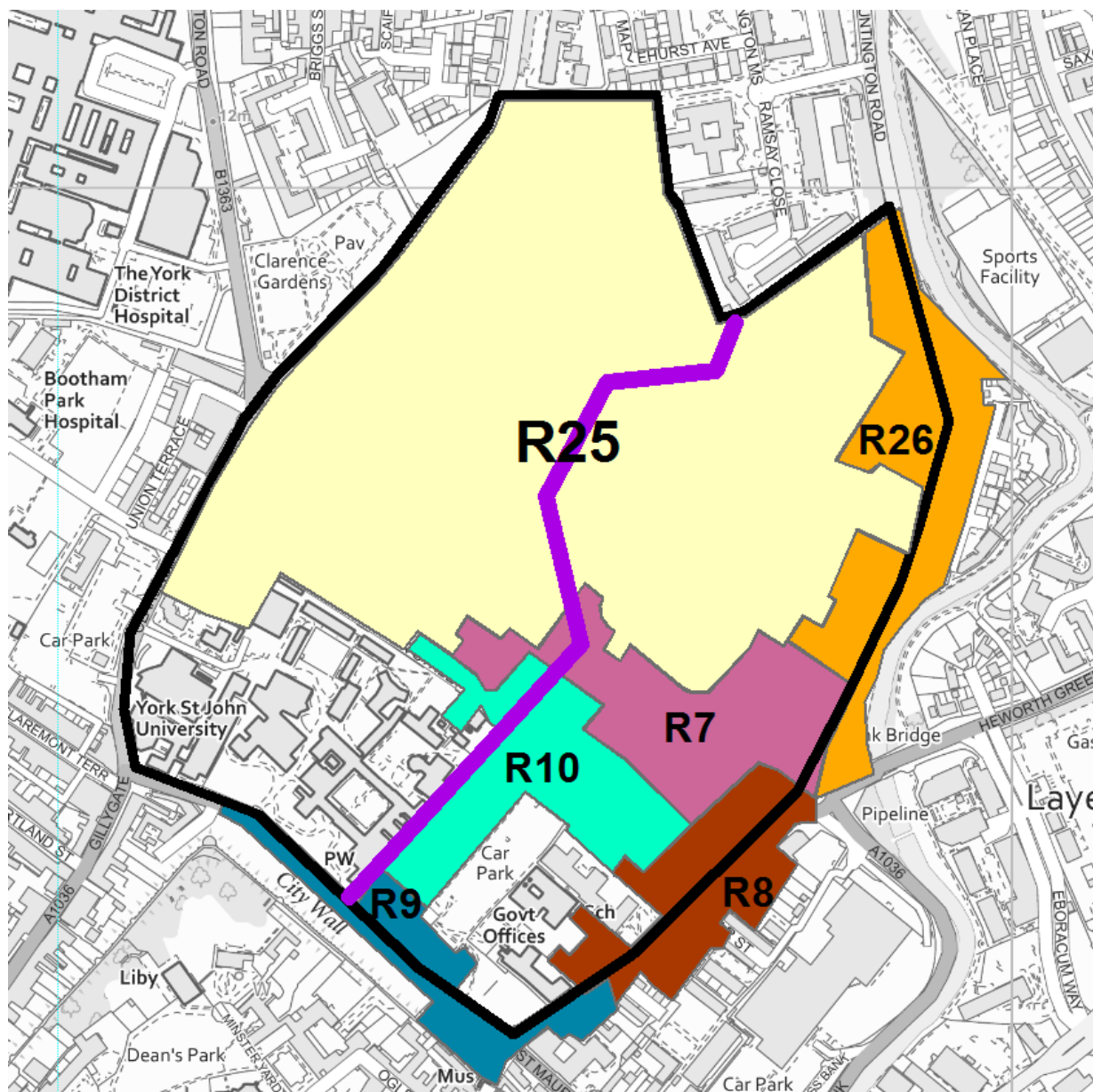


## Annex D

### Residents Parking Zones

The thick purple line through the middle of the Groves area below indicates the potential 2 zones in Option 1 Annex C.

Residents parking zones R10, R7 and “25 span both of the potential areas created by Option 1 Annex C, hence it is proposed these zones be merged as part of the Experimental TRO process.



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

**24 October 2019**

Report of the Corporate Director of Economy and Place

**Traffic Management Order Process and Elvington Weight Limit Petition**

**Summary**

1. To confirm a regular review of requests for Traffic Regulation Orders relating to the movement of traffic.
2. To report the receipt of a petition in the form of a questionnaire requesting the introduction of a weight restriction on the B1228 through Elvington.

**Recommendation**

3. It is recommended that:
  - Option 1 – Approve the process of considering requests for Traffic Regulation Orders relating to the movement of vehicles to be compiled into a list for regular review.

Reason: Because this helps ensure greater consistency, aids workload planning and achieves resource savings.

- Option 2 – Approve the inclusion of the Elvington weight restriction request on the waiting list.

Reason: Because this helps ensure greater consistency, aids workload planning and achieves resource savings.

**Background**

4. Most Traffic Regulation Orders dealing with the movement of vehicles can only be enforced by the Police. Where the restriction is at a point, such as a prohibited turn, it is relatively straight forward for enforcement to take place because as soon as the restriction is breached a police officer can take action. However, for restrictions where there is an exemption for access or loading within an area enforcement becomes

much more resource intensive. This is because a driver has to be observed entering and travelling through the area without stopping. Hence enforcement tends to be quite rare as police resources are targeted at their main priority of crime reduction rather than enforcement of traffic regulations. We have therefore a long established practise of not introducing Traffic Regulation Orders, such as weight restrictions, where there is little scope for them to be well respected.

5. Dealing with requests for new restrictions on traffic movement on an individual basis can lead to inconsistencies and adversely impacts on workload planning. In addition, by dealing with this type of request in batches on a regular basis there is excellent potential for increased efficiency of officer and member time. If several proposals are then approved for taking forward the legal and advertising costs are reduced per item. This method of grouping Traffic Regulation Orders in regular batches has achieved significant cost and time savings for the waiting restriction requests and is therefore put forward for dealing with requests to control traffic movement.
6. At present there is a waiting list of around 20 traffic movement and 15 speed restriction requests (see Annex A) to be responded to and these will be brought to a future Executive Member for Transport meeting after investigations have been finalised.
7. In the run up to the council elections in June this year a questionnaire / petition (see Annex B) was collected and submitted requesting that a weight restriction be implemented on the B1228 main road through Elvington. Around 240 forms were completed.
8. Residents and the Parish Council have raised concerns about the volume and appropriateness of HGV traffic through the village regularly over the past few years. By way of illustrating the complexity and wide ranging impacts of what may initially appear to be simple requests the work of our neighbouring authority, East Riding of Yorkshire Council (EROYC), on the B1228 is a good example.
9. EROYC implemented an experimental Traffic Regulation Order to restrict the weight of vehicles allowed over the bridge carrying the B1228 between Elvington and Sutton upon Derwent several years ago following damage to the bridge parapet wall by a large vehicle. The experiment was abandoned following objections from other local communities in East Yorkshire's area that had to accommodate the increase in HGV traffic on roads of a lower classification and confirmation that the bridge structure could carry the weight of HGV's. In addition, East Yorkshire



carried out works on the approach to the bridge to help ensure drivers took the correct line to prevent the parapet being struck again.

10. This complexity does not however preclude the detailed consideration of the B1228 Elvington Petition which forms part of the work programme at Annex A.
11. It is proposed subject to approval of the recommendations to create an annual review process that an initial report be brought in March 2020 to the Executive Member for Transport to consider an initial set of implementation proposals from Annex A and a work programme for outstanding items for 2020/21.

### **Options for Consideration**

12. Option 1 – Approve the process of considering requests for Traffic Regulation Orders relating to the movement of vehicles to be compiled into a list for regular review (similar to what is done for the waiting restrictions). This is a recommended option because it will help ensure a consistent use of orders and better manage resources.
13. Option 2 – Approve the inclusion of the Elvington weight restriction on to the waiting list for further investigation. This is a recommended option because it better manages resources.
14. Option 3 – Note the Elvington weight restriction petition but take no further action. This is not the recommended option as there may have been some change of circumstances we are unaware of at this time since the work carried out by East Riding of Yorkshire Council.

### **Consultation**

15. There is no consultation at this stage.

### **Council Plan**

16. This report helps ensure the Council achieve its emerging Council Plan current being consulted upon by delivering:-
  - getting around sustainably
  - a greener and cleaner city
  - creating homes and world-class infrastructure
  - an open and effective council
17. This report has the following implications:

**Financial** – None.

**Human Resources** – None

**Equalities** – None.

**Legal** – None.

**Crime and Disorder** – None

**Information Technology** - None

**Land** – None

**Other** – None

**Risk Management**

18. None.

**Contact Details**

**Authors:**

Alistair Briggs  
Traffic Team Leader  
Dept. Transport  
Tel: (01904) 551368

**Chief Officer Responsible for the report:**

James Gilchrist  
Assistant Director for Transport, Highways  
and Environment

**Date:**

**16/9/2019**

**Specialist Implications Officer(s)**

None.

**Wards Affected:** Wheldrake,

**All**

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

**Background Papers:** None.

**Annexes:**

Annex A Traffic Movement Waiting Lists

Annex B Elvington Questionnaire / Petition Example

**Annex A****Traffic Movement Waiting Lists****Modifications for cyclists**

Clifford St No Right Turn except for cyclists

Duncombe Place to Blake Street slip road evening exemption for cyclists

St. Martin's Lane remove access restriction on cyclists

Little Kent Street remove access restriction on cyclists

Foss Islands Road to James Street bus lane include cyclists

St Andrewgate permit cyclists to access the cycle racks during the pedestrian zone hours

**Redundant restrictions**

Agar Street – remove access only restriction

Portland Street – remove access only restriction

Dewsbury Terrace – remove access only restriction

Moss Street – remove access only restriction

Clementhorpe area – remove access only restriction

Navigation Rd – remove access only restriction

Lendal – remove No Right Turn prohibition on to Museum Street

**Potential new restrictions**

Jockey Lane bring no U turn on street into the traffic order

Dunnington 7.5T weight restriction

Askham Bryan 7.5T weight restriction

Askham Bryan coach restriction

A1079 lay-byes remove vehicle access

A166 lay-byes remove vehicle access

Elvington 7.5T weight restriction

**Speed limit change requests**

Stockton Lane	Wheldrake Lane
The Hollies	Deighton
A1079 Dunnington	Northfield Lane
North Lane H,ton	Sim Balk Lane
Heslington Lane	Askham Bryan x 2
Acaster Malbis	Millfield Lane
Temple Lane	Naburn
	The Revival Estate

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# Annex B

## Elvington Questionnaire / Petition Example

### HGV Consultation



Dear Resident

City of York Council in partnership with Ward Councillor Suzie Mercer and Elvington Parish Council is asking residents their opinion on the issue of heavy goods vehicles (HGVs) travelling through the village. It is clear that the number of HGVs using the village as a through route is on the increase and we are gathering information to support a reduction in this traffic for the safety and protection of residents.

We would therefore very much appreciate your help in completing the following questionnaire.

Alternatively we would be pleased to see you at our drop-in session at

**Elvington Village Hall on Saturday 17 February, 10am to 12 noon** (refreshments provided) where we can answer any queries and listen to your suggestions and concerns.

#### Question 1

How concerned are you about the following?

Issue	Very concerned	Slightly concerned	Not concerned	Not applicable
Amount of HGVs travelling through Elvington.		✓		
Speed of HGVs travelling through Elvington.	✓			
Proximity of HGVs to each other/cars when passing.	✓			
Safety of pedestrians on footpaths in relation to HGVs travelling through the village.	✓			
Safety of cyclists in relation to HGVs travelling through the village.	✓			

#### Question 2

Have you had first hand experience of an issue regarding a HGV travelling through the village?

If yes, please describe below. If no, please go to question 3.

Painted lines were used when I was on adjacent footpath.

**Question 3**

One of the possible methods to tackle HGVs using the route through Elvington would be a weight limit on the B1228 - exact location to be determined. Please indicate your views on this proposal.

Opinion	Strongly agree	Agree	Strongly disagree	Not sure
This would have a positive impact on pedestrian and cyclist safety in the village.	✓			
This would have a negative impact on businesses within the centre of village.			✓	
This would have a negative impact on the businesses located in the village industrial estates.			✓	

The proposed weight limit would not affect the farm traffic through and around the village as they would be exempt.

**Any other comments:**

With your help we are continuing to gather photographic evidence of instances where HGVs are forced to mount kerbs or coming dangerously together, damaging parked vehicles, driving dangerously in any way or any other you feel relevant.

Please send any photos or comments to help our case to [cindy.benton@york.gov.uk](mailto:cindy.benton@york.gov.uk). For further information call Cindy on 551813.

Please return the questionnaire to;

**FREEPOST RTEG-TYYU-KLTZ**  
Cindy Benton  
Communities & Equalities Team  
City of York Council  
Station Rise  
York YO1 6GA



Supported by your  
**Ward Committee**



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

**24 October 2019**

Report of the Corporate Director of Economy and Place

**Junction Alterations – Monkgate Bar**

**Summary**

1. The traffic signalling equipment at this junction is life expired and has become difficult and costly to maintain, it needs to be replaced.
2. The TSAR (Traffic Signal Asset Renewal) programme is the means by which life expired traffic signal assets across the city are refurbished.
3. Although the programme is primarily about asset renewal, there is scope to take advantage of 'easy wins' whilst refurbishing the equipment. To that end, junction alterations have been proposed that offer an improvement.

A decision is required to approve the proposed junction alterations.

**Recommendations**

1. The Executive Member is asked to:

Approve Option 1

Reason:

- This option achieves the core aim of replacing the life-expired traffic signal asset such that it can continue be operated and repaired economically.
- This option has no negative impact on junction capacity. Any option which reduces junction capacity would have a cumulative effect on congestion in this area if the proposed experimental Traffic Regulation Order in The Groves is implemented.

## **Background**

2. A report was brought to the Executive Member for Transport and Planning on 12<sup>th</sup> November 2015 to seek approval to undertake the 5-year 'TSAR' (Traffic Signal Asset Renewal) programme.
3. This programme entails a replacement of life expired traffic signal assets around York. The focus is on replacing equipment that is liable to imminent failure, rather than seeking to improve congestion or achieve a similar transport improvement goal. However, where 'easy wins' can be achieved at the same time as replacing obsolete equipment, these will be taken advantage of.
4. To date, 26 sets of signals have been refurbished and a further 4 are programmed in for the 19/20 financial year.

## **Consultation**

5. The scope of the works included within this proposal are relatively minor and in normal circumstances would not require an executive decision for approval, or an external consultation.
6. However, due to the sensitivity of the location a consultation has been carried out to offer key user groups an opportunity to have their say on the proposed scheme.
7. A summary of the consultation feedback can be found in Annex C.

## **Options**

8. The following options are available:
9. Option 1 – Approve the proposed junction layout shown in drawing Annex A.
10. Option 2 – Approve the proposed junction layout as shown in drawing Annex B.
11. Option 3 – Do not approve the presented option.



## Analysis

### Option 1

#### *Description of changes*

12. A full replacement of all traffic signalling technology, including signal heads, poles, cabling, cabinets, detectors, communications and ducting.
13. Increased size of pedestrian staggered island in Lord Mayor's Walk to 3.0m and increased crossing width and tactile paving to meet design guidance.
14. Removal of the ahead flare lane on the northern Monkgate arm. This will reduce the approach to 1 lane, allowing for the provision of a 1.5m cycle lane and an enlarged pedestrian island at the informal crossing point.
15. Increased width of signal controlled crossing and tactile paving over St Maurice's Road to meet design guidance.
16. Provision of an uncontrolled crossing point over the southern arm of Monkgate, in front of the Bar.
17. Resurfacing and line marking across the whole junction.
18. The estimated cost of the work is £280,000.

#### *Reasoning*

19. Replacement of the traffic signal technology is the fundamental purpose of this project, as per Section 2.
20. Widening of the pedestrian crossings is necessary to bring the pedestrian facilities in line with current guidance and standards. The increased size of the pedestrian island on Lord Mayors Walk will improve safety during the busiest times.
21. The cycle lane on the northern arm of Monkgate narrows on the approach to the junction in order to accommodate the ahead flare lane. By removing the flare lane, the cycle lane can be widened to 1.5m to the junction, removing the pinch point and making the route safer for cyclists.

22. Removal of the flare lane on Monkgate also creates space for a larger pedestrian island. Although this crossing point is not signal controlled, there is no evidence to suggest there is a safety concern at this point and this option does offer benefits over a signal controlled crossing in terms of junction capacity.
23. Removing the ahead flare lane will have no significant impact on the junction capacity as:
  - Very few vehicles proceed straight ahead from this arm of the junction due to access restrictions beyond the Bar.
  - The Flare lane is very short and can only accommodate 2 vehicles.
24. The carriageway at this junction is in very poor condition and these works provide an ideal opportunity to carry out resurfacing.

#### *Impact on vehicular traffic*

25. The junction has been modelled using LINSIG to assess the performance of the design. A summary of the modelling results is provided in Ammex D.
26. Modelling shows that this option has no significant impact upon journey times or delays for vehicular traffic.
27. Widening of the cycle lane on Monkgate is seen as a positive change for cyclists that has no significant drawback.

#### *Impact on pedestrians*

28. Widening the pedestrian crossings and enlarging the islands is seen as an improvement to the pedestrian facilities as users will have more room to navigate the junction. This will be especially beneficial for users of prams, wheelchairs and mobility scooters.
29. The uncontrolled crossing point in front of Mongate Bar will provide dropped kerbs and tactile paving to assist visually impaired pedestrians.

#### *Safety Considerations*

30. The new traffic signalling technology that will be introduced will improve pedestrian safety. Near-side pedestrian indicators are associated with a reduced accident rate.

31. An independent Safety Assessment has been carried out on the preliminary design attached. It highlighted some minor points that will be adequately resolved during the detailed design stage.
32. A further Road Safety Audit will be carried out after detailed design and before construction. This is the means by which the design safety will be controlled.

### *Conservation*

33. CYC Design and Sustainability Manager and York Archaeological Trust have been engaged throughout the process and will continue throughout the detailed design and construction. The area of the proposed works is within the Area of Archaeological Importance. An archaeological watching brief will be on site during all works which are penetrating ground beneath modern paving/bedding layers.

## **Option 2**

### *Description of changes*

34. A full replacement of all traffic signalling technology, including signal heads, poles, cabling, cabinets, detectors, communications and ducting.
35. Introduction of a signal controlled straight across crossing over the northern Monkgate arm.
36. Introduction of a signal controlled straight across crossing over the southern Monkgate arm, in front of the Bar.
37. Removal of the ahead flare lane on the northern Monkgate arm. This will reduce the approach to 1 lane, allowing for the provision of a 1.5m cycle lane and an enlarged pedestrian island.
38. Realignment and increased width of signal controlled crossing and tactile paving over St Maurice's Road to meet design guidance.
39. Resurfacing and line marking across the whole junction.
40. The estimated cost of the work is £330,000.

### *Reasoning*

41. Replacement of the traffic signal technology is the fundamental purpose of this project, as per Section 2.
42. Widening of the pedestrian crossings is necessary to bring the pedestrian facilities in line with current guidance and standards. The increased size of the pedestrian island on Lord Mayors Walk will improve safety during the busiest times.
43. The cycle lane on the northern arm of Monkgate narrows on the approach to the junction in order to accommodate the ahead flare lane. By removing the flare lane, the cycle lane can be widened to 1.5m to the junction, removing the pinch point and making the route safer for cyclists.
44. Introducing a signal controlled pedestrian crossing over the norther and southern Monkgate arms provides a safe crossing point for pedestrians.
45. Removing the ahead flare lane will have no significant impact on the junction capacity as:
  - Very few vehicles proceed straight ahead from this arm of the junction due to access restrictions beyond the Bar.
  - The Flare lane is very short and can only accommodate 2 vehicles.
46. The carriageway at this junction is in very poor condition and these works provide an ideal opportunity to carry out resurfacing.

#### *Impact on vehicular traffic*

47. The junction has been modelled using LINSIG to assess the performance of the design. A summary of the modelling results is provided in Annex D.
48. Introduction of signal controlled pedestrian crossings over Monkgate requires the signal staging to include an all red phase. LINSIG modelling shows that this option will result in substantial increase to overall delay and queuing, particularly during peak times. Junction capacity will be exceeded during peak times, which may impact the wider network. The additional queueing traffic is likely to have a negative effect on air quality.
49. Consideration should be given to the effect of the proposed experimental Traffic Regulation Order at The Groves which is likely to increase traffic along Lord Mayor's Walk. The reduction of capacity that results from implementing this option alongside the Groves TRO would have a

cumulative effect on congestion in this area, significantly increasing delay and queuing at this junction.

50. Widening of the cycle lane on Monkgate is seen as a positive change for cyclists that has no significant drawback.

#### *Impact on pedestrians*

51. Introducing signal controlled pedestrian crossings over Monkgate will improve safety without impacting pedestrian wait times.
52. Widening the existing pedestrian crossings and enlarging the islands is seen as an improvement to the pedestrian facilities as users will have more room to navigate the junction. This will be especially beneficial for users of prams, wheelchairs and mobility scooters.

#### *Safety Considerations*

53. The new traffic signalling technology that will be introduced will improve pedestrian safety. Near-side pedestrian indicators are associated with a reduced accident rate.
54. An independent Safety Assessment has been carried out on the preliminary design attached. It highlighted some minor points that will be adequately resolved during the detailed design stage.
55. A further Road Safety Audit will be carried out after detailed design and before construction. This is the means by which the design safety will be controlled.

#### *Conservation*

56. CYC Design and Sustainability Manager and York Archaeological Trust have been engaged throughout the process and will continue through the detailed design and construction phases. The area of the proposed works is within the Area of Archaeological Importance. An archaeological watching brief will be on site during all works which are penetrating ground beneath modern paving/bedding layers.

## **Other options already discounted**

57. Minor variations of the presented options have been considered that include different signal staging, equipment layouts and kerb alignments, as well as combinations of staggered and straight across crossing points. The options presented are the most efficient variants and will be further optimised during detailed design.

## **Council Plan**

58. Replacing life-expired traffic signalling assets allows the Authority to continue to manage the traffic on its highway network, minimising congestion and ensuring user safety. Therefore carrying out these works fulfils the 'A focus on frontline services' priority of the Council Plan.

## **Implications**

### **59. Financial**

The TSAR programme is funded from the council's capital resources, and was approved in the 19/20 Capital Budget report to 14 February 2019 Executive. Sufficient funds are available to construct the presented option.

### **60. Human Resources**

There are no HR implications.

### **61. One Planet Council / Equalities**

All junctions are designed with equalities in mind. The recommended designs follow the most up to date guidance with respect to disability access. The technology included in all designs includes aids to persons with visual and mobility impairment.

### **62. Legal**

There are no legal implications.

### **63. Crime and Disorder**

There are no Crime and Disorder implications.

### **64. Information Technology**

The Information Technology implications of constructing the proposed designs has been considered and are included in the Project Plan. No issues are envisaged.

65. **Property**

There are no property implications.

66. **Other**

Disruption during construction – Constructing the TSAR schemes inevitably means a certain level of work on the Highway, with an associated level of delay and disruption to pedestrians and vehicular traffic. Such works will be scheduled and planned to minimise this disruption, and sufficient information and notice will be given to affected parties.

**Risk Management**

70. There are no known significant risks associated with any option presented in this report.

Project Risks are recorded in the Project Risk Register and monitored.

**Contact Details**

**Author:**

**Stuart Andrews**  
**Transport Systems Project**  
**Manager**  
**Transport**  
01904 552 378

**Chief Officer Responsible for the report:**

**Neil Ferris**  
**Corporate Director of Economy and Place**

**Report**  
**Approved**



**Date** 15 October 2019

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

**All**

Guildhall Ward

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

**Background Papers:**

Cabinet Report - 'Traffic Systems Asset Renewals and Detection Equipment Plan' – 12 November 2015

## **Annexes**

*ANNEX A - YK2215 MONK BAR / LORD MAYORS WALK OPTION A*

*ANNEX B - YK2215 MONK BAR / LORD MAYORS WALK OPTION B*

*ANNEX C – Consultation Summary*

*ANNEX D – Monkgate Modelling Summary*

## **List of Abbreviations Used in this Report**

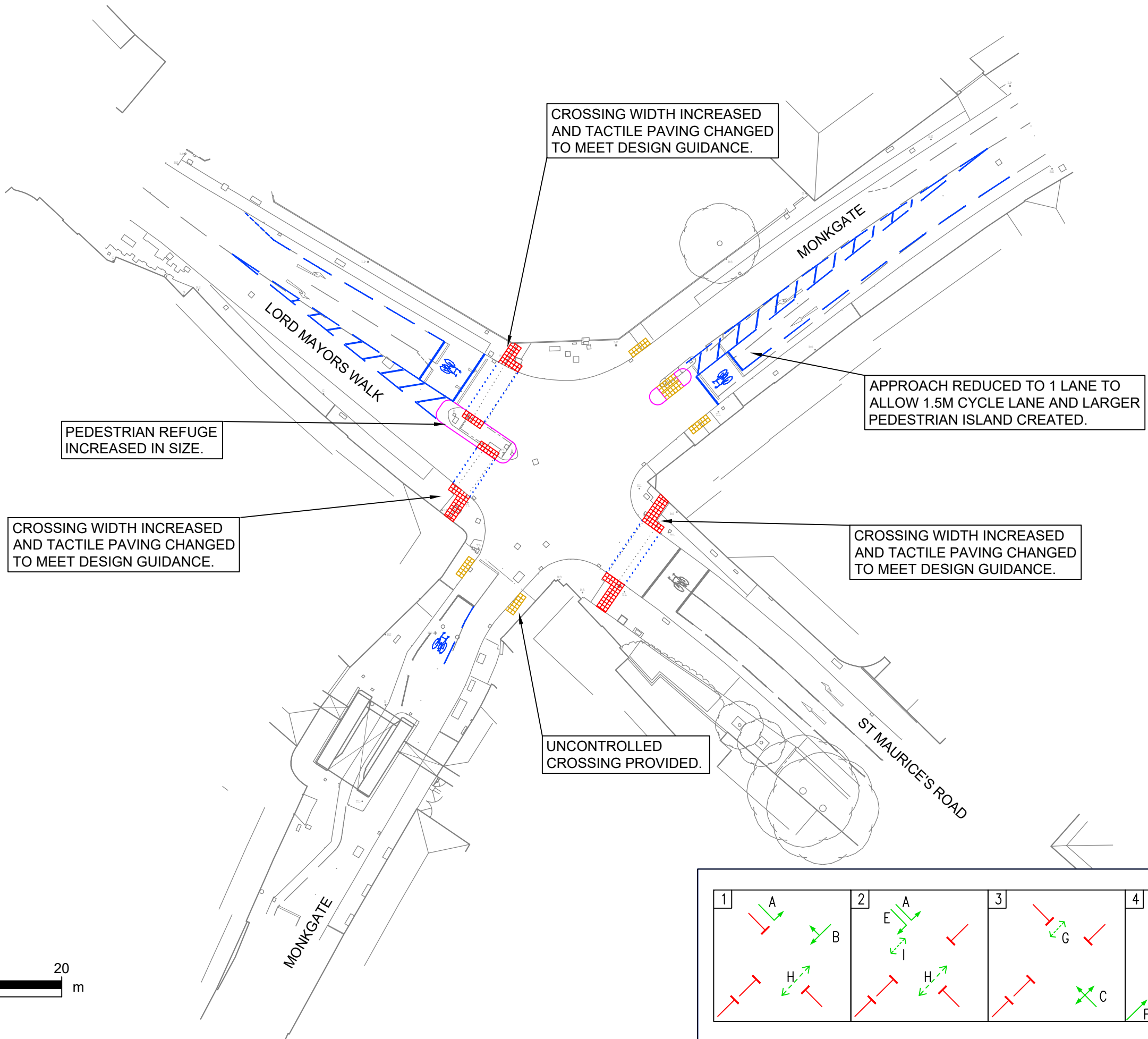
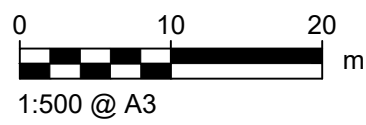
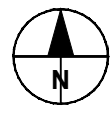
TSAR – Traffic Signal Asset Renewal

ASL – Advanced Stop Line

TRO - Traffic Regulation Order



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CITY OF

YORK

COUNCIL

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- NOTES
- DO NOT SCALE FROM THIS DRAWING.
  - ROAD MARKINGS ADJUSTED TO SUIT AMENDED DESIGN.

KEY

	PROPOSED WHITE MARKINGS
	EXISTING WHITE MARKINGS
	CONTROLLED TACTILE PAVING
	UNCONTROLLED TACTILE PAVING
	PROPOSED KERBLINE

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ISSUE/REVISION

IR	DATE	DESCRIPTION
P02	18.09.2019	POST INTERNAL DECISION SESSION
P01	18.07.2019	FIRST ISSUE

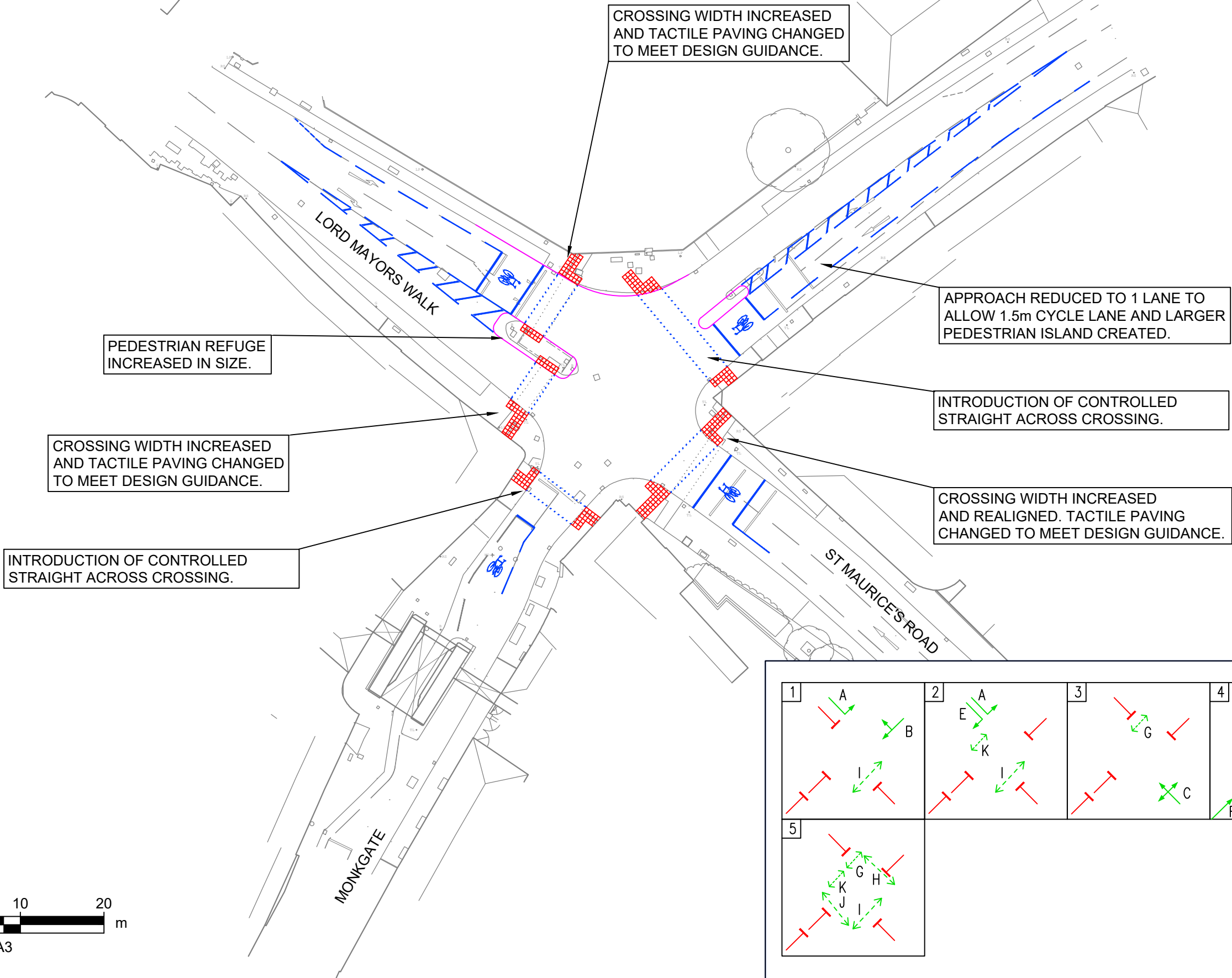
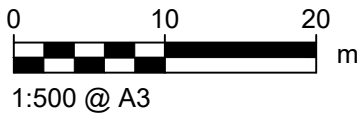
SHEET TITLE

YK2215  
MONK BAR / LORD MAYORS WALK  
OPTION A

DRAWING NUMBER

TST-YK2215-P-001

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KEY

	PROPOSED WHITE MARKINGS
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P01	18.07.2019	FIRST ISSUE
IR	DATE	DESCRIPTION

SHEET TITLE

YK2215  
MONK BAR / LORD MAYORS WALK  
OPTION B

DRAWING NUMBER

TST-YK2215-P-002

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## TSAR –Stakeholder Consultation Summary:

### YK22155 – Monkgate Bar

Stakeholder consultation was undertaken between 25<sup>th</sup> September 2019 and 8<sup>th</sup> October 2019 on the options put forward. 5 responses were received, 1 external response from York Civic Trust (YCT) and 4 internal responses from CYC officers.

A summary of the responses is provided below. Design team comments in [\[blue\]](#):

#### York Civic Trust:

- Prefer Option 2, as it offers improvements to conditions for pedestrians.
- Support enlarging the pedestrian island over Lord Mayor's Walk (both options), given the number of school groups using the crossing point.
- Support the introduction of a protected crossing over Monkgate (N) in Option 2.
- Suggested the proposed protected crossing in Option 2 should be connected to the pedestrian island over Monkgate (N). [\[The design team will look at this further if option 2 is progressed to detailed design.\]](#)
- Noted that there is less need for a protected crossing over Monkgate (S) in option 2, though modelling data indicates that this does not cause significant additional delay.
- Noted that cyclists travelling straight ahead from Monkgate (N) are caught up by other vehicles by the time they reach the Bar, causing conflict. [\[The design team will take this into consideration for both options during Detailed Design.\]](#)
- Suggested: banning the ahead movement from Monkgate (N) other than for cyclists to improve safety. [\[The design team have rejected this proposal as the alternative diversion route adds an additional 700m to journeys. Physically preventing this movement would also prove difficult. Banning movements is out of scope for TSAR projects.\]](#)
- Suggested banning the right turn from Lord Mayor's Walk, allowing stage 2 to be omitted and freeing up some capacity. [\[The design team have rejected this proposal as the alternative diversion route adds an additional 1.1km to journeys. Banning movements is out of scope for TSAR movements.\]](#)
- Noted that the planned closure to The Groves will increase traffic on Lord Mayor's Walk which may have a cumulative effect on delay time should option 2 be implemented.

#### CYC Officers:

- 1 response favoured Option 1; on the grounds that increasing levels of traffic in the surrounding area presented more of a danger, particularly to nearby primary school children, despite making the junction itself safer.
- 1 response favoured Option 1; as congestion on this stretch of the inner ring road is already significant and implementing option 2 would cause the situation to worsen.
- 1 response supported the widening of the cycle lane which would improve safety and make it substantially easier to navigate the junction as a cyclist, especially when using a bike trailer.

- 1 response favoured option 1; as they had concerns about adding more signalling equipment outside the Bar as proposed in Option 2.
- 1 response noted that no public rights of way were affected by the proposal, but did not specify a preference.

Monkgate / Lord Mayor's Walk Junction Modelling**AM Peak**

	Existing			Option 1			Option 2		
	DoS (%)	MMQ (PCU)	Delay / PCU (s)	DoS (%)	MMQ (PCU)	Delay / PCU (s)	DoS (%)	MMQ (PCU)	Delay / PCU (s)
<b>Monkgate (N)</b>	86.1	14.5	7.7	78.3	12.6	5.6	102.4	23.8	16.9
<b>St Maurices Road</b>	68.1	13.8	5.2	80.0	13.8	6.1	99.3	22.1	14.1
	58.3	11.3	4.1	68.5	11.0	4.6	85.0	13.3	6.7
<b>Goodramgate</b>	58.1	3.9	2.1	72.5	4.1	2.5	81.6	4.7	3.2
<b>Lord Mayor's Walk</b>	54.6	9.8	4.0	50.1	7.9	3.2	58.5	8.9	3.8
<b>PRC (%)</b>	4.5			12.5			-13.8		
<b>Total Traffic Delay (pcuHr)</b>	23.4			22.5			48.15		

**PM Peak**

	Existing			Option 1			Option 2		
	DoS (%)	MMQ (PCU)	Delay / PCU (s)	DoS (%)	MMQ (PCU)	Delay / PCU (s)	DoS (%)	MMQ (PCU)	Delay / PCU (s)
<b>Monkgate (N)</b>	64.5	8.8	4.3	67.2	8.8	4.0	97.5	15.2	10.2
<b>St Maurices Road</b>	64.3	11.9	4.4	61.7	10.5	4.0	74.1	11.9	5.1
	77.9	17.3	6.8	78.4	15.2	6.2	94.1	20.4	10.9
<b>Goodramgate</b>	46.1	2.9	1.6	64.7	3.1	1.9	64.7	3.1	1.9
<b>Lord Mayors Walk</b>	77.4	16.9	6.6	79.4	15.1	6.3	97.7	22.9	13.7
<b>PRC (%)</b>	15.6			13.4			-8.6		
<b>Total Traffic Delay (pcuHr)</b>	23.8			22.7			43.7		

## **Modelling Definitions**

Degree of Saturation (DoS): - is a ratio of demand to capacity on each approach to the junction, with a value of 100% meaning that demand and capacity are equal and no further traffic is able to progress through the junction. Values over 85% are typically regarded as suffering from traffic congestion, with queues of vehicles beginning to form.

Mean Maximum Queue (MMQ): - represents the maximum queue within a typical cycle averaged over all the cycles within the modelled time period. When a Link is oversaturated the Maximum Queue within each cycle will grow progressively over the modelled time period. This means that the Mean Maximum Queue will be approximately half the final queue at the end of the modelled time period.

Delay / PCU: - The Average Delay for each Vehicle on the Link averaged over the modelled time period.

Practical Reserve Capacity (PRC): - Is a measure of how much additional traffic could pass through a junction whilst maintaining a maximum degree of saturation of 90% on all Links. It is calculated from the maximum degree of saturation on a Link. Negative PRCs show that the junction is congested and queues will form.

Total Traffic Delay: - This is the total aggregate delay suffered by all traffic using the modelled Network and recorded in pcuHrs.





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

**24 October 2019**

Report of the Assistant Director of Transport, Highways & Environment

**Petitions Updates**

**Summary**

1. To advise on the receipt of and updates on five petitions.

**Recommendation**

2. It is recommended that:
  - The petitions and the update on responses / action taken so far for Tudor Road / Gale Lane and Thanet Road be noted.
  - That the request for a revised speed limit on Towthorpe Road be added to the workload.

Reason: Because actions have been identified for the issues raised and for the speed limit request there is a waiting list of other similar issues due to be considered.

- That the request for a Public Inquiry and the anticipated action following the adoption of the Local Plan be noted.

Reason: Because a public inquiry would not be appropriate.

- The current £5 charge for non-P&R parking at Monks Cross P&R site will be maintained and not increased, which reflects the Executive Member for Finance & Performance statement at Full Council, and will be subject to a joint decision by Executive Members for Transport and Finance and Performance if any changes are proposed.

Reason: Because the impact of the stadium activities on the P&R operation cannot be accurately determined until the stadium has opened.

## Background

3. Five petitions have been received (see Annex A for copies of the front pages) regarding:
  - Tudor Road (Presented by Councillor Waller at Full Council)
  - Thanet Road (Presented by Councillor Waller at Full Council)
  - Towthorpe Road (Presented by Councillor Doughty at Full Council)
  - York Transport System (Presented by Councillor Pavlovic)
  - Call to reverse the proposed £10 parking charge at the Park & Ride site at York Stadium (Presented by Cllr. Cullwick at Full Council)
4. **Tudor Road** – 3 issues were raised.
  - A review of safety at the Tudor Road / Gale Lane junction and a reintroduction of the pedestrian refuge.
  - Confirmation there would not be a loss of parking due to the new housing development.
  - Confirmation there would not be a deterioration in surface water issues due to the new housing development.
5. A review of the Tudor Road / Gale Lane junction will be carried out and compared with other locations when determining spending priorities for the accident reduction budget. However it should be noted that a review of accidents at this location has indicated that there were no pedestrian accidents recorded over the last 5 years. The location will also be reviewed using the Council's Pedestrian Crossing prioritisation process to determine whether a crossing facility is justified and deliverable.
6. There will not be a loss of parking due to the new development. Three on street spaces were removed due to the construction of the access road to the Lowfield site. Two new spaces are being constructed at the back of number 108 Tudor Road to serve the needs of the occupier of 108 Tudor Road and the directly adjoining properties (planning reference 19/00128/GRG3). Additionally, another 3 spaces are to be provided on Tudor Road, under Highway Authority powers. This includes one in front of number 56/58 Tudor Road (not yet built), one in front of number 88/90 Tudor Road (recently built), and one in front of

Number 47/49 Tudor Road (recently built). This represents an additional two spaces when compared to the situation before the access road was built.

7. A condition has been included in the Planning approval aimed at ensuring a reduction in the surface water runoff.
8. **Thanet Road** – Discussions are ongoing with the utility companies to try to consolidate and or relocate the cabinets. However, it should be noted this is a negotiation as the Council has limited powers in respect of utility cabinets.
9. **Towthorpe Road** - No investigation has been carried out into the speed complaint. For consistency in approach it is suggested that this issue should be considered at the same time as other requests for changes to speed limits. There is currently a waiting list of 15 sites to be considered for a change to the speed limit that this would be added to and the proposal for addressing this waiting list is being considered elsewhere on this meeting agenda.
10. **York Student Union Petition** – To note that the York University Student Union have petitioned for a public inquiry into “York’s Failing Transport System”. Following the adoption of the Local Plan it is anticipated that having established the spatial distribution of development within the city the Council’s Local Transport Plan will be refreshed and a wide public consultation will form part of the exercise, a public inquiry would not be appropriate.
11. **Call to reverse the proposed £10 Parking Charge at Monks Cross Park & Ride** – An increase to the current £5 parking charge, to £10, for motorists who park on the site but do not use the Park & Ride service was approved in the Council’s 2019/20 budget in February 2019. The purpose of the increased charge was to reduce the level of non-P&R parking and protect the operation of the Park & Ride service however the impact of the stadium activities cannot be accurately determined until the stadium has opened. The current £5 charge for non-P&R parking at Monks Cross P&R site will be maintained and not increased, which reflects the Executive Member for Finance & Performance statement at Full Council, and will be subject to a joint decision by Executive Members for Transport and Finance and Performance if any changes are proposed.
12. To take account of this uncertainty it is recommended that the current £5 charge is maintained but kept under review subject to a joint decision by Executive Member for Transport and Finance and Performance if any changes are proposed.

### **Options for Consideration**

13. Option 1 – Note the petition and the update on responses / action taken so far. This is the recommended option for Tudor Road / Gale Lane and Thanet Road.
14. Option 2 – Note the petition and add the issue to the workload list for further investigation. This is the recommended option for Towthorpe Road, and the parking charge at Monks Cross Park and Ride.
15. Option 3 – Note the petition and take no action. This is the recommended option for the Student Union petition.

### **Consultation**

16. No consultation is required at this stage.

### **Council Plan**

17. This report helps ensure the Council achieve its emerging Council Plan current being consulted upon by delivering:-
  - getting around sustainably
  - a greener and cleaner city
  - creating homes and world-class infrastructure
  - an open and effective council

### **Implications**

18. This report has the following implications:

**Financial** – None.

**Human Resources** – None

**Equalities** – None.

**Legal** – None.

**Crime and Disorder** – None

**Information Technology** - None

**Land** – None

**Other** – None

### **Risk Management**

19. None.

**Contact Details**

**Authors:**

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Tel: (01904) 551368

**Chief Officer Responsible for the report:**

James Gilchrist  
Assistant Director for Transport, Highways &  
Environment

**Report Approved** ☒ **Date** 4.10.19

**Specialist Implications Officer(s)**

None.

**Wards Affected:** Guildhall,

**All**

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

**Background Papers:** None.

**Annexes:**

Annex A – front cover of petitions

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# Annex A

## Petition Front Pages

### Tudor Road

Petition, requesting that

- The Council reviews safety at the current junction of Tudor Road with Gale Lane and reintroduces the crossing island at this wide junction on a route to school and local shops and services;
- The new junction with the Lowfields Playing Fields housing estate does not result in the loss of parking provision in the area; and
- The Council ensures that there is no worsening of surface water issues in the surrounding area resulting from the building on playing fields.

### Thanet Road Petition

We, the undersigned, request

- no additional utility boxes be placed on Thanet Road due to the safety problems with being unable to see traffic clearly when leaving sports club car parks
- the council work with utility companies to reduce the number of boxes here.

### Towthorpe Road Road Petition

#### **Petition to reduce speed limit from 60mph to 40mph - Towthorpe Road, Towthorpe**

*As a resident of Towthorpe Road, we are increasingly concerned about the speed of some road users and believe the 60mph national speed limit to be dangerous and wholly inappropriate for the section of Towthorpe Road between the junction with Strensall Road and the end of the built up part of Towthorpe within Strensall with Towthorpe Parish.*

*With this petition, we call upon the City of York Council for a reduction to 40mph for this section of road. We are aware that there have been safety calls previously for this section of road and with several recent barn conversions near doubling dwelling properties and the number of residents, we believe it is time for action. We are particularly concerned for the safety of residents of several homes which are without pavement outside their properties and have no option to step from their drives into the 60mph section with lines of sight reduced*

NAME	ADDRESS	SIGNATURE	PHONE/EMAIL
<small>Please only complete these boxes if you consent to being contacted by us this way</small>			

### York University Students Petition

Petition presented by Cllr Pavlovic on behalf of the University of York Student Union, calling for a public inquiry into York's failing transport system. Signed by over 1000 people.

### Monk Cross £10 Parking Charge Petition

Petition presented by Councillor Cullwick calling for the reversal of a proposed £10 parking charge at the York Community Stadium. Signed by 555 people.

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

**24 October 2019**

Report of the Assistant Director of Transport, Highways and Environment

**Cycling in High Petergate**

**Summary**

1. This report seeks approval to introduce an Experimental Traffic Regulation Order (ETRO) to permit cycling in High Petergate during Footstreet hours (i.e. 10:30 – 17:00) on a trial basis.

**Recommendations**

2. The Executive Member is asked to:

Approve the introduction of an ETRO to permit cycling in High Petergate in a southerly direction (i.e. from Bootham Bar to Duncombe Place ) during the Footstreet hours (10:30 – 17:00), with a report back after 6 months operation, including consultation feedback, to decide if this should be made permanent.

Reason:

To assess if this change improves cycle safety and convenience without introducing safety issues for pedestrians, and to better inform future decisions on the operation of the Footstreets.

**Background**

3. High Petergate is a narrow city-centre street with one-way traffic flow in a southerly direction (i.e. from Bootham Bar to Duncombe Place). It attracts high volumes of pedestrians, and was made part of the city centre Footstreets scheme back in 2000. Under this scheme all vehicle access (including by cyclists) is legally prohibited between the hours of 10.30 and 17.00 daily (subject to a few special exemptions, e.g. emergency vehicles).

4. In 2001 removable bollards were introduced to help with the enforcement of the restriction by making it physically impossible for cars and bigger vehicles to enter the street during the restricted periods.
5. Under this restriction, the alternatives for cyclists wishing to travel from Bootham into the city centre or to join the cycle route in front of the Minster are to either dismount and walk along High Petergate or to cycle along St Leonard's Place/Duncombe Place.
6. Many cyclists find these alternatives unattractive, and there has continued to be a significant level of illegal cycling along High Petergate during Footstreet hours. Several requests have been received since it became a Footstreet for cycling to be allowed. A recent survey recorded around 30 cyclists per hour riding their bikes along High Petergate during the Footstreet hours. Of these, 23 per hour travelled southbound and 7 travelled northwards (i.e. against the one-way traffic order as well as the Footstreet restriction).
7. Although the current cycle movements during Footstreet hours are illegal, they do not appear to be creating a problem of pedestrian safety. Indeed the Police accident database has no record of casualties linked to cycling during the Footstreet hours since their introduction in 2000. During the recent surveys no significant conflicts between cyclist and pedestrians were observed.
8. Based on levels of cycling along High Petergate outside the Footstreet hours obtained from the recent survey, it is estimated that the level of cycling during the Footstreet hours if the legal prohibition were to be relaxed could be about double what is currently experienced.
9. In 2010 the "Way of the Roses" coast-to-coast route was launched. This route passes through the centre on York using both Bootham and Minster Yard. Allowing cycle tourists to use High Petergate at any time of day would enhance this route and help raise the profile of York as a cycle tourism hub.
10. Since the improved Scarborough Bridge pedestrian/cycle river crossing was opened many more cyclists are now using Scarborough Bridge and then Bootham to access many parts of the city centre, rather than use Lendal Gyratory and Lendal Bridge. Relaxing the current restriction on cycling along High Petergate will help to further promote this safer alternative route for many journeys.

## Proposal

11. It is proposed to introduce an ETRO to allow cycling in High Petergate in a southerly direction (i.e. from Bootham Bar to Duncombe Place) during the Footsteet Hours (10:30 to 17:00). In effect, this would allow this cycling movement at all times. There is already a precedent to allowing cycling on a Footstreet as Minster Yard has 24 hour cycle access.
12. No change is proposed to the current one way arrangements for cyclists on High Petergate as the Bootham exit is not signalised and the High Petergate carriageway is considered to be too narrow to introduce a contraflow cycle lane.
13. During the trial a new sign would be erected at the entrance to High Petergate to give road users information about who could enter the Street at what times of day. Removing the restriction on cycling simplifies the signing requirement such that the existing Variable Message Sign (VMS) could be covered by a single sign face. The proposed sign is shown in **Annex A**.
14. Consultation is not necessary in advance of introducing an ETRO. Legally there is a requirement for any formal objections to an ETRO to be lodged within 6 months of it coming into operation. Hence, if the trial is approved, it is proposed to carry out extensive consultation with interested parties during the first 6 months of the experiment. This would enable people to form their views based on real experience and observations. It is proposed to invite road users to submit comments to a dedicated web- address, local business and residents via a letter drop, and a wide range of road-user organisations and the emergency services via email. The feedback would be summarised in a report to the Executive Member for a decision on the experiment being made permanent.

## Road Safety Audit

15. A Road Safety Audit assessment has been carried out on the proposed trial. No audits are considered necessary in advance of the trial, but an independent safety assessment would be carried out during the trial to feed into the report on its long term future.

## Options

17. The Executive Member is asked to consider the following options:

- a) Authorise advertisement of the proposed ETRO, with a commitment to report back on the experiment after the trial has been in place for a period of 6 months with a recommendation as to whether it should be retained, amended, or removed. As part of the ETRO, extensive consultation would take place with interested parties and a Road Safety Audit would be carried out to help inform the ultimate decision.
- b) Drop the proposal and take no further action.

## Analysis

18. Taking no action is not recommended because it would not achieve the aim of improving cross city centre cycle route facilities. There is currently no evidence that allowing cyclists to use High Petergate at any time of day would be a significant problem for pedestrian safety, so it is recommended that the proposed ETRO is implemented. During the trial interested parties would be consulted to gather feedback and gauge if there is support for making the Traffic Order permanent.

## Council Plan

19. This report helps ensure the Council achieve its emerging Council Plan current being consulted upon by delivering:-
  - getting around sustainably
  - a greener and cleaner city
  - creating homes and world-class infrastructure

The proposal responds to cyclists' clear desire to travel along High Petergate at all times of the day.

## Implications

20.
  - **Financial** - The trial would cost approximately £5K to implement, monitor, and report back on. An adequate budget allocation within the Transport Capital Programme for 2019/20 is available to cover this as part of the Scarborough Bridge Sub-Projects package.
  - **Human Resources (HR)** - There are no HR implications.
  - **One Planet Council / Equalities** - There are no equalities implications.

- **Legal** - the proposed trial will require an Experimental Traffic Regulation Order to be made, which can last for up to 18 months. Objections need to be submitted within the first 6 months, and decisions about the trial possibly being amended, and ultimately being made permanent, need to be made before the maximum 18 month duration.
- **Crime and Disorder** - There are no crime and disorder implications, other than the Experimental Order would legalise cycling that is currently contravening the existing Traffic Order.
- **Information Technology (IT)** - There are no IT implications.
- **Property** - There are no property implications.

## Risk Management

21. **Physical** - there is always a potential for new safety issues to arise whenever an existing traffic arrangement is altered, and particularly where vulnerable road users are involved. However, a significant level of cycling is already taking place in High Petergate during Footstreet hours without problems, and during the experiment close monitoring of the situation will be carried out, including a road safety audit.
22. **Organisation/Reputation** - there is a risk of criticism from the public in implementing a scheme to which some people may have objections, but equally there could also be criticism from potential supporters of the scheme if it is not implemented. Good quality consultation should ensure that well informed decisions are made about the scheme and reduce the risk of public criticism.

23.

Risk Category	Impact	Likelihood	Score
Physical	Medium	Unlikely	6
Organisation/Reputation	Medium	Unlikely	6

Measured in terms of impact and likelihood, the risk scores have all been assessed at lower than 16. This means that at this point, the risks need only to be monitored, as they do not provide a threat to the achievement of the objectives of this report.

## Contact Details

### Author:

**Mike Durkin**  
**Engineer**  
**(Transport Projects)**

Tel No. 553459

### Chief Officer Responsible for the report:

**James Gilchrist**  
**Assistant Director of Transport,**  
**Highways and Environment**

**Report**  
**Approved**



**Date** 04.10.19

**Wards Affected: Guildhall**

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

### Background Papers:

*City Centre Footstreets Review* – report to Cabinet Member for City Strategy Decision Session meeting on 1/12/2011.

*City Centre Footstreets TRO Amendments (part 1) Objections* - report to Cabinet Member for City Strategy Decision Session meeting on 8/3/2012.


### Annexes:

**Annex A** – proposed entry sign.



Scheme	Ref.	Cycling and high Petergate Trial	
Sign	Ref.	Pedestrian and Cycle Zone Sign	x-height 37.5
Letter colour	BLACK		SIGN FACE
Background	WHITE		Width 655mm
Border	BLACK		Height 1245mm
Material	Class R2		Area .81m <sup>2</sup>

T:\Dev\_Serv\DOCUMENT\Transport Projects\Projects\09 - Cycling\Scarborough Bridge sub projects\High Petergate\Drawings\TP-190002-001 Pedestrian and Cycle Zone Sign.dwg

 <p>Highways - Transport Projects and Delivery Team Eco Depot, Hazel Court, James Street, York, YO10 3DS www.york.gov.uk</p>	CYCLING IN HIGH PETERGATE TRIAL PROPOSED ENTRY SIGN				SCALE	N.T.S.
					DATE	SEPT 19
	REV	AMENDMENTS	DATE	DRAWN	DRAWN	MLH
					CHECK	-
				TP/190002/001		

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

**24 October 2019**

Report of the Corporate Director of Economy and Place

**Directorate of Economy & Place Transport Capital Programme –  
2019/20 Monitor 1 Report**

**Summary**

1. The purpose of this report is to set out progress to date on schemes in the 2019/20 Economy & Place Transport Capital Programme, and propose adjustments to scheme allocations to align with the latest cost estimates and delivery projections.

**Recommendations**

2. The Executive Member is asked to:
  - 1) Approve the amendments to the 2019/20 Economy & Place Transport Capital Programme.
  - 2) Note the decrease to the 2019/20 Economy & Place Transport Capital Programme, as set out in the report to the 29 August 2019 Executive meeting.

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.

**Background**

3. Following approval at Full Council on 28 February 2019, the Transport Capital Budget for 2019/20 was confirmed as £56,856k. The budget was then increased to £64,740k in July 2019 when the Executive Member was presented with the Consolidated Capital Programme, which included all schemes and funding that had carried over from 2018/19.

4. The approved budget includes funding from the Local Transport Plan (LTP) grant, the Clean Bus Technology grant, the Better Bus Fund, grant funding from the government's Office of Low Emission Vehicles (OLEV), and council resources including the Built Environment Fund.
5. The budget also includes significant funding from various external sources following successful bids by the council, including Department for Transport, West Yorkshire City Connect Grant, the York & North Yorkshire Local Enterprise Partnership, the National Productivity Investment Fund, and the West Yorkshire Transport Fund.

### **2019/20 Major Schemes**

6. Following the report to the 29 August Executive with an update on the progress of the Transport Access & Security Measures scheme, it is proposed to slip £562k to 2020/21 to allow the installation of static measures at Parliament Street in 2019/20, with the installation of the automated security measures planned for 2020/21. A further report with details of the proposed automated measures will be presented to the Executive later in the year.
7. Funding from the Low Emission Bus Strategy grant was awarded to First York in April 2019, who have now ordered the new electric buses for the Park & Ride fleet, which are expected to be in use in York later in 2019. Work has also been carried out at the depot to construct a new sub-station at the bus depot, which is required for the installation of the charging equipment for the new buses. The existing electric buses will remain in use, and the bendy buses in use on the Rawcliffe Bar route will be upgraded to Euro VI emissions standards within 19/20.
8. The council was successful in a bid for £240k grant funding from the Department for Environment, Food, and Rural Affairs (DEFRA) towards the Clean Air Zone proposals for York city centre. It is proposed to replace £240k CYC Resources funding with this grant funding, and return the £240k council funding to the Corporate Capital Programme. As set out in the report to the 17 January 2019 Executive meeting, this funding will allow bus companies to bid for funding to carry out conversion work on their bus fleet to meet Euro VI standards.
9. The work on the new Scarborough Bridge Footbridge and approach ramps has now been completed. Work is continuing to develop the proposed improvements to the cycle routes on the approaches to the

bridge, including minor improvements along Post Office Lane, and improvements to the route between Bootham and the new footbridge.

10. Work on the Smarter Travel Evolution Programme (STEP) to develop measures to implement real-time traffic monitoring and associated infrastructure is continuing as planned. This includes upgrades of all Automated Traffic Counter sites in York, data collection through the roadside surveys carried out earlier this year to inform the new transport model, and upgrades to communications infrastructure to link traffic signals. The programme of work intends to allow York to prepare for future transport measures such as connected and autonomous vehicles.
11. The allocation for the Outer Ring Road Upgrade scheme has been reprofiled, and £10,488k of West Yorkshire Transport Fund grant funding has been slipped to 2020/21 to reflect expected progress in 2019/20 and the programme of work for future years. Work is continuing to develop the Clifton Moor Roundabout upgrade scheme, and approval to progress the detailed design of the scheme was granted following a report to the 29 August Decision Session meeting. As set out in the report to 26 September Executive, progress on the Monks Cross roundabout upgrade has been delayed due to issues with acquiring the land needed for the scheme, and approval has now been granted in principle for a Compulsory Purchase Order (CPO) to be progressed to acquire the land needed for the scheme.
12. The allocation for the Station Frontage scheme has also been reprofiled, with £957k of West Yorkshire Transport Fund grant funding slipped to 2020/21. This will allow work to gain planning approval and Full Business Case agreement from the West Yorkshire Combined Authority to be progressed in 2019/20, with delivery of the full scheme expected to start in 2020.
13. The allocation for the Outer Ring Road Dualling scheme in 2019/20 has been reduced to £500k, and the remaining £27.5m, primarily future Department for Transport (DfT) grant, has been slipped to 2020/21. The DfT has not yet made an announcement regarding the funding for the Phase 1 Dualling of the A1237, so at this stage funding is only required for preparatory work (surveys, preliminary design, and business case development) on the scheme.

## 2019/20 Transport Schemes

14. A review of the current programme has identified schemes where the allocations need to be amended to reflect scheme progress and updated cost estimates.
15. Work is progressing on the installation of the new Token Barriers at Askham Bar and Monks Cross Park & Ride sites, and the new barriers are planned to be operational in November. As the cost of the civils works for the installation of the new barriers is higher than originally expected, it is proposed to transfer funding from the allocation for improvements at Grimston Bar Park & Ride site to this scheme to fund the additional costs.
16. Following a successful bid to the European Regional Development Fund (ERDF), £700k grant funding has been added to the capital programme to progress the proposed 'Hyper Hubs' at Monks Cross and Poppleton Bar Park & Ride sites. This is in addition to the existing grant funding from the Office of Low Emission Vehicles (OLEV). The proposals for the hyper hubs and solar canopies were approved following the report to 26 September Executive, and planning applications have been submitted for both sites.
17. The allocation for the Wayfinding scheme has been reduced to £350k, as the remaining £350k funding is being provided by the York Business Improvement District (BID). The scheme will be delivered by York BID in 2019/20.
18. Work on the improvements to Fossgate, including resurfacing, were completed in April 2019, and funding was carried forward from 2018/19 for the carryover costs of the scheme. However, additional improvements to the Stonebow/ Whip-Ma-Whop-Ma-Gate junction were progressed as part of the scheme, so the cost of the scheme has increased. It is proposed to transfer funding from the Stonebow/ Peasholme Green Public Realm scheme for the additional cost of this work. The proposals for improvements to the Stonebow/ Hungate/ Peasholme Green corridor have been on hold due to development in the area, and will be progressed once the layout changes as a result of the developments has been finalised.
19. Following a report to the December 2018 Decision Session, the additional works for the Review of Experimental TROs scheme have now been completed. As the costs were lower than originally

anticipated, it is proposed to reduce the allocation for this scheme to £5k.

20. Additional allocations are proposed to enable the following schemes to be delivered in 2019/20 funded by adjusting the Pedestrian Scheme allocation and increasing the overprogramming level.
  - £32k for the Hull Road/ Owston Avenue scheme for additional resurfacing work in the vicinity of the zebra crossing.
  - £17k for the Haxby Road Pedestrian Crossing scheme due to the increased cost of the proposed zebra crossing.
21. At the 17 July Council meeting, a number of supplementary budget proposals were approved, including the allocation of £2m council capital resources for investment in highway infrastructure. This funding was split between the ward committees (£1m), highways schemes (£0.5m), and transport (walking & cycling) schemes (£0.5m) at the Corporate Monitor 1 report to the 29 August Executive.
22. A list of schemes to be funded by the additional Cycling and Walking allocation will be developed in consultation with the Executive Member and included for approval at the Monitor 2 report later in the financial year.
23. No other changes are proposed to schemes in the transport capital programme at this stage of the year. A number of schemes have already been completed including an upgrade to the CCTV system at Monks Cross Park & Ride site, measures to improve bus priority at the Haxby Road/ Wigginton Road junction, improvements to traffic signals at Jockey Lane/ Kathryn Avenue and Bishopthorpe Rd/Scarcroft Rd, upgrades of the pedestrian crossings at Bootham and Blossom Street, and the completion of the off-route cycle route between Knapton and Moor Lane (the final section of the Rufforth-Knapton cycle route).
24. Feasibility and design work is being progressed on the remaining schemes for implementation later in 2019/20.
25. Details of the revised budgets are shown in Annexes 1 and 2 to this report.

## **Consultation**

26. 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.
27. Funding for the capital programme was agreed by the council on 28 February 2019. 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**

28. The Executive Member has been presented with a proposed programme of schemes, which have been developed to implement the priorities of the Local Transport Plan (LTP3) and the Council Plan.

## **Analysis**

29. The programme has been prepared to meet the objectives of LTP3 and the Council Plan as set out below; implement the City Centre Access & Safety scheme; implement the Low Emission Bus Strategy and Clean Air Zone schemes; progress the Smarter Travel Evolution Programme; and progress the Outer Ring Road upgrades and the Station Frontage major schemes.

## **Council Plan**

30. This report helps ensure the Council achieve its emerging Council Plan current being consulted upon by delivering:-
  - getting around sustainably
  - a greener and cleaner city
  - creating homes and world-class infrastructure
  - an open and effective council
31. 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.

32. 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.
33. 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

34. The following implications have been considered.
  - **Financial:** See below.
  - **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:** There are no Legal implications.
  - **Crime and Disorder:** There are no Crime & Disorder implications.
  - **Information Technology (IT):** There are no IT implications.
  - **Property:** There are no Property implications.
  - **Other:** There are no other implications.

## Financial Implications

35. If the proposed changes in this report are accepted, the total value of the Economy & Place Transport Capital Programme would be £26,500k including over programming. The over programming would be increased to £417k, which is considered appropriate at this stage of the year and will be reviewed at the next monitoring report.
36. The budget will be reduced to £26,083k, and will be funded as shown in Annex 1 to this report.

## Risk Management

37. 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 2019/20.

## Contact Details

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Place

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**Chief Officer Responsible for the  
report:**

**James Gilchrist**

Assistant Director – Transport, Highways  
and Environment

**Report  
Approved**



**Date** 04.10.19

**Specialist Implications Officer(s)** List information for all

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

**All**



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

## Background Papers:

E&P 2018/19 Capital Programme Monitor 2 Report – 20 December 2018

E&P 2019/20 Capital Programme Budget Report – 14 March 2019

E&P 2019/20 Capital Programme Consolidated Report – 25 July 2019

## Annexes

Annex 1: 2019/20 Transport Capital Programme Budgets

Annex 2: 2019/20 Transport Capital Programme Schemes



**Annex 1 - 2019/20 Transport Capital Budget**

<b>Funding Source</b>	<b>2019/20 Consol. Budget</b>	<b>Adjust ments</b>	<b>Revised 2019/20 Budget</b>
	<b>£1,000s</b>	<b>£1,000s</b>	<b>£1,000s</b>
Local Transport Plan	2,306		2,306
ERDF Grant (Hyper Hubs)		700	700
Developer Funding	252		252
Clean Bus Technology Grant	312		312
Better Bus Area	201		201
Wayfinding (CYC Resources/ York BID)	700	-350	350
Council Resources	3,346	500	3,846
DfT Grant (Pergamentum)	46		46
York & North Yorkshire LEP	220		220
Built Environment Fund (City Centre Access; Fossgate Public Realm)	1,100	-562	538
Clean Air Zone (CYC Resources)	1,640	-240	1,400
Clean Air Zone (DEFRA Grant)		240	240
Scarborough Bridge	1,422		1,422
Smarter Travel Evolution Programme	2,536		2,536
WYTF - York Outer Ring Road	15,748	-10,488	5,260
WYTF - Station Frontage	3,587	-957	2,630
WYTF - Outer Ring Road Dualling	28,024	-27,500	524
Low Emission Bus Strategy Grant	3,300		3,300
<b>Total</b>	<b>64,740</b>	<b>-38,657</b>	<b>26,083</b>

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Scheme Ref	2019/20 Transport Capital Programme	19/20 Consol. Budget	Proposed 19/20 M1 Budget	Funding Source
		£1,000s	£1,000s	

	<b>Public Transport</b>			
PR01/19	P&R Site Upgrades	270	270	Local Transport Plan/ Section 106
PT01/17	P&R Advance Signage	80	80	Local Transport Plan
PT01/19	Bus Shelter Improvements	50	50	
PT02/19	Bus Stop Access Improvements	20	20	
PT0319	Bus Stop Resurfacing	30	30	
	<b>Public Transport - Carryover Schemes</b>			
PT03/16	North York Bus Priorities (Haxby Road/ Wigginton Road Jct)	201	201	Better Bus Funding
PT03/18	Peasholme Green Bus Stop Improvements	39	39	Section 106
TM07/16	Rapid Charger Hubs / Hyper Hubs	736	1,436	Government Grant/ ERDF Grant
TM08/15	School Bus Exhaust Refits	217	217	Government Grant
PT02/14	Tour Bus Conversions	95	95	
Var.	S106 Bus Stop Improvements	33	33	Section 106

<b>Total Public Transport Schemes</b>	<b>1,771</b>	<b>2,471</b>
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	<b>Traffic Management</b>			
TM01/19	Fossgate Pedestrianisation	20	20	Local Transport Plan
TM02/19	Car Park Electric Vehicle Charging Points	25	25	
TM03/19	Signing & Lining	50	50	
TM04/19	AQ Monitoring	20	20	
TM05/19	Victoria Bar Access Control	20	20	
TM06/19	City Centre Footstreets VMS	10	10	
TM07/19	Wigginton Road Multi-Modal Study	50	50	
TM08/19	Fulford Road Corridor Improvements	45	45	
TM09/19	Car Park Improvements	180	180	Council Resources
TM10/19	Hopgrove Lane South Review	5	5	Local Transport Plan
TM12/19	TSAR Schemes	1,510	1,510	Council Resources/ Section 106
TM13/19	Highways Infrastructure Smart Monitoring (Pergamentum)	46	46	Government Grant
	<b>Traffic Management - Carryover Schemes</b>			
TM06/18	CCTV Upgrades	176	176	Council Resources
TM06/15	VMS Upgrade: Car Park Occupancy Systems	70	70	Local Transport Plan
TM10/17	Improved City Centre Signage (Wayfinding)	700	350	Council Resources
TM07/18	Hungate CCTV	90	90	
TM09/17	Fossgate Public Realm Improvements	38	75	

<b>Total Traffic Management Schemes</b>	<b>3,055</b>	<b>2,742</b>
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	<b>Pedestrian &amp; Cycle Schemes</b>			
CY01/19	Rufforth-Knapton Cycle Route	270	270	York & North Yorkshire LEP/ Local Transport Plan
	Bishopthorpe Road Cycle Route	145	145	Local Transport Plan
	Acomb Road Cycle Route	5	5	
CY02/19	Navigation Road Cycle Improvements	10	10	Local Transport Plan
CY03/19	Advanced Stop Line (ASL) Visibility	10	10	
CY04/19	Cycle Minor Schemes	25	25	
PE01/19	Pedestrian Schemes	50	33	
PE02/19	University Road Footway (Heslington Church)	25	25	Local Transport Plan
PE03/19	Haxby Road Pedestrian Crossings (Clarence Gardens)	20	37	
PE04/19	Pedestrian Crossing Review	60	60	Local Transport Plan/ Section 106
PE05/19	Pedestrian Minor Schemes	50	50	Local Transport Plan
New	Additional Cycle Schemes		500	Council Resources
	<b>Carryover Schemes</b>			
PE03/16	Stonebow/ Peasholme Green Public Realm	175	138	Council Resources

<b>Total Pedestrian &amp; Cycle Schemes</b>	<b>845</b>	<b>1,308</b>
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Scheme Ref	2019/20 Transport Capital Programme	19/20 Consol. Budget	Proposed 19/20 M1 Budget	Funding Source
		£1,000s	£1,000s	

	<b>Safety Schemes</b>			
SR02/18	Carr Infants School	40	40	Local Transport Plan
SR03/18	St Paul's Primary School			
SR06/18	St Barnabas Primary School			
SR01/19	Clifton Green Primary School			
SR02/19	2020/21 Safe Routes to School Programme Development	5	5	
SR08/18	Fulford School Access	10	10	
SR07/18	Lord Deramore's Primary School	50	50	

	<b>Safety &amp; Danger Reduction Schemes</b>			
LS01/19	Local Safety Schemes	22	22	Local Transport Plan
	2020/21 LSS Programme Development			
	Hull Road/ Melrosegate LSS			
	Tower Street/ Skeldergate Bridge LSS			
	Foss Islands/ Navigation Road LSS			
	Fawcett Street/ Paragon Street LSS			
	A1237/ A59 Roundabout LSS			
	Hull Road/ Field Lane Roundabout LSS			
	Minor Local Safety Schemes			
LS03/18	Lindsey Avenue LSS	10	10	Local Transport Plan/ Council Resources
LS05/18	York Road/ Eastfield Avenue, Haxby	8	8	
LS02/19	A1237/ A19 Roundabout LSS	10	10	
LS04/17	Hull Road/ Owston Avenue LSS	20	52	
DR01/19	Danger Reduction			Local Transport Plan
	Reactive Danger Reduction	5	5	
	2020/21 Programme Development	5	5	
DR01/18	Foxwood Lane Zebra Crossing	5	5	
DR01/17	Haxby to Strensall - Cross Moor Lane & Haxby Moor Road	3	3	
	Strensall Road Speed Limit	2	2	
	Haxby Road Speed Cushions	15	15	

	<b>Speed Management Schemes</b>			
SM01/19	Speed Mgt Scheme Development for 2020/21	10	10	Local Transport Plan
SM04/17	Hempland Avenue Speed Management	30	30	
SM04/18	Review of Experimental TROs (Various Locations)	10	5	
SM01/18	Alness Drive Speed Management	10	10	
SM02/15k	Green Lane Rawcliffe Speed Management	25	25	
SM01/16h	Stockton Lane, Stockton-on-the-Forest Speed Mgt	10	10	
SM02/19	Vehicle Activated Signs (VAS) Upgrade	20	20	

<b>Total Safety Schemes</b>	<b>325</b>	<b>352</b>
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	<b>Scheme Development</b>			
Var	Future Years Scheme Development	50	50	Local Transport Plan
Var	Previous Years Costs	50	50	
-	Staff Overheads	200	200	

<b>Total Scheme Development</b>	<b>300</b>	<b>300</b>
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<b>Total Integrated Transport Programme</b>	<b>6,296</b>	<b>7,173</b>
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	<b>Maintenance Schemes</b>			
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	<b>Maintenance Schemes</b>			
BR01/18	Special Bridge Maintenance	930	930	Council Resources
	City Fibre Network	260	260	
TM11/17	Maintenance of Private Streets	125	125	

<b>Total Maintenance Schemes</b>	<b>1,315</b>	<b>1,315</b>
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Scheme Ref	2019/20 Transport Capital Programme	19/20 Consol. Budget	Proposed 19/20 M1 Budget	Funding Source
		£1,000s	£1,000s	

<b>Major Schemes</b>
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Major Schemes				
TM07/18	Transport Access & Security Measures	1,062	500	Council Resources
PR01/18	Low Emission Bus Strategy	3,500	3,500	Government Grant/ Local Transport Plan
CZ01/19	Clean Air Zone Measures	1,640	1,640	Council Resources/ Government Grant
CY04/15	Scarborough Bridge Footbridge & Route Improvements	1,422	1,422	Government Grant/ York & North Yorkshire LEP/ Council Resources
STEP	Smarter Travel Evolution Programme	2,536	2,536	Government Grant
OR01/17	Outer Ring Road Upgrades	15,748	5,260	Government Grant
	Wetherby Road Roundabout			
	Monks Cross			
	Great North Way			
	Haxby Road			
	Strensall Road			
	Clifton Moor			
	Wigginton Road			
YC01/17	Station Frontage	3,587	2,630	Government Grant
OR02/17	Outer Ring Road Dualling	28,024	524	Council Resources/ Government Grant

<b>Total Major Schemes</b>	<b>57,519</b>	<b>18,012</b>
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<b>Total Transport Capital Programme</b>	<b>65,130</b>	<b>26,500</b>
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<b>Overprogramming</b>	<b>390</b>	<b>417</b>
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<b>Total Transport Capital Budget</b>	<b>64,740</b>	<b>26,083</b>
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