



Notice of a public meeting of

Decision Session - Executive Member for Economy and Transport

To: Executive Member for Economy and Transport

Date: Tuesday, 28 May 2024

Time: 11.00 am

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

AGENDA

Notice to Members – Post Decision Calling In:

Members are reminded that, should they wish to call in any item* on this agenda, notice must be given to Democratic Services by **4:00 pm on Tuesday 4 June 2024**.

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

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00 pm on Friday 24 May 2024**.

1. Declarations of Interest (Pages 1 - 2)

At this point in the meeting, the Executive Member is asked to declare any disclosable pecuniary interest, or other registerable interest, they might have in respect of business on this agenda, if they have not already done so in advance on the Register of Interests. The disclosure must include the nature of the interest.

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

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

2. Minutes (Pages 3 - 4)

To approve and sign the minutes of the Decision Session held on 16 April 2024.

3. Public Participation

At this point in the meeting members of the public who have registered to speak can do so. Members of the public may speak on agenda items or on matters within the remit of the committee.

Please note that our registration deadlines have changed to 2 working days before the meeting. The deadline for registering at this meeting is at **5.00pm on Friday 24 May 2024.**

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

Webcasting of Public Meetings

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

4. Consideration of representations received (Pages 5 - 164) for Annual Review of Traffic Regulation Order Requests

The report considers representations received, in support or objection, to the advertised proposals to amend the Traffic Regulation Order (TRO) detailed in the accompanying Annexes A to R.

A decision on each proposal is important as it will provide the Council with the approval for an outcome and ensure the appropriate changes are made to the traffic restrictions to address the concerns raised.

5. Consideration of results received from (Pages 165 - 214) the consultation to extend R23 Residents Parking Zone to include Government House Road and a decision to be made on placing limited waiting restrictions on Water End slip road

This report discusses the results of the informal consultation feedback received from residents in response to a proposal to extend Resident Parking (ResPark) zone R23 (Westminster Road) to include properties on Government House Road, and determine what action is appropriate following the results.

It also considers implementation of limited waiting restrictions on Water End slip road, to limit car parking on the slip road to a maximum of 2 hours, to restrict long term parking and better support recreational users of the river area.

6. Urgent Business

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

Democracy Officer: Ben Jewitt
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For more information about any of the following please contact the Democratic Services Officer responsible for servicing this meeting:

- Registering to speak
- Business of the meeting
- Any special arrangements
- Copies of reports and
- For receiving reports in other formats

Contact details are set out above.

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

Declarations of Interest – guidance for Members

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

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

- (2) Disclosable pecuniary interests relate to the Member concerned or their spouse/partner.
- (3) Members in arrears of Council Tax by more than two months must not vote in decisions on, or which might affect, budget calculations,

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

City of York Council

Committee Minutes

| | |
|------------------------|--|
| Meeting | Decision Session - Executive Member for Economy and Transport |
| Date | 16 April 2024 |
| Present | Councillors Kilbane (Executive Member) |
| Officers in attendance | James Gilchrist – Director of Environment, Transport and Planning Helene Vergereau – Head of Highway Access and Development |

48. Declarations of Interest (10:01am)

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 they might have in respect of the business on the agenda. None were declared.

49. Minutes (10:02am)

Resolved: That the minutes of the Decision Session held on 12 March 2024 be approved and signed by the Executive Member as a correct record.

50. Public Participation (10:03am)

It was reported that there had been no registrations to speak at the session under the Council's Public Participation Scheme this week.

51. Introduction of Blue Badge car parking bays on Lendal, Blake Street and Davygate (10:03am)

Officers introduced the item confirming that the proposition would give Blue Badge holders greater flexibility; with the ability to park for an unlimited time in designated areas as an Experimental Traffic Regulation Order (ETRO), which could be monitored and provide feedback through use. They clarified that loading access would still be required and it would not be possible for spaces to remain occupied for days on end.

The Executive Member expressed how pleased he was to see this report come before him, in the interests of giving access to the city centre. He noted that there had been debate over the length of time to be permitted but acknowledged that it made sense to make this unregulated at the start of the ETRO and see what the impact was. He stated that this was subject to review if users dominated the spaces.

The Executive Member enquired whether officers would require written feedback from users, and they explained that while there would be a web page available for general feedback, any feedback to be considered as part of the legal process would need to be submitted via letter or email. They also indicated that the issue would ultimately return to the Executive Member for a decision on whether to make the experimental ETRO permanent.

Resolved: To approve the advertisement and progression of an ETRO for the introduction of the proposed Blue Badge/Loading bays at

- i. Blake Street and Lendal, which will be accessible for Blue Badge holders during and outside the footstreet hours (between 10.30am and 6am the next day, with loading between 6am and 10.30am), and
- ii. Davygate outside of footstreet hours (between 5pm and 6am the next day, with loading between 6am and 10.30am).

Reason: This will allow for the experimental introduction of the bays and allow for ongoing review of the use to provide a clear picture of the impact of the proposal, whilst still allowing for some amendments if required during the experimental period. This option will allow for a quicker installation of the bays to trail the change, following requests for more accessible parking options in the pedestrian area.

Cllr P Kilbane, Chair

[The meeting started at 10.00 am and finished at 10.07 am].



| | |
|----------------------|---|
| Meeting: | The Executive Member for Economy and Transport Decision Session |
| Meeting date: | 21/05/2024 |
| Report of: | James Gilchrist |
| Portfolio of: | Executive Member for Economy and Transport |

Decision Report: Consideration of representation received for Annual Review of Traffic Regulation Order Requests

Subject of Report

1. Consideration of representations received, in support or objection, to the advertised proposals to amend the Traffic Regulation Order (TRO) detailed in Annexes A to R
2. A decision on each proposal is important as it will provide the Council with the approval for an outcome and ensure the appropriate changes are made to the traffic restrictions to address the concerns raised.

Benefits and Challenges

3. The benefit provided from the annual review process are that the Council have listened to the issues and safety concerns that the residents have raised and considered the views of the wider area through the consultation process.
4. The challenges of the process are that the decisions made will not be the desired results of all residents and may create other issue for resident.

Policy Basis for Decision

5. The proposals have been brought forward following safety issues and concerns about parking. The proposals look to remove the safety issues, which in some areas were creating issues with vehicles parking on footpaths and removing accessible safe routes.

Financial Strategy Implications

7. The annual review process is undertaken to reduce the cost associated with an amendment to traffic regulation Orders but batching the works together. The Council has been able to advertise the proposed amendments of 70 different restrictions across the city, which has reduced the costs of press adverts (statutory requirement) and officer time through the creation of one report for all the proposals.

Recommendation and Reasons

8. It is recommended that the Executive Member consider the original proposals for each issue together with representations received and make a decision from the options given on the Ward/individual Annexes.
 - 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
 - d) Other options relevant to the proposal and representations received

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

Background

9. The Council receives a number of non-urgent requests for changes to the TRO 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, which 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.

10. The approval to advertise the proposed changes to the TRO was received at the Executive Member for Economy and Transport decision session on 12th September 2023. The Council received approval for the advertisement of 70 proposals. The Notice of Proposal was advertised on the 10th November 2023, providing a consultation period of 3 weeks to provide representations on the proposals. As part of the consultation the Council posted copies of the Notice of Proposal on the affected streets and in the local newspaper and also hand delivered letters to properties in the area to make them aware of the proposal. The local Ward Cllrs and Parish Council also received copies of the proposals for their areas.
11. During the consultation period the Council received objections to 36 of the proposals advertised, all of which are contained within this report. The areas that did not receive any representation has already been progressed to implementation.

Consultation Analysis

12. The Notice of Proposal was advertised on the 10th November 2023, which allowed the required 3 week statutory consultation period.
13. The representations received in response to the consultation period are all contained within the Annexes to the report, within the relevant ward, which also contains officer analysis of the consultation responses for each proposal.

Options Analysis and Evidential Basis

14. The analysis of the options and recommendations for the Executive Member decision are all contained in the Annexes to this report within the relevant Ward for the proposal.

Organisational Impact and Implications

15.

- **Financial.** There are no financial implications arising from the recommendations in this report. The implementation of any approved restrictions will be covered from Revenue Transport budget.
- **Human Resources (HR),** None, any enforcement of approved restrictions will fall to the Civil Enforcement Officers necessitating an extra area onto their work load, although they are already receiving reports of vehicles parked in the area and not currently able to enforce, which is creating work.
- **Legal,** The proposals require amendments to the York Speed Limit Order 2014: Road Traffic Regulation Act 1984 & the Local Authorities Traffic Orders (procedure) (England & Wales) Regulations 1996 apply.

The statutory consultation process for Traffic Regulation Orders requires public advertisement through the placing of public notices within the local press and on-street. It is a requirement for the Council to consider any formal objections received within the statutory advertisement period of 21 days. Formal notification of the public advertisement is given to key stakeholders including local Ward Members, Town and Parish Councils, Police and other affected parties.

The Council, as Highway Authority, is required to consider any objections received after formal statutory consultation, and a subsequent report will include any such objections or comments, for consideration.

The Council has discretion to amend its original proposals if considered desirable, whether or not, in the light of any objections or comments received, as a result of such statutory consultation. If any objections received are accepted, in part or whole, and/or a decision is made to modify the original proposals, if such a modification is considered to be substantial, then steps must be taken for those affected by the proposed modifications to be further consulted.

- **Procurement**, Any public works contracts required at each of the sites as a result of a change to the TRO (e.g. signage, road markings, etc.) must be commissioned in accordance with a robust procurement strategy that complies with the Council's Contract Procedure Rules and (where applicable) the Public Contract Regulations 2015. Advice should be sought from both the Procurement and Legal Services Teams where appropriate.).
- **Health and Wellbeing**, There are no Health and Wellbeing implications.
- **Environment and Climate action**, There are no Environment and Climate Action implications.
- **Affordability**, There are no Affordability implications.
- **Equalities and Human Rights**, The Council recognises its Public Sector Equality Duty under Section 149 of the Equality Act 2010 (to have due regard to the need to eliminate discrimination, harassment, victimisation and any other prohibited conduct; advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and foster good relations between persons who share a relevant protected characteristic and persons who do not share it in the exercise of a public authority's functions). The impact of the recommendation on protected characteristics has been considered as follows:
 - Age – Positive, the introduction of parking restrictions will remove obstructive parking and conflict of movement, which will make a safer environment for all road users;
 - Disability – Positive, the introduction of parking restrictions will remove obstructive parking and increase the available area for use by all user, whilst the introduction of 'No Waiting at any time' restrictions would allow for vehicles displaying a Blue Badge to park to park for 3 hours;
 - Gender – Neutral;
 - Gender reassignment – Neutral;
 - Marriage and civil partnership– Neutral;
 - Pregnancy and maternity - Neutral;
 - Race – Neutral;
 - Religion and belief – Neutral;
 - Sexual orientation – Neutral;
 - Other socio-economic groups including :
 - Carer - Neutral;

- Low income groups – Neutral;
- Veterans, Armed Forces Community– Neutral

It is recognised that individual traffic regulation order requests may impact protected characteristics in different ways according to the specific nature of the traffic regulation order being considered. The process of consulting on the recommendations in this report will identify any equalities implications on a case-by-case basis which may lead to an individual Equalities Impact Assessment being carried out in due course

- **Data Protection and Privacy**, The response to the proposal have been received by residents, Ward Cllrs and Parish Council but the report does not contain any personable information.
- **Communications**, There are no communications implications.
- **Economy**, There are no Economy implications.

Risks and Mitigations

16. No detrimental risks have been identified

Wards Impacted

17. Acomb, Bishopthorpe, Clifton, Copmanthorpe, Dringhouses & Woodthorpe, Fishergate, Fulford & Heslington, Guildhall, Haxby & Wigginton, Heworth, Holgate, Huntington & New Earswick, Micklegate, Osbaldwick & Derwent, Rawcliffe & Clifton Without, Rural West and Westfield.

Contact details

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

Author

| | |
|-------------------------|---|
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| Report approved: | Yes/No |

| | |
|--------------|------------|
| Date: | 16/05/2024 |
|--------------|------------|

Co-author

| | |
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| Telephone: | 01904 551475 |
| Report approved: | Yes/No |
| Date: | 16/05/2024 |

Background papers

<https://democracy.york.gov.uk/ieListDocuments.aspx?CId=1061&MId=14338>

Annexes

Annex A, Acomb Ward
 Annex B, Bishopthorpe Ward
 Annex C, Clifton Ward
 Annex D, Copmanthorpe Ward
 Annex E, Dringhouses & Woodthorpe Ward
 Annex F, Fishergate Ward
 Annex G, Fulford & Heslington Ward
 Annex H, Guildhall Ward
 Annex I, Haxby & Wigginton Ward
 Annex J, Heworth Ward
 Annex K, Holgate Ward
 Annex L, Huntington & New Earswick Ward
 Annex M, Micklegate Ward
 Annex O, Osbaldwick & Derwent Ward
 Annex P, Rawcliffe & Clifton Without
 Annex Q, Rural West Ward

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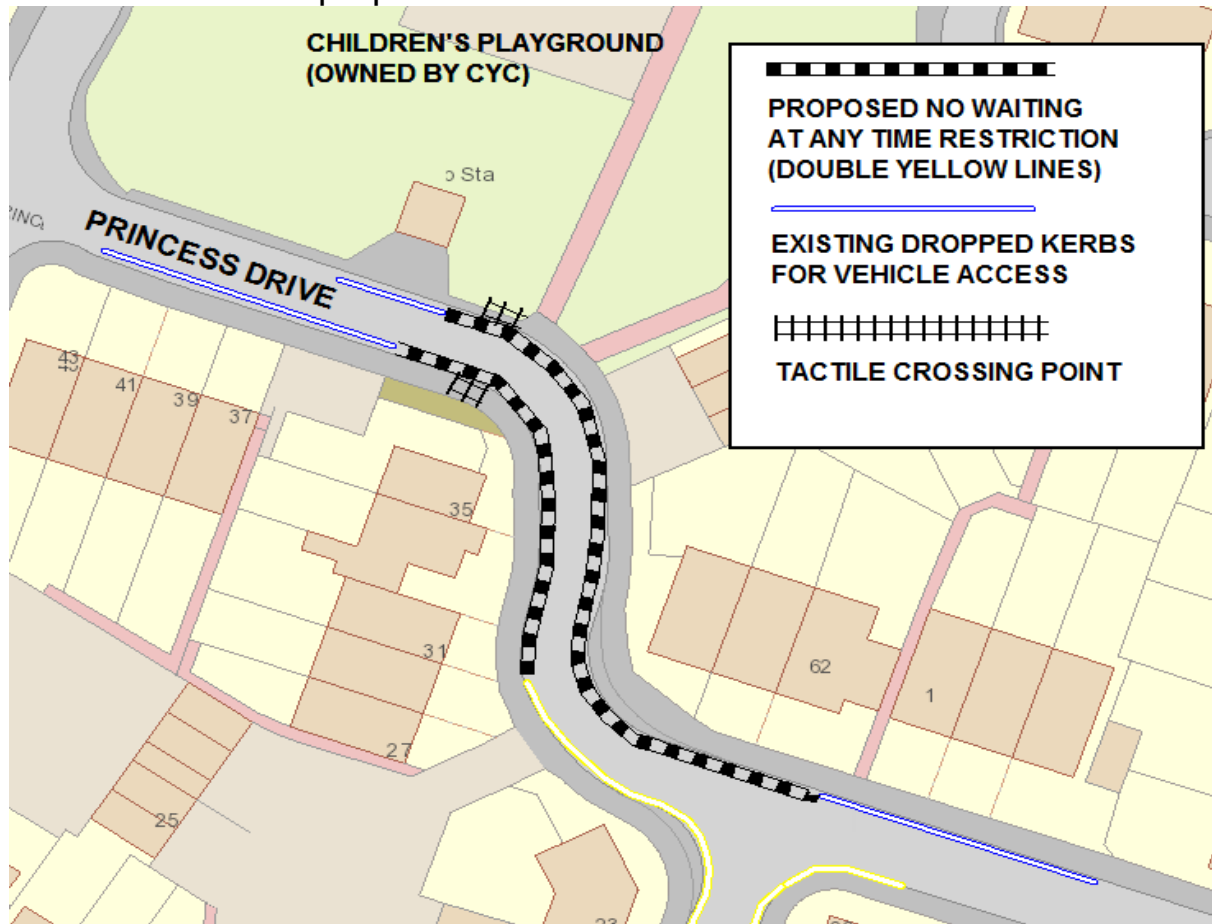
Annex A

Acomb Ward

A1**Location: Princess Drive****Nature of problem and plan of advertised proposal**

A resident raised an issue of vehicles parking on the bends of Princess Drive leading to vehicles meeting in the centre of the carriageway when approaching in opposite directions. The resident also stated vehicles were unsighted to children when using the tactile crossing that leads to the children's playground.

Plan of advertised proposed restrictions:

**Representations Received**

We have received two representations in objection.

- I am writing to object to proposed amendments to the Traffic Regulation Order (No. 14/59). The proposal to add double yellows and no waiting restrictions in from of Princes Drive.
I live in Princess Drive and I park on the road. Where am I meant to park if these amendments come in? This is already a busy road. The issue will simply shift up the estate.

A lot of people park on this road and I don't see the need to do this. It is a slow and safe estate and this amendment will only penalise those who live in Princess Drive and those with two cars.

- In the above notice, the proposed restrictions would stop me from being able to park at the side of my property, as I have done for the last 18 years without issue until recently, with the arrival of a lot of new residents and their cars parking on the corner.

It would also stop parking in front of my house, for deliveries, getting children into the car and for my sons one to one school transport to Applefields school.

We request that the double yellow lines are not directly in front of my property and that a parking space is left just after the corner at the side, as previously requested when the road was adopted by the council from Persimmon/Barratt developers.

We previously applied for a dropped curve at the side of our property to allow for off street parking, however this was denied. I hope you can make the relevant changes and we are happy to provide more detail in person at our address if needed.

Officer analysis and recommendation:

The properties that would be affected by the proposed restrictions have private off-street parking amenity for one vehicle. One objector has acknowledged there is now a problem on the corner when there had not been one previously. Vehicles travelling in opposite directions approach each other unsighted in the centre of the carriageway. Deliveries and the collection of passengers would still be permitted as the vehicles would be loading or unloading goods and collecting passengers, which is permitted from double yellow lines.

The proposed restrictions would also provide clear sight lines for pedestrians and particularly children who may use the tactile crossing to access the children's play area.

Options:

- 1. Implement as advertised.** This is recommended. Some displacement of parking would occur but the free flow of traffic on the bends and the increased visibility for pedestrians using the tactile crossing is preferable.
- 2. Take no further action.** Not recommended
- 3. Implement a lesser restriction.** Not recommended

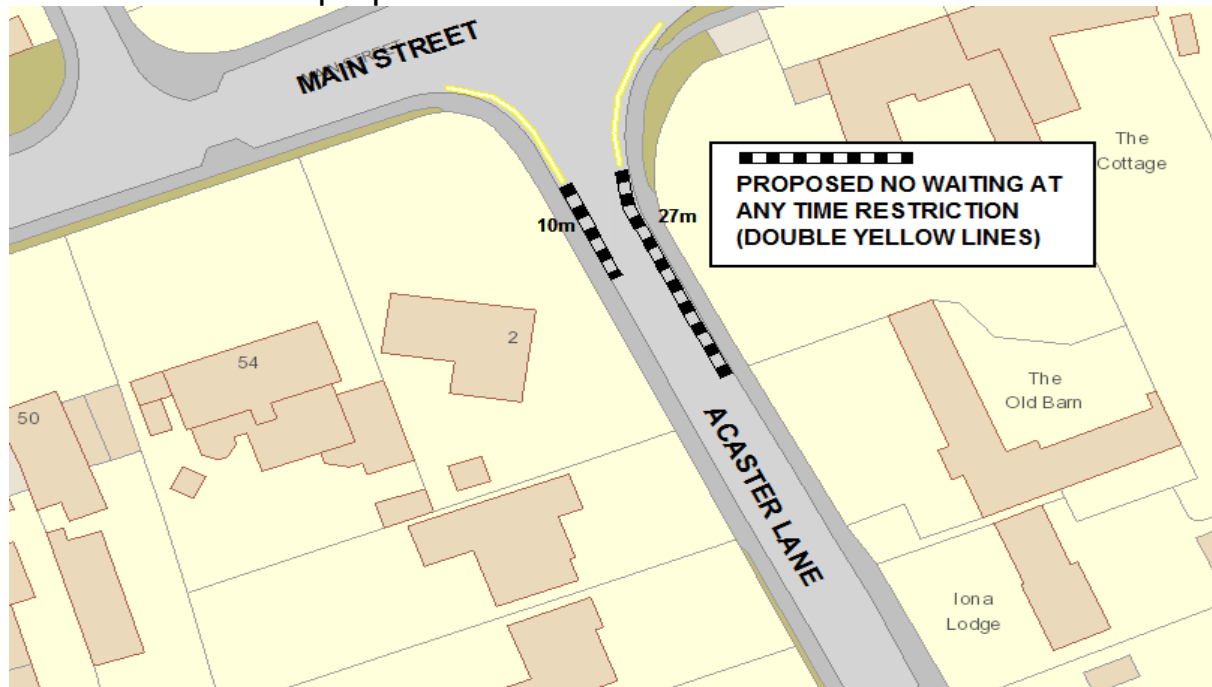
Annex B

Bishopthorpe Ward

B1**Location: Acaster Lane****Nature of problem and advertised proposal**

The Parish Council, local ward councillors and a resident requested us to consider further restrictions due to vehicles parking close to the junction and previously implemented restrictions not resolve the issue.

Plan of advertised proposal:

**Representations received**

We received 15 representations in support and 2 in objection.

Representations in support:

- I have received the details of the new proposed restrictions on Acaster Lane, following the shorter lines already added in the past year or so. Due to the safety issues with cars continuing to park between my driveway and the corner with Main Street I am generally in favour of the proposal.

I am attaching the comments I made at the time of the original proposal in 2021 for information. At that time the lines were going to come further into Acaster Lane which, with the potential for an 18m bus clearway, risked an overlap with my driveway.

I am pleased to see that these revised plans seem to have taken my previous worries into account, and that the new lines seem to be a little shorter, so that should a bus clearway then be added, there should be no issue for access to my property.

Since the distances are shown and quoted slightly differently it is hard to be certain, but judging from the drawings the new lines

would stop level with the border of my property while under the old drawing they came a few metres past it. Also if the 42m quoted in the current proposal is comparable to the 45m shown in the old diagram then it is 3m shorter than in 2021, which would be acceptable. On that basis I would be happy to support the proposal. However if I am incorrect and there is still the risk of an overlap with my driveway if a bus clearway should later be added, then I would have to object until the potential overlap was removed.

- Please extend the yellow lines. I have witnessed so many near misses when vehicles are turning onto Acaster Lane from the Main Street when cars are parked on Acaster Lane, almost on the corner. Sometimes the bus stop is blocked with cars. Leaving it as it is, with people parking there is an accident waiting to happen.
- I am writing to agree with the extension of the double yellow lines from the junction all the way along to the bus stop. It is a dangerous place for people to park and we often see cars parked far too close to the entrance to Acaster lane from Main Street. They park there then walk along to the crematorium or elsewhere.
- I am writing to express my support for the proposal to extend the double yellow lines at this junction. As a resident of Bishopthorpe, I know just how busy that junction can get at times. Cars parked up as they currently can do, causes problems for all vehicles turning into and out of Acaster Lane. It also causes problems for the bus on the approach to the bus stop. In my opinion, double yellow lines up to the bus stop would make it a safer junction, where traffic can flow more easily.
- This is an urgent requirement to prevent an accident. The cafe at the end of Main St is very popular and results in people thoughtlessly parking their cars at the end of Acaster Lane, near the bus-stop in that road. Locals turning left into Acaster Lane from Bishopthorpe Rd/Main St have learned to turn in very slowly but the parked cars still cause a hazard. In addition, the line of parked cars is sometimes so long that it causes problems overtaking and avoiding cars coming towards Main St.
I admire the skills of the No 11 bus drivers in coping with this problem but it's one that they should not have to deal with. The bus stop is a busy one for people getting off the bus, so the parked cars are also a hazard for pedestrians crossing the road. It is somewhat unbelievable that car owners are unaware of the Highway Code ruling about not parking so near a corner/junction.

- May we add our support for the increase in length of double yellow lines to the bus stop at the bottom of Acaster Lane.

An accident waiting to happen has been here for some time, indeed I have had a cyclist drive into the back on my car once. Residents of Bishopthorpe know to slow down nearly to crawl when approaching the lane when coming from town as on most days people park with no consideration.

I've witnessed people parking to go to the cafe or little outlets, walkers from outside the village, people parking then using the bus service, people getting cycles out of their car boot!

There is adequate parking now in the Ebor car park and if the problem is not addressed most certainly there will be an accident.

- I write in support of the proposed introduction of double yellow lines at the Main Street end of Acaster Lane in Bishopthorpe. I have witnessed a great deal of inconsiderate parking, with cars often parked alongside the bus stop making it very difficult for the bus drivers.

In my opinion there needs to be a proper bus stop box painted which would prevent cars parking on the left as you turn up Acaster Lane from Main Street, with double yellows from the back of the box to meet the double yellow lines towards Main Street. When there are four or five cars parked there and a driver stuck behind them waiting to get past it is only a matter of time before another car drives into the back of the waiting car.

- We most strongly support the proposed extension of the double-yellow lines along Acaster Lane south of the junction with Main Street, Bishopthorpe.

People using a nearby cafe on Main St adjacent to the junction park along this section. As it lies immediately beyond a blind bend for drivers coming out of York and heading south to Acaster Lane, the Keble Park estate and further south to Acaster Malbis and reduces the top of Acaster Lane to a single lane's width, this regularly creates a very dangerous situation in which southbound drivers have to brake heavily and/or risk hitting cars heading north to the junction, as well as frequently causing queues and congestion at his busy junction.

I am surprised that there has not yet been a serious 'rear-ending' accident by a southbound driver from Bishopthorpe Road into the rear of the line of parked cars or worse, a head-on collision with a northbound vehicle on Acaster Lane.

- I would also suggest that the yellow lines on the left side of the road as you turn onto Acaster Lane from Main Street be extended all the way to the bus stop outside The Old Barn and include a bus

stop hatched are. Without this, cars will still be parked at the stop and on both sides of the road (as they often are) hindering progress and stopping of the regular no 21 and 11 busses. The alternative to preventing parking on both sides it to extend the double yellows on the other side all the way to my property (4 Acaster Lane).

Parking on only one side of the road to beyond the bus stop outside The Old Barn is the only sure way to stop the issues for the bus (and cars) that witness daily.

- The measures will be welcome but just wanted to check that the 42m extension on the east side will take the restriction all the way to the bus stop and to make the suggestion that the bus stop itself should also be demarked to allow the bus to pull up unrestricted. Long overdue.
- I am writing to express my full support for the implementation of new parking restrictions on Acaster Lane at the junction with Main Street.

Motorists frequently park on that corner causing the potential for riad collisions and injury.

- The yellow lines at this junction certainly do need extending. Why they were ever painted so short has never ceased to amaze me after all the discussions that took place before they were painted.

In wintertime, when the sun is very low, it shines directly down Acaster Lane, blinding people as they turn into the lane. I know of one accident, there when someone ran into the back of a parked vehicle.

They need to be updated, as soon as possible, before someone, who does not know the road, has a similar accident.

- Whilst I fully support the proposed amendments, I don't think the restrictions go far enough up Acaster Lane. The extension to the existing yellow lines will simply push parked vehicles up Acaster Lane towards the junction of Ferry Lane/Montague Road. There has been increased traffic on Ferry Lane since the welcomed opening of Bosuns restaurant and the riverside cafe, I fear you are simply moving the traffic problem and dangers 200 yards up Acaster Lane.

During race meets, the whole of lower Acaster Lane is coned off to prevent parking so highways clearly see this part of Acaster Lane as in need of preventative measures. I would therefore like to propose that the yellow lines are extended to the junction of Ferry Lane/Montague Road.

Comments received from Parish and Ward Councillors:

- I am writing this on behalf of Bishopthorpe Parish Council and residents who have spoken to us about the proposed no waiting restrictions on Acaster Lane Bishopthorpe.

We fully support the proposals to extend the "No waiting at any time" on both the East and West side of Acaster Lane Bishopthorpe.

However the following points have been raised:

We would like to see the extension on the West side to have matched the extended East side.

We would also like the Bus Stop to be identified with road markings to prevent parking at the bus stop.(Cllr. S. Harrison)

- I support the introduction of the yellow lines along Acaster Lane, Bishopthorpe as proposed in the public notice.(Cllr. M. Nicholls)

Representations received in objection:

- I wish to strongly object to this proposal.

Reasons Set out:

1. Home care staff need access in this vicinity any extra time wasted in finding alternative parking in this area will result in those in need having less time with their help. As we know only a specific time is allocated and this includes travel.

2. All businesses in the area need space for customers to park to use the shops etc especially the coffee shop which is a social hub of the area often busy. A reduction in parking space will result in a detrimental effect on our coffee morning folk conducting normal day to day activities which that enhance life in Bishopthorpe.

3. There has been no reports of accidents here.

4. Cars occasionally parking there do not restrict bus access.

5. Cars are not parked there on a continuous basis, i.e for a full day at work only for a short period. Less than a hour.

6. Could not be responsibly enforced in a financial sense due to the cost of allocating CEO out of York City Centre and the potential income from PCN tickets issued in Bishopthorpe which I believe has never occurred.

7. Making this road clearer does not necessarily make it safer, it could actually encourage drivers to speed up a position whereas at the moment if there's a parked vehicle they have to take extra care.

8. Implementing the 20 mph zone is going to decrease any potentiality of possible accidents anyway I can see what the DYL will achieve.

9. The reason implied by YCC is lacking logic.

10. During Festivals in Bishopthorpe village Main Street is closed to parking on these occasions residents park where YCC is proposing this change.

11. Activities on the riverbank encourage many visitors to the area who use this section of road to park. If there can't find a parking space there won't come therefore inflicting financial deprement to local businesses.

12. Previous TRO was executed here a few years ago and due to my objections the extension of this DYL was reduced sensibly to an adequate need. I can't see why we are going down this road again (sorry about the pun)When there's been no change in the area whatsoever it seems to be a unessesary action.

13. Are the people actually car drivers deciding on these TRO I wonder how truly reasonable is the problem here as never a single accident?

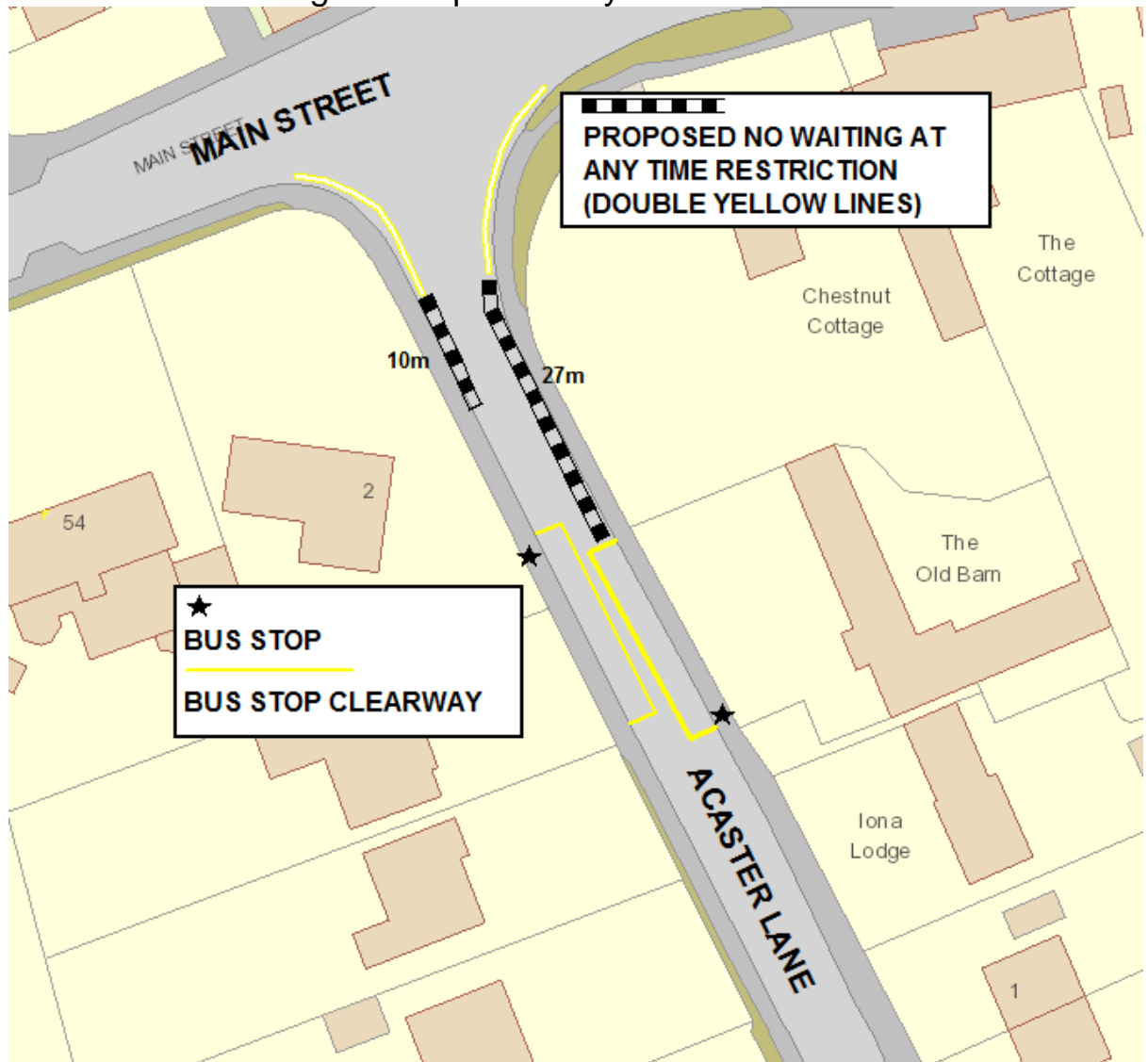
14. As a local resident I pass by his area twice a day with my dogs Vinnie and Mo its normal to see no cars parked. Whereas I do see cars speeding around the junction and cyclists cutting it short by accommodating the pavement to cut he corners and not being observant of the highway code.

- Whilst I agree that this is needed, I believe it should be taken right down to the corner of Acaster lane and Montague Road - as putting it just on the corner will move parked traffic down the road and create a further problem for residents at the top of Acaster lane. It's already extremely difficult for residents to exit their driveways if cars are parked opposite or closely against the edges of our driveway entrances. (There has been two accidents in the last month) extending the yellows down to Montague would allow people to park opposite the playing fields which has less impact to any residents and a lot of the traffic has typically turned in to Montague.

Officer analysis and recommendation

The proposed restrictions would reduce but not remove parking amenity on Acaster Lane. If bus stop clearways were also installed this would further reduce parking amenity but would also leave some unrestricted parking available 20m away from the junction. Our Travel Team support the installation of the bus stop clearways and could be installed during the restrictions lining works.

Plan below including bus stop clearways:




Options

- 1. Implement as advertised-** This is recommended. Some representations have requested a further extension to the proposal, but this is not possible at this stage of the process.
- 2. Take no further action.** Not recommended.
- 3. Implement a lesser restriction.** Not recommended.

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Annex C

Clifton Ward

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|---|--|
| C1 | Location: Cromer Street, Lady Road, Wilberforce Avenue and Surtees Street |
| <p>Nature of problem and advertised proposal</p> <p>A number of residents and Cllr. Myers raised the issue of vehicles parking close to the junctions and restricting visibility at the Cromer Street junctions and preventing access to Surtees Street.</p> <p>Plan of advertised proposal below:</p>  | |
| <p>Representations received</p> <p>We received 3 representations in objection.</p> <p>Representations in objection:</p> <ul style="list-style-type: none"> • I would like to object as I feel that 8m is unnecessary to achieve the desired result and will have a negative impact on the street. 5m would be sufficient (Surtees Street). • My reason for objection to the establishment of these restrictions in these areas are as follows: Parking on Cromer Street itself within sight of my property (and parking in general) is a perennial issue. For security of the vehicle whilst I am at home I want to have sight of the vehicle from the | |

house at all times. This is important for peace of mind because I am registered self-employed and depend upon my vehicle for my livelihood. I also want to feel secure to leave tools in the vehicle if need be without worrying if I can see it from the house. I most frequently park on the west side of Wilberforce Avenue or on Lady Road (directly across the road from my house). Usually specifically in areas you have designated as proposed "No Waiting at any time" zones. Establishment of these zones would seriously inconvenience me day to day and lead to concerns over vehicle security.

My father is elderly, mobility impaired and living in a care home in New Earswick. I regularly bring him to the house for visits. He cannot walk very far/unassisted due to chronic pain and mobility problems. Establishing these restrictions would make it very hard for him to visit (if, as I imagine I would, I would regularly have to park a long way from the door in order to find an unoccupied space on the street). This would make his visits very difficult and put him in pain hobbling along the street, which would really impact his quality of life.

It's worth noting that I have been here for over 2 years and never had any issues with vehicles parking/waiting in these proposed zones. I drive and I live right on the corner! Which causes me to question why this amendment is being proposed in the first place? I cannot speak for the other proposals on the corners of the various streets that lead off Burton Stone Lane, but I know that parking is an issue on all of them and would imagine that these residents would be similarly inconvenienced/affected. I would urge you to reconsider these proposals.

If the intention is to go ahead with the above regardless of this objection, I would like to know what you would propose to do to resolve the issues mentioned above?

Whilst on the topic, the one place that I have experienced issues with vehicles parked/waiting locally where it demonstrably causes a hazard is on the west side of Burton Stone Lane. This is north of where it is met by Horner Street, to the point where it is intersected by Crichton Avenue. Cars parked/waiting here block the view of oncoming traffic in both directions and frequently give rise to hazardous meeting situations. And yet there is no mention in your proposals of introducing a "No Waiting at any time" zone here, I note! As far as I'm concerned this is the one area locally where such a restriction would be of any benefit.

- As a local resident it seems that 5 metres would be adequate for allowing any vehicle that is narrow enough to fit down the street to

also make the turn in. 8 metres would make parking 2 cars difficult, as the car to the South would be in danger of overlapping the rear alley access way. Whilst I appreciate the need for keeping this space clear to allow deliveries and waste collection, 8 metres is excessive and will have a negative impact. I hope that you're able to consider reducing these lines such that a balance can be struck between allowing the necessary access and impacting on local residents.

Officer analysis and recommendation

Vehicles parking very close to the junctions lead to drivers being unable to see vehicles proceeding along Cromer Street or access Surtees Street. The proposed restrictions will provide increased sightlines when exiting the junctions. They will also provide better access to Surtees Street. Unrestricted parking outside of a property does not guarantee a resident can park their vehicle outside of their property. The dropping off and collecting of passengers is also permitted from double yellow lines.

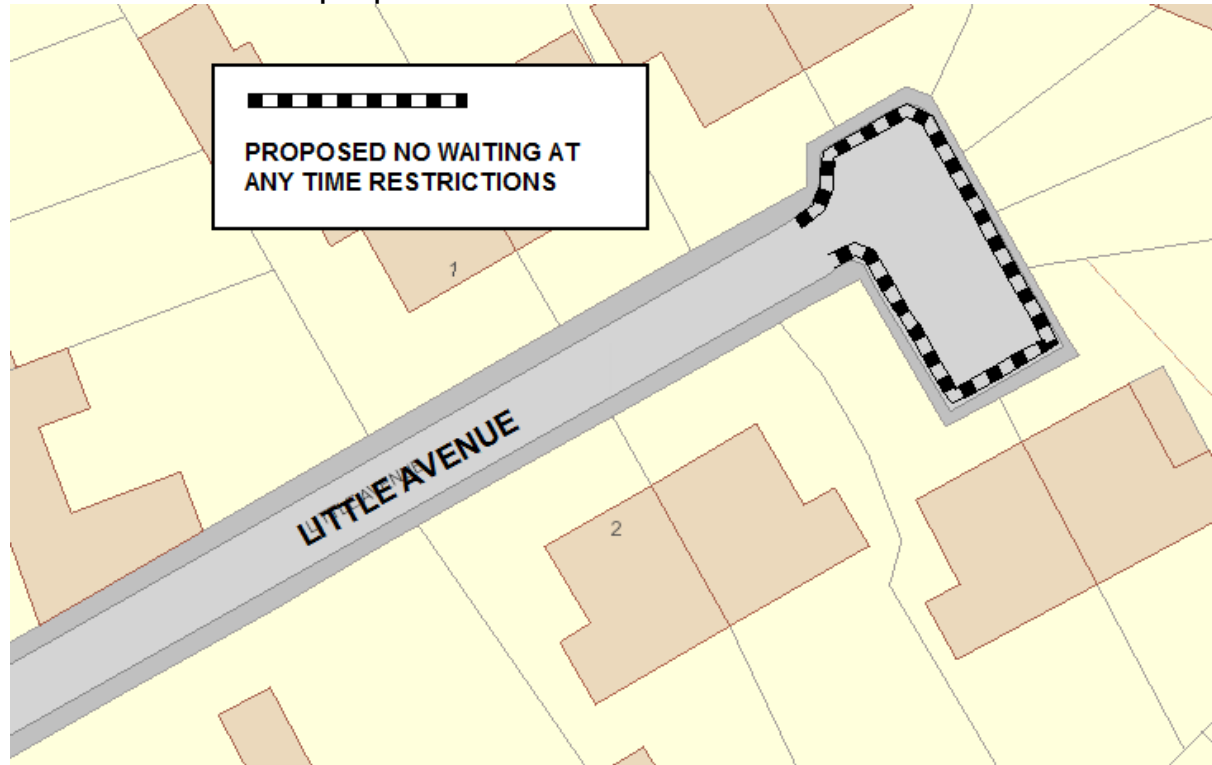
Options.

1. **Implement as advertised.** This is recommended for the reasons outlined above.
2. **No further action.** Not recommended.
3. **Implement a lesser restriction.** Not recommended.

C2**Location: Little Avenue****Nature of problem and advertised proposal**

A resident raised an issue of vehicles parking within the turning head and preventing vehicles turning or accessing their off street parking.

Plan of advertised proposal:

**Representations received**

We received 1 representation in objection.

Representation received:

- I would like to place an objection to this as there is very rarely parked vehicles in the turning area in Little Avenue, if a vehicle is visiting there is still plenty of room to turn, these are very rare occasions. This would also cause an issue I would think for anyone like myself for instance I have a window cleaner who comes possibly once every 4 to 6 weeks they would not be able to park to do their job without receiving parking ticket. I cannot comment on the unable to gain access to driveways as this has never been an issue to myself and not been blocked unless it is a delivery van or someone dropping something off at a neighbours property.

Officer analysis and recommendation

Parked vehicles in this location prevent access to residents off-street parking and cause vehicles to have to reverse the 55m back to Sutton Way if they are unable to use the turning head. If a mobile window

cleaner has a van mounted water system they can park on the double yellow lines to complete their works.

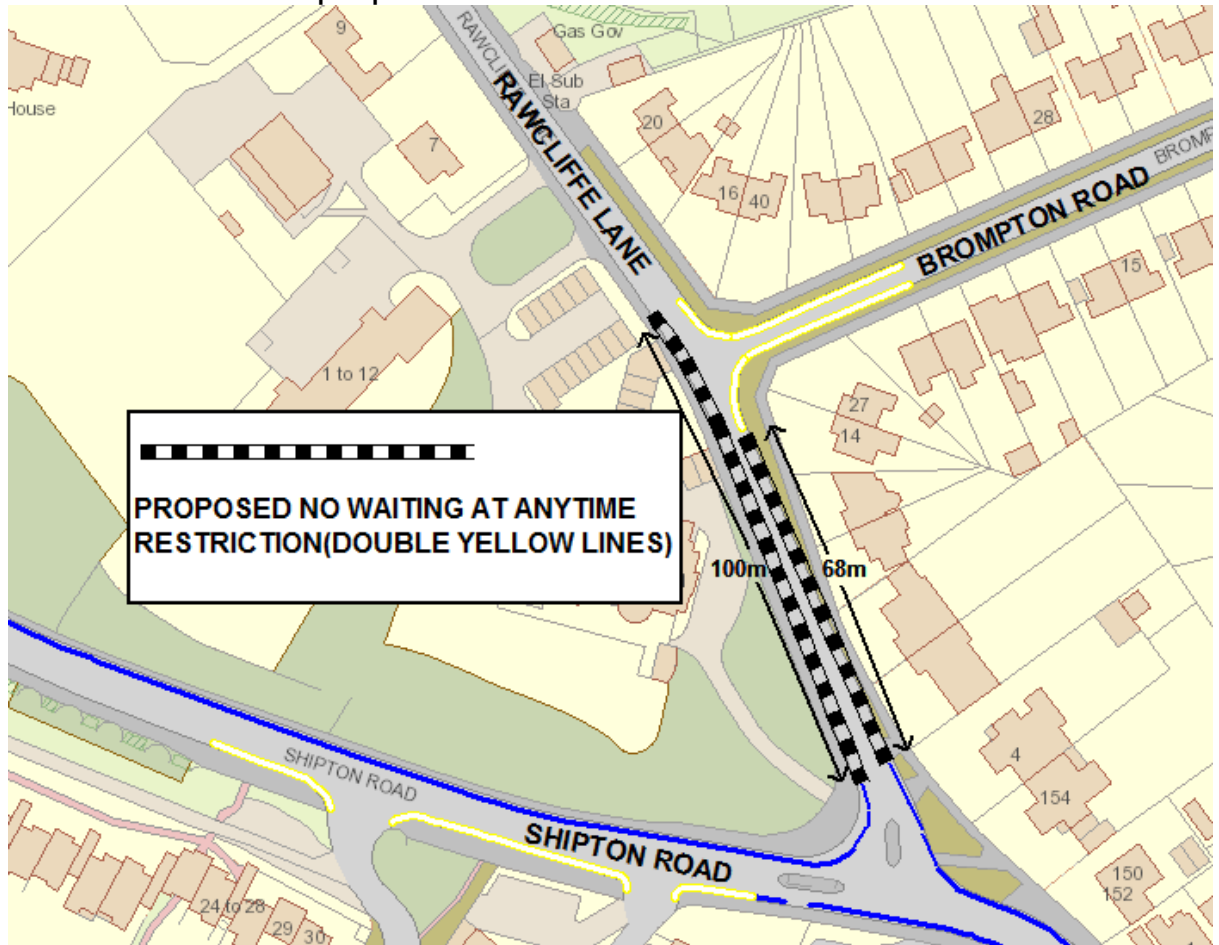
Options.

- 1. Implement as advertised.** This is recommended as it will provide full access to residents off-street parking and use of the turning head.
- 2. No further action.** Not recommended
- 3. Implement a lesser restriction.** Not recommended

C3**Location: Rawcliffe Lane****Nature of problem and advertised proposal**

A resident, the Parking Services team and Cllr. Smalley raised the issue of vehicles parking in the approach to the junction of Shipton Road leading to vehicles approaching the junction in the middle of the carriageway and also leading to a reduction in the free flow of traffic at peak times.

Plan of advertised proposal:

**Representations received**

We received 1 representation in objection and 1 in support of the proposal.

Representation received in objection:

- Given that the introduction of restricted parking around my residence will impact on the already difficult on street parking availability, as previously mentioned, I am unfortunately at this time going to have to object to the proposal.

Representation received in support:

- We would fully support the proposed extension to aid traffic flow, which is becoming steadily worse, especially at peak periods.

Officer analysis and recommendation

The traffic congestion at this junction, especially during peak hours, is considerable and leads to long queues of traffic and vehicles approaching the traffic lights in the centre of the carriageway. Parked vehicles also cause a delay for the traffic to clear the junction quickly. The proposed restrictions would contribute to free flow of traffic through the junction, vehicles being able to approach the junction in their lane and less queuing further along Rawcliffe Lane when approaching the junction.

Options.

- 1. Implement as advertised.** This is recommended for the reasons outlined above
- 2. No further action.** Not recommended
- 3. Implement a lesser restriction.** Not recommended

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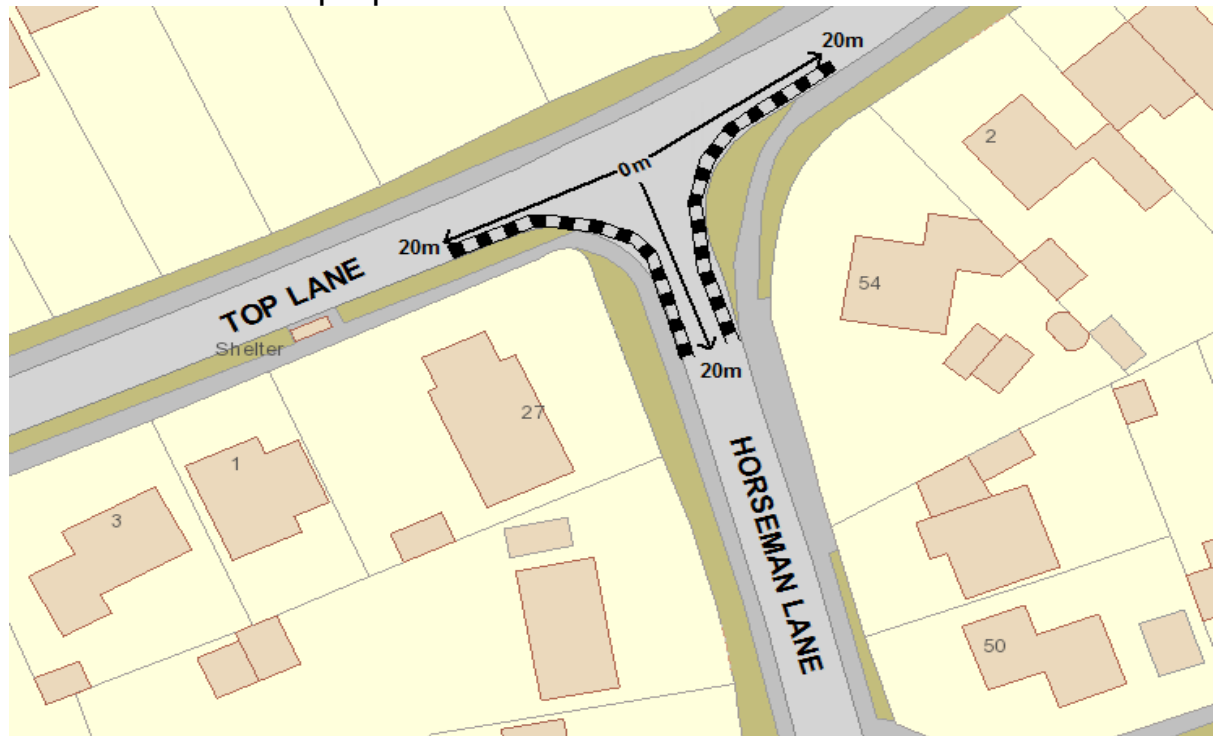
Annex D

Copmanthorpe Ward

D1**Location: Horseman Lane****Nature of problem and advertised proposal**

Copmanthorpe Parish Council raised an issue of buses being unable to enter and exit the junction due to vehicles parking close to the junction on Top Lane and Horseman Lane.

Plan of advertised proposal:

**Representations received**

We received 1 representation in objection from Copmanthorpe Parish Council.

Objection received:

- There is rarely, if ever, a problem with vehicles parking at the junction of Horseman Lane/Top Lane, and we would therefore oppose such a restriction on the grounds of unnecessary expense.

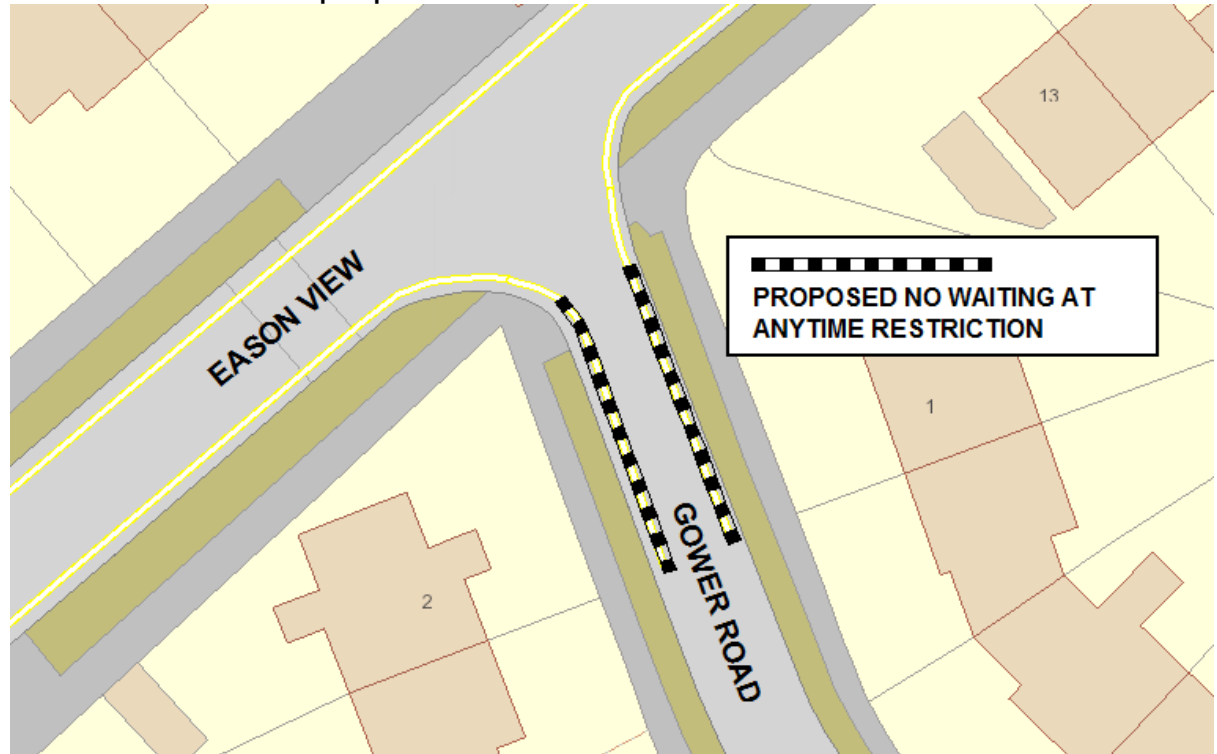
Officer analysis and recommendation

The travel team have confirmed they have no reported incidents of buses being unable to enter or exit the junction. There is planning approval for a development on Tadcaster Road, Copmanthorpe. A requirement of that approval is the installation of tactile crossings on the junctions of Merchant Way and Horseman Lane. The proposed restrictions to the junction would help to protect the crossing points when they are installed, although there is currently no date for these works to begin.

Options.

- 1. Implement as Advertised-** Not recommended
- 2. Take no further action-** Recommended
- 3. Implement a lesser restriction than advertised-** Not recommended

Annex E Dringhouses & Woodthorpe Ward

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|--|-----------------------------|
| E1 | Location: Gower Road |
| <p>Nature of problem and advertised proposal Cllr. Fenton requested an extension to the existing double yellow lines at the junction of Gower Road due to vehicles parking close to the junction and causing vehicles to approach the junction in the centre of the carriageway. Plan of advertised proposal:</p>  | |
| <p>Representations received We received 3 representations in objection and 3 in support of the proposal. Representations in objection:</p> <ul style="list-style-type: none"> I am raising an objection to the proposal on the grounds that it will actually exacerbate the current parking problems that we experience on the road and that visitors to my own property will be left with no parking available at all. <p>The current concerns are that non residents often park on the corner of Gower Road, reaching or on the double yellow lines already in place. This makes it very dangerous when leaving or entering the road as the view is obstructed. This is particularly the case for cyclists and pedestrians. When there are parked cars and vans on the corner leading onto Eason View, it also impacts on being able to move my own car on or off the driveway and there</p> | |

have been occasions when both myself, and my neighbour have not been able to move our cars from our own driveways until the parked cars have left.

Whilst extending the double yellow lines would assist with this issue, continuing the lines along the whole of my property, and that of 2 Gower Road would actually exacerbate the parking situation further up the road. Gower Road is narrow and residents who live further up the road often need to park outside no 1 and no 2 so that other vehicles can still pass up and down the road. By extending the double yellow lines as per the notice of proposal, the road would lose a minimum of two parking spaces, therefore forcing residents to park further up the road and meaning other vehicles may not be able to pass in and out of the road.

Under the amendments in the notice of proposal, my parents, who support with childcare on a weekly basis would not be able to park anywhere near my own property. Again, this would exacerbate the parking situation further up the road.

I would suggest that extending the double yellow lines to the edge of my property on Gower Road, at the nearest edge to Eason View and mirroring this on the other side of the road outside 2 Gower Road would be a better option. This way the dangerous parking that is currently taking place on the corners of the road could be prevented without impacted resident parking further up the road. I trust this objection will be taken into full consideration, including my own proposed amendments, as the current notice of proposal will negatively impact my own property.

- Having reviewed the proposal (1g) for the addition of the double yellow lines and having worked in the Highways Department for over 5 years; I believe the proposal will have a negative impact on the parking on Gower Road.

I believe a more suitable proposal would be change the extent to the start of the drop kerbs of the properties at number 1 and 2 Gower Road. Extending past the drive increases the pressure for already small numbers of on street parking for guests/additional cars to the properties. The road is already densely populated with additional cars on street parking and extending past the drives would reduce the currently parking capacity by 3/4 cars. This will likely lead to causing dispute forcing the residents at 1 and 2 to force visiting vehicles to park in front of other properties and on difficult road bends. I have no issue with the parking in front of the property it helps reduce the stress on vehicles for a number of properties around Gower Road and Eason View.

While I welcome the addition of the yellow lines from safety aspect

I believe changing to the proposal to the suggested above is a more suitable and functional solution. It will ensure safety for drivers using the Gower Road entrance without causing and dispute for on street parking.

- I would like to object to the length of the proposed double yellow lines at the beginning of the road. I do believe that extending them to the beginning of the drives of numbers 1 and 2 would make turning in and out of the road safer. But extending to the whole of the properties is unnecessary and would also lead to more parking problems further up the road and we have enough of those as it is.

Representations in support:

- I would like to support, the proposal to have double yellow lines at the end of Gower Road. It is extremely dangerous for cyclists when cars are parked on this junction, and it is also dangerous for children playing in the street if cars come round the corner into the street with their view obscured by parked cars.
- We have no objections and would be much safer. The present situation is residents parking all along Gower Road. We are writing to you on our mothers behalf, who suffers with dementia and other issues and only goes out when we take her. We are concerned the residents from the top end of the road leave their vehicles for long periods of time which causes us some issues. The matter will get worse when the lines are installed. Most of the vans, cars, mobile homes are permanently left on the road thus making it difficult to get through sometimes. We sometimes have to call ambulances, doctors etc and feel it's difficult for them parking on verges and is making a mess of the footpaths and making it too messy to walk on. Residents have space on their driveways but don't use them. We have spoken to the police/council and highways but have been told there is nothing they can do as long as the vehicles are taxed. The works should be carried out regardless of the issues although they will start to park further down the road than they are doing now.
- I would like to register my support for the council proposal as is. There are too many times when a vehicle is parked close to the end of the road, making leaving or entering difficult and unsafe. Some residents in the middle to the Eason View end of the road have too many vehicles (up to 4 per house) which means they must park on the road. This is where the parking problem is on Gower Rd, not at the cul-de-sac end where residents are living within their limits. Neither do I believe that the council (my taxes) should pay for dropped curb alterations. The householder should

have to pay for this, and there is precedent for this, I believe. The terrible mess that a small minority of residents have made on the grass curb is shameful, and the muck often is deposited on the footpath where we walk.

Officer analysis and recommendation

Vehicles parking close to the junction leads to vehicles having to approach the junction in the centre of the carriageway.

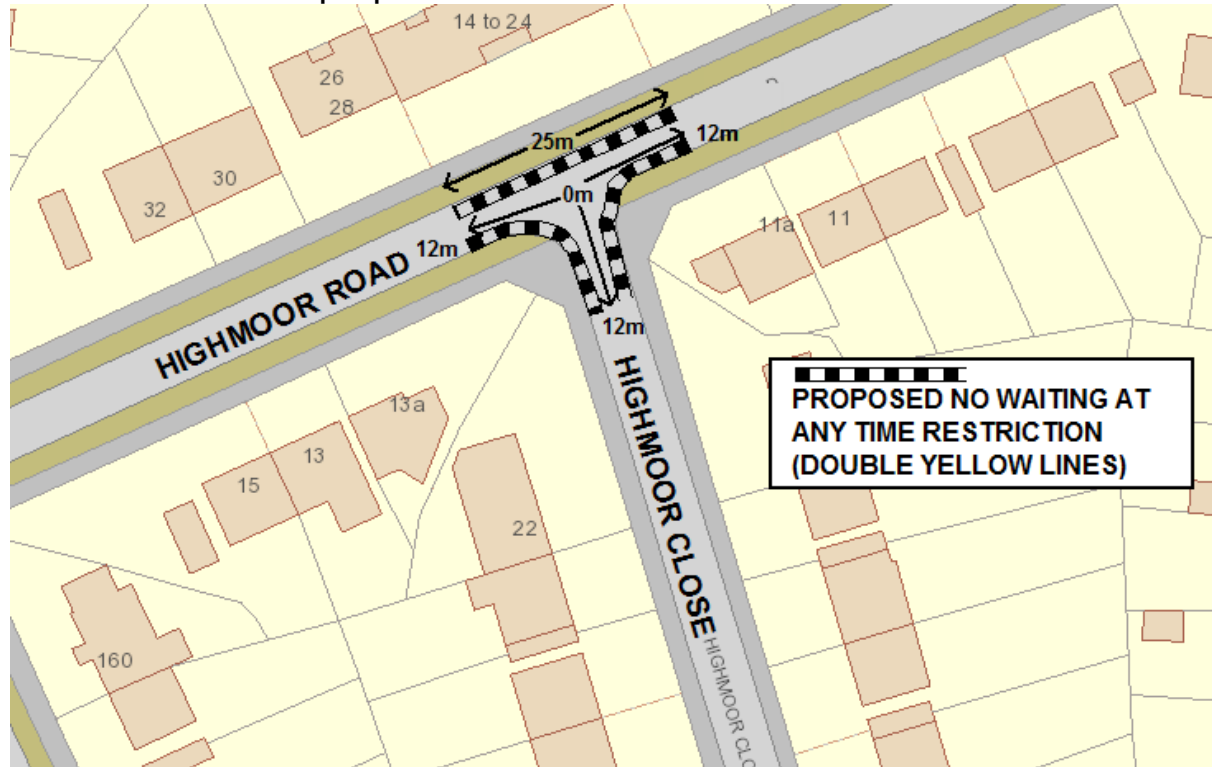
The objections received have asked for the restrictions to end at the beginning of the dropped kerbs of property numbers 1&2 in order for visitors to park on the dropped kerbs of these properties. Parking in front of dropped kerbs is an enforceable offence and would also lead to a displacement of parking. One of the supporters is a resident from further along Gower Road, accepts there will be a displacement of parking and supports the extension of the existing restrictions.

- 1. Implement as Advertised-** Recommended
- 2. Take no further action-** Not recommended
- 3. Implement a lesser restriction than advertised-** Not recommended

E2**Location: Highmoor Road/ Highmoor Close****Nature of problem and advertised proposal**

Cllr. Fenton and a resident raised the issue of vehicles parking close to, and opposite the junction of Highmoor Close restricting vehicles entering and exiting the junction.

Plan of advertised proposal:



We received three representations in objection.

Representations received:

- **Please accept this as our formal objection to your proposed amendments to the Traffic Regulation Order, specifically at Highmoor Road and the adjoining Highmoor Close.**

Reasons being:

1. We have very busy lives with a young family and had our driveway removed by our landlords. We already struggle to park near our house as a result. Your proposals could potentially increase the safety risk to our family and other residents on the street, and make every day tasks such as getting shopping/pushchairs to and from the car much much more difficult.

2. There are absolutely no issues on both Highmoor Road and Highmoor Close with the current parking arrangements. There is always plenty of room for bin lorries etc to pass through. I

find it puzzling that our local Councillor objects to the Highmoor Road proposals yet supports the Highmoor Close one. If the restrictions on Highmoor Close were implemented, it would increase the difficulty of residents being able to park near their homes on Highmoor Road

3. You've proposed these ideas without any consideration for local residents and the impact it would have on our lives.

Furthermore, you have failed to provide any suitable alternative solutions as to where we can safely park.

I don't understand why York Council are always so determined to bring misery on their residents lives.

Nor do I understand why you couldn't have attached a copy of the statement of reasons to your letter instead of putting the onus on us to visit your offices - rather difficult when many of us work full time.

Director, these proposals are utterly pointless and unnecessary. I question whether you're fit to hold the position that you do.

- I'm a resident of flat on Highmoor Road. We just received a 2nd letter about a proposed plan to introduce traffic restrictions near our property or plans to install double yellow lines.

I live there a good few years and need to say that sometimes there's difficulty with parking my car but at least I've always have some space. I'm working long hours shifts and coming back between 7-8pm. It would be quite difficult to find space about this time, especially when most people are already at home and parking spaces are limited. If you will put some restrictions on our street that will not solve the problem at all, there would be even more people complaining about blocked streets around, because of cars from ours residents flats. I just wonder why you are planning yellow lines? Where was that idea from and why? I would suggest trying one more time to arrange for parking bays in the grass area in front of the flats. I hope you will help us solve that problem.

Representation from Cllr. Stephen Fenton:

- I would like to register my objection to the proposal to implement double yellow line restrictions on the north side of Highmoor Road outside flats 14 to 24. I have no objection to the proposed double yellow lines on Highmoor Close and on the south side of Highmoor Road.

-

- In advance of the Executive Member Decision Session which took place on 12 September, ward councillors submitted the following comments:

“By way of background, over recent years councillors and CYC Housing officers have been engaging with the residents of the flats to establish whether there would be support for the creation of off-street parking. Unlike other similar three-storey blocks of flats locally, the Highmoor Road flats have no off-road parking. This leads to parking near to and opposite the junction with Highmoor Close which can cause difficulties for vehicles entering and exiting Highmoor Close (particularly for large vehicles). It had been hoped to create parking bays in the verge, as this would be optimal in terms of creating off-road parking whilst retaining the grassed area in front of the flats, but this was ruled out as a realistic option due to the presence of utilities in the verge. Options were explored to install ‘ecogrid’ parking bays in the grassed area in front of the flats. There was not a consensus among residents of the flats, but a majority of respondents were in favour. This had been added to the list of schemes to potentially be progressed through a combination of ward funding and HEIP funding, but following recent changes to ward funding and HEIP arrangements, this may now be unlikely. So ward councillors propose that the restrictions around the corners at the junction of Highmoor Road and Highmoor Close are advertised. We propose that consideration of restrictions on Highmoor Road opposite the junction is deferred until there is greater clarity around future funding options for off-road parking schemes for block of flats such as this.”

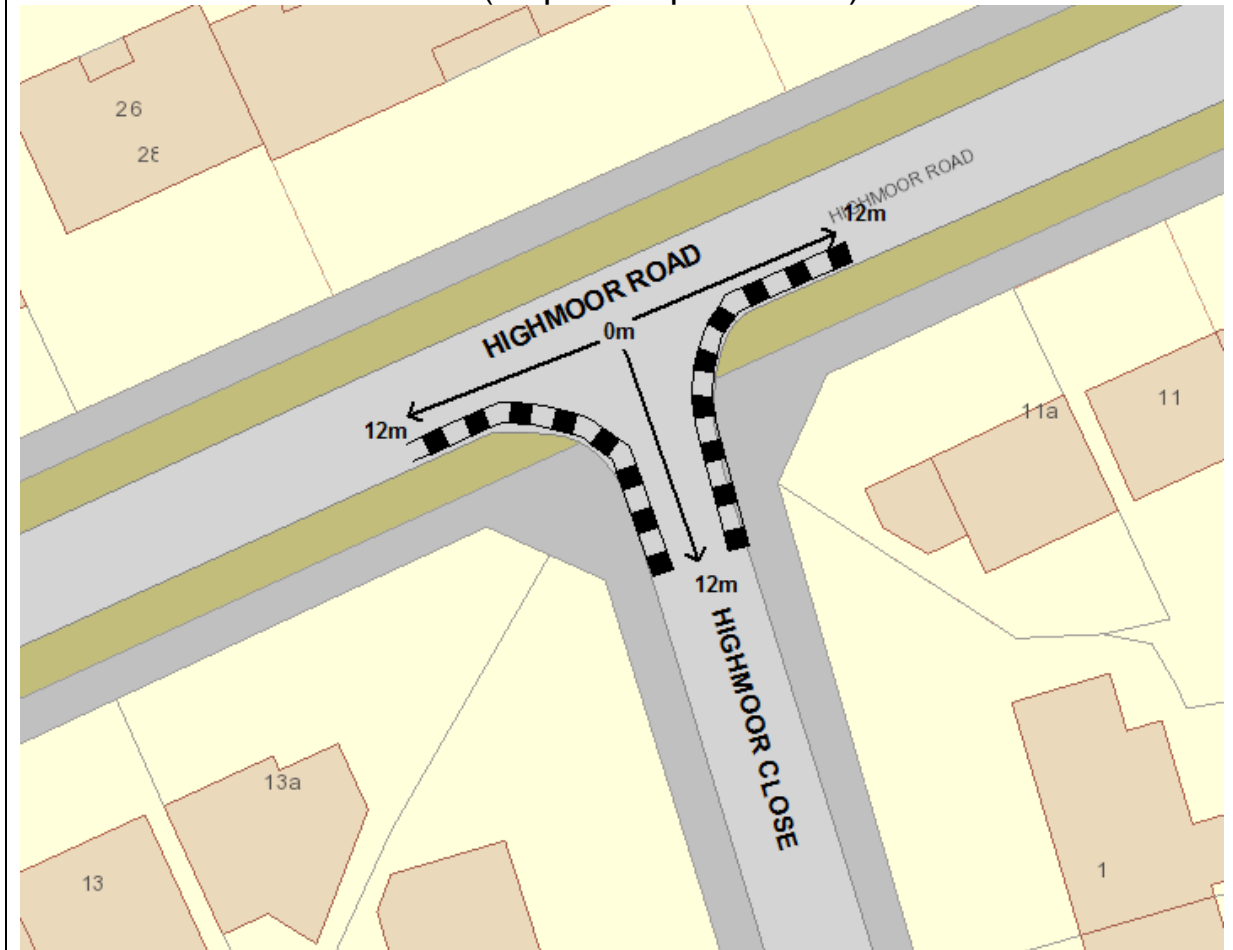
The comments above did not lead to an amended officer recommendation being agreed at the 12 September meeting. I am therefore re-submitting these comments in the hope that they will be considered again before a final decision is made.

Officer analysis and recommendation.

Vehicles parking close to the junction of Highmoor Close are leading to restricted visibility and manoeuvrability when entering or exiting the junction. Removing the proposed restriction on the north side of Northmoor Road will provide parking amenity for residents.

Options.

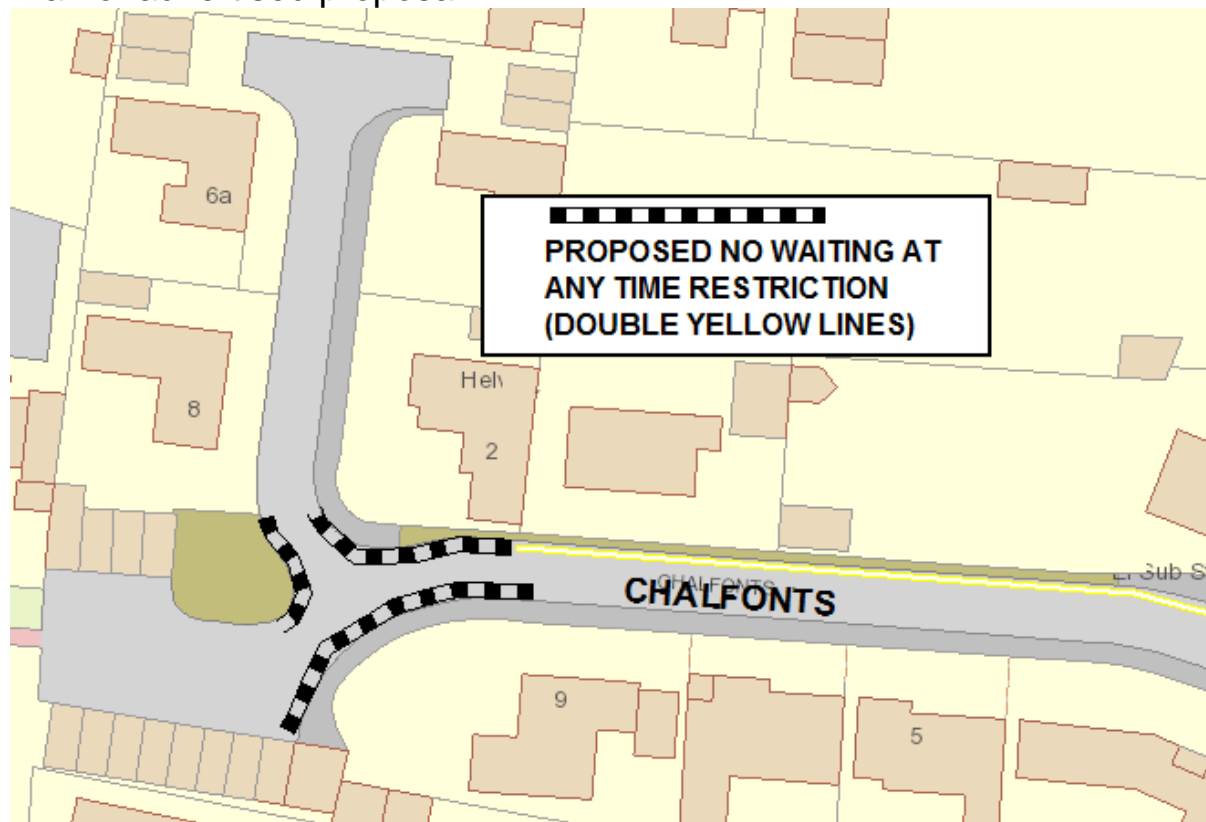
- 1. Implement as advertised-** Not recommended.
- 2. No further action-** Not recommended.
- 3. Implement a lesser restriction-** Recommended. Taking in to account the objections raised regarding the parking outside the flats already being limited removing the restrictions on the north side is recommended(as per the plan below)



E3**Location: Chalfonts****Nature of problem and advertised proposal**

A resident raised the issue of refuse wagons being unable to access the cul-de-sac part of the street without mounting the verge due to parked vehicles.

Plan of advertised proposal:



We received one representation in objection.

Representation received:

- I am writing to register my strong rejection of the proposal to make Chalfonts a no waiting area. I and my family believe that this is totally unnecessary and unwarranted.

Having been residents of Chalfonts for the last 14 years, there has not been even one single occasion when there has been any issue with access or parking for residents and road users. Indeed, the available space is ideal for visiting family and friends.

Despite being opposite the racecourse, the street is never fully utilised or overcrowded. Making these changes will create problems that don't currently exist when there is absolutely no problem to solve. I would also ask why the council are using tax payers money on something irrelevant and unwanted at a time when we know it has none to spare?

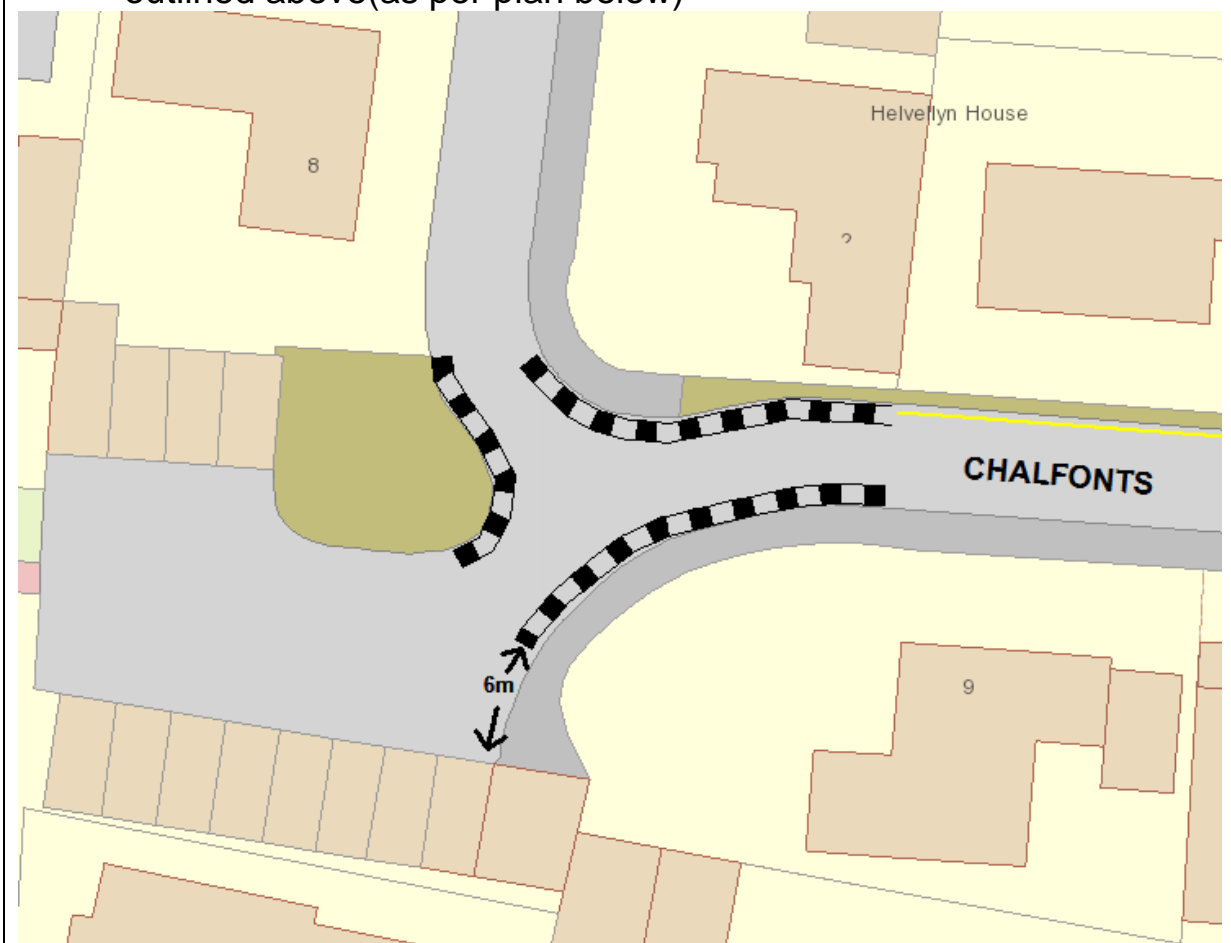
I appreciate my feedback and views being considered in this matter.

Officer analysis and recommendation

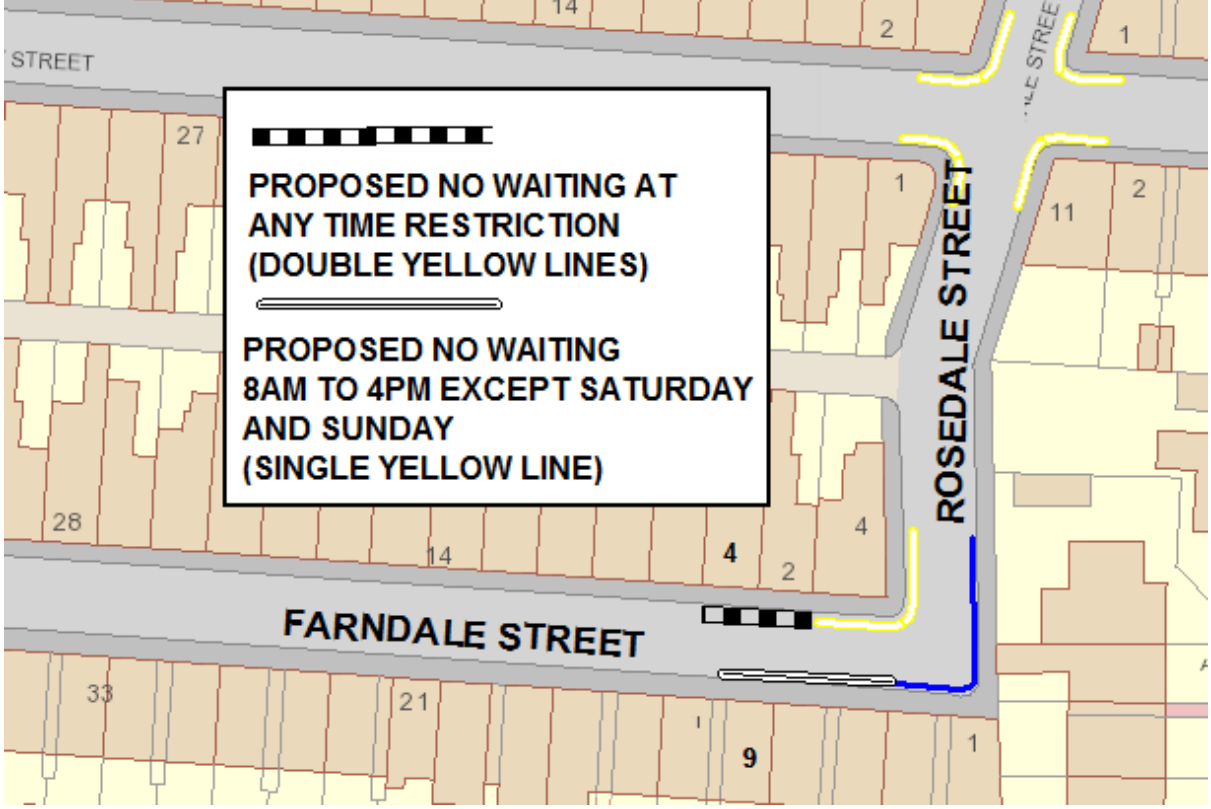
Our Waste Services Team have confirmed this is a problem area due to parked cars resulting in difficulty accessing 2 to 6 Chalfonts. Reducing the restrictions on the south side by 6m will provide space for the garage owner to park their vehicle in front of the garage when required and would still provide enough space for the refuse wagon to manoeuvre and reverse into the cul-de-sac end of Chalfonts.

Options.

- 1. Implement as advertised-** Not recommended
- 2. No further action-** Not Recommended
- 3. Implement a lesser restriction-** Recommended for the reasons outlined above(as per plan below)



Annex F Fishergate Ward

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|---|----------------------------------|
| F1 | Location: Farndale Street |
| <p>Nature of problem and advertised proposal. The Waste Management team raised an issue regarding parked vehicles preventing access to complete refuse collection. An extension to the existing restrictions was requested.</p>  | |
| <p>Representations received. We received 4 representations in objection and 1 in support of the proposal. Representations in objection:</p> <ul style="list-style-type: none"> • I wish to object to the introduction of "no waiting at any time" restrictions on the north side. <p>The reasons for me objecting are below. The recycling truck has no problem turning down the street with the current restrictions. I've seen this myself every fortnight for the past 2 years. The extension of double yellow lines outside the property reduces the available parking for 2-3 vehicles in an already crowded street. This is completely needless and unnecessary.</p> | |

This problem is compounded by people using the street as a car park, and it is often filled with hire vehicles. This happens a lot at night and I am aware local businesses advertise to use our street for parking. It is incredibly frustrating for people who actually live on the street to see the amount of hire vans and cars, sometimes who park on the footpaths, only inches from houses.

The only and obvious solution to this is permit parking for the street. I hope this will be brought in asap.

The proposed restrictions and double yellow will do absolutely nothing to solve the problem.

- We write regarding the proposed amendments to traffic restrictions in Farndale Street and Rosedale Street, as laid out in your notice of 10 November 2023. We live at Farndale Street and will be directly and deleteriously affected by the proposed amendments. We therefore wish to object to the proposals.

We are copying this message to Conrad James Whitcroft and Sarah Wilson, Councillors for Fishergate Ward, for information.

The present restrictions at the junction of Farndale Street and Rosedale Street are a good balance between the access needs of vehicles visiting these streets and the parking needs of the people who live here. The proposed amendments are disproportionate and ill-considered, and will cause more problems than they solve. They should be withdrawn, and the present arrangements should be left unchanged.

Summary of objections:

1. The extension of both double-yellow and single-yellow line restrictions by an additional 7 metres along the street in each case is excessive and unjustified. The present restrictions are sufficient, and problems are rarely encountered. Speaking as residents who see traffic coming and going all the time, the fact is that most vehicles cope with no difficulties at all.
2. The proposed amendments will further reduce the available parking spaces in a street where the supply of spaces is already limited and where residents have no choice but to park their cars in the street.
3. The amendments do not offer any solution to the problem of large vehicles accessing Farndale Street and encountering obstructions. The existing regulations (when enforced) already provide sufficient space for reasonably-sized vehicles to access the street. Unreasonably sized vehicles should not be coming down here anyway.

In detail:

The proposed changes will not improve access to the street for large vehicles (such as the refuse lorry). The proposed extension of the present single yellow line and double yellow line restrictions will have a disproportionate effect on the ability of residents to park near their homes while offering minimal counterbalancing advantages.

The present single yellow line already provides ample space for turning vehicles during the working day. The problem is not the restrictions but the lack of enforcement: there are frequently parked vehicles, often large vans, on Grange Street near the corner with Farndale Street on both the single yellow line and, illegally, on the double yellow line, in the early morning, having been parked there overnight, and from the late afternoon.

Sometimes they remain there all day. It is these vehicles which obstruct refuse lorries and delivery vehicles and, potentially, emergency vehicles.

The extension of the double-yellow lines on the north side of Farndale Street is similarly excessive: no vehicle needing to come down Farndale Street needs that amount of space to manoeuvre. The present extent of the double yellow line is quite sufficient for any reasonably sized vehicle. If CYC refuse lorries sometimes have difficulty then the problem is in the size of the lorries, not the arrangement of the street. The vehicles should be changed to suit the street, not the street to suit the vehicles. Badly parked vehicles further down Farndale Street also of course cause obstructions, in fact that is a more common problem than obstructions on the corner, but this problem will not be addressed by the proposed amendments.

The reduction in available parking spaces caused by the proposed changes will cause significant inconvenience to Farndale Street residents. People need cars in order to get to their jobs, and those cars have to be parked somewhere. The only place where they can be parked in these streets of small terraced houses with no drives or garages is in the streets themselves. Visitors to Farndale Street households, and tradespeople carrying out work, also need somewhere to park their vehicles. The loss of parking spaces does not just affect the top of the street where we happen to live but will have a knock-on effect throughout the length of the street. The net reduction in parking spaces, varying from two to six depending on the time of day, will give little or no advantage in terms of access to the street (see above), but will make life that bit more difficult for those of us who actually live here.

If the Council wants to make a real beneficial difference to parking and access in this area, it can do so by addressing the problem of illegal parking overnight, often of light commercial and other vehicles of inappropriate size, in Rosedale Street and at the corner of Grange Street and Fishergate, where vans and cars associated with the barbers shop at that corner shop are frequently parked. In both these cases the existing regulations are ignored, junctions and driver sightlines are obstructed, and pavements are partially or wholly blocked, creating dangerous situations for pedestrians. Finally, it really is not acceptable for the Council to require citizens of York to go in person to the Council Offices to see the details of proposals that will have a significant effect on their lives. This is not the 1950s. The Council has a website and, just as with planning applications, the necessary information should be published there.

- Submission opposing Notice of proposals. The York Parking, Stopping and Waiting (Amendment) (No 14/59) Traffic order – Farndale Street.
 1. We wish to express our opposition to the proposals referenced above i.e. to extend double yellow lines on the north side of Farndale Street and single yellow lines on the south side of Farndale Street.
 2. The statement of reason refers to issues raised by the Waste Management Team regarding parked vehicles preventing access to complete refuse collection.
 3. The Waste Management team have confirmed that refuse collection has taken place in the area on a Monday for more than ten years. I have lived in Farndale Street since 1987 and in that time I can only recall waste collection occurring on a Monday.
 4. Within the last 11 years there have already been two alterations to parking restriction. Double yellow lines were implemented in 2012 (marked yellow on the map). Single yellow lines were implemented in 2015. (marked blue on the map). The single yellow lines were to allow access for the refuse trucks.
 5. No reason is given by Waste Management as to why further changes are required. Presumably the changes made in 2012 and 2015 were deemed to be adequate.
 6. Given also the historic continuity of Monday collections the restrictions proposed for Monday to Friday are disproportionate. S(2) (b) of the Road Traffic Act Regulation Act 1984 gives very wide powers regarding the duration of restrictions which can be “either at all times or at times, on days or during periods so specified.” An order could be made simply to apply on Mondays.

7. Furthermore the notice given of the proposals does not refer to the full duties of the authority in that they omit reference to Section 122 of the Act. When considering the making of a Traffic Regulation Order the council has a statutory duty to consider the matters detailed at Section 122 of the Act. It provides as follows:- (my highlights)

“It shall be the duty of [F2every] [F3strategic highways company and] local authority upon whom functions are conferred by or under this Act, so to exercise the functions conferred on them by this Act as (so far as practicable having regard to the matters specified in subsection (2) below) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off [F4the highway or, in Scotland the road].

(2)The matters referred to in subsection (1) above as being specified in this subsection are—

(a) the desirability of securing and maintaining reasonable access to premises;

(b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;

[F5(bb)the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);]

(c)the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; “

The full range of considerations that need to be made are emphasised by the Transport Order Guidance issued by the Planning Inspectorate on 1/1/2014, in para 5.2, namely TROs can be made for the following purposes: * avoiding danger to persons or traffic; * preventing damage to the road or to buildings nearby; * facilitating the passage of traffic; * preventing use by unsuitable traffic; *

The proposed amendments will impinge on the provision of suitable and adequate parking facilities on and off the highway, namely Farndale Street as required under s122 (1) of the Act. They will also impinge on our ability to secure and maintain reasonable access to our premises. We are finding parking our car much more difficult following the introduction of more Respark areas nearby.

The authorities' attention is also drawn to s122 (b) and the guidance above, namely the duty of restricting and regulating the use of roads by heavy commercial vehicles. Given the rationale deployed by the Waste Management Team (i.e. easier access for their vehicles) if the proposals were to go ahead as outlined this would have the effect of increasing the use of the road by heavy commercial vehicles to the detriment of residents of the street and the safety of young persons making use of the street.

8. Farndale Street was subject to a Respark consultation in 2018. The views of the residents may have been different had it been known that further restrictions on parking in the street were planned. A joined up approach was not therefore followed by the authority.

As mentioned above we are encountering far more difficulties in parking our car in the street.

9. In summary the proposals and statement of reason has;

- a) Not provided any substance as to why further changes are required
- b) Are disproportionate in duration given the historic collection day of Monday
- c) Are contrary to the full requirements of s122 of the relevant legislation
- d) The authority has not followed a joined up approach to parking restrictions in the street.

10. Accordingly it is requested that the proposals are rejected.

- Submission opposing Notice of proposals. The York Parking, Stopping and Waiting (Amendment) (No 14/59) Traffic order – Farndale Street.

1. We wish to express our opposition to the proposals referenced above i.e. to extend double yellow lines on the north side of Farndale Street and single yellow lines on the south side of Farndale Street.

2. The statement of reason refers to issues raised by the Waste Management Team regarding parked vehicles preventing access to complete refuse collection.

3. The issue raised regarding parked vehicles preventing access to complete refuse collection may involve cars/work vehicles parked in contrary to existing restrictions. If this is true then no extension is necessary.

4. Existing restrictions; " no waiting at any time" on the north side and "no waiting 8am to 4pm except Saturday and Sunday" on the south side already enable a collection to be completed prior to 8am on Mondays which is the historical practice (10 years+).

Further restrictions may be implemented for a specific day of collection if necessary without increased burden/inconvenience to existing residents. In addition I attach 2 photographs taken on Monday 27th November 2023. They both show that the waste management vehicle is able to turn the corner with enough space to remain on the road. The 2nd photograph shows that this is true despite a car parked legally in front of No. 2 Farndale Street (within the current restrictions). It is also clear on this photograph that the decision of the waste management team was not to continue to turn and bring waste from further down the street to the area the waste management vehicle had remained stationary.



5. Previous amendments in 2012 and 2015 were already implemented in order to improve against for refuse collections. We feel it is therefore unnecessary to implement further restrictions for the same given reasons. I

6. The proposed amendments will impinge on the provision of suitable and adequate parking facilities on and off the highway, namely Farndale Street and the council has not fulfilled its statutory duty to make reasonable considerations that are required in the legislation.

7. Further restrictions will impinge on our ability to secure and maintain reasonable access to our premises. Any increase in resident or work vehicles activity cited would make parking more difficult with the removal or 2-3 spaces on north side and restrictions for up to 4 vehicles on the south side of an unpermitted road with cars commonly parked on both sides.

8. The cited reason for amendments (i.e. easier access for Waste Management Team Vehicles) may also lead to unwanted use of the residential road for commercial work vehicles who already use this un-permitted road within this residential area. This potential adverse effect must be considered and mitigated prior to these amendments being implemented. It is already the case that local businesses advertise to park on Farndale street to customers.

9. Farndale Street was subject to a Respark consultation in 2018. The potential restriction/amendments proposed in 2023 to reduce the amount of road available for parking was not included/foreseen at that time. The views of current residents 5 years later have not been sought with this significant change in circumstances and therefore the local authority have not made this proposal following a joined up approach. We feel that further consultation should be considered on this issue and potentially permit restrictions prior to any implementation of amendments.

In summary our representation of objection to the proposals are as follows:

- a) The statement of reason alone is not sufficient to conclude that these amendments/further restrictions are necessary.
- b) The proposed amendments are disproportionate in duration due to the cited reason affecting a small part of the working week (usually only the 1st hour on Mondays although collection may be complete before 8am)
- c) The full considerations of all aspects of the implications for residents have not been considered as is the statutory duty of the council.
- d) The authority has not followed a joined up approach to parking restrictions in the street.

Accordingly it is requested that the proposals are rejected in full.

Representation in support received from the Waste Services team:

- Please find below further details supporting the request for parking restrictions.

We have an ongoing issue with legally parked vehicles blocking the access of refuse collection vehicles to residential properties in this area. The streets that are affected when access is blocked are Farndale Street & Lavington Terrace. Introducing the requested parking restrictions will reduce the likelihood of parked vehicles blocking access.

- The blocked access results in waste remaining on the public highway in front of domestic dwellings until access is available, sometimes up to several days. This causes:
- Distress to residents
- Adds cost to the waste collection plan due to multiple visits to collect the waste
- Increases emissions from the refuse collection vehicles

I have listed comments expressed by residents directly to City of York Council and on social media, all of these were driven by blocked access at the point highlighted in this report:

- There's a big pile of uncollected rubbish on the corner of Farndale St at the river end. It was supposed to be collected on Monday 17th. I'm guessing it's because the van can't get past the parked cars but didn't see any note on the waste collection updates page.
- Hello, The household waste wasn't collected Monday 25 May, nor Tuesday. when there should have been another attempt, and no one has been today either. The bin men emptied large amounts of bags out of the bins on to the streets, which is disgusting and unacceptable. They have now been out in the rain for days and things are getting worse.

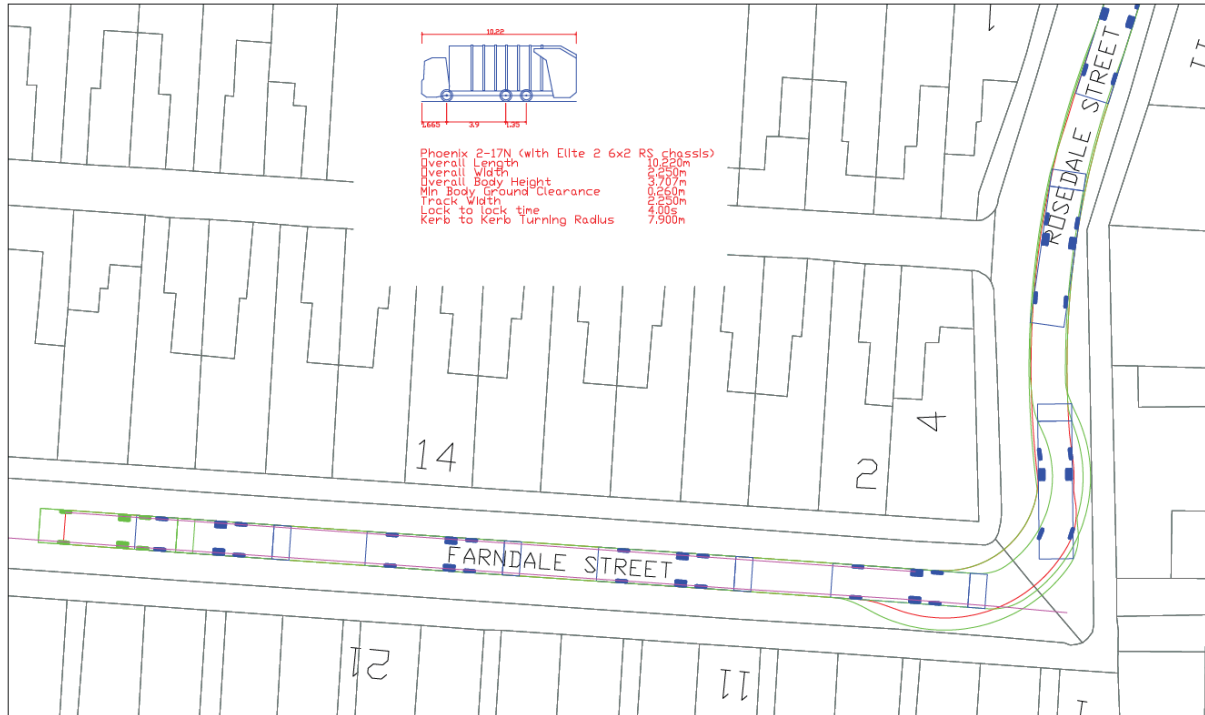
There are some works going on at the end of Farndale Street, but as I've mentioned previously, there is access via Hartoft Street, and the bags shouldn't have been thrown out and left like this. All the full wheelie bins are still out in the street as well. Can you please confirm this will be dealt with ASAP?

- Black bins not collected again for the second week running on Farndale Street. Mountains of bin bags in the street. Welcome to York!
- I have personally spoken to the son of an elderly couple who live in Lastingham Terrace who expressed the distress of his parents when waste is not collected due to blocked access.

Officer analysis and recommendation

The Waste Management Team have provided evidence they have been unable to collect refuse on a number of occasions at this location. The image supplied shows there in no vehicles parked on the south side of the carriageway. Vehicles travelling in opposite directions are also currently approaching the bend unsighted and in the centre of the carriageway.

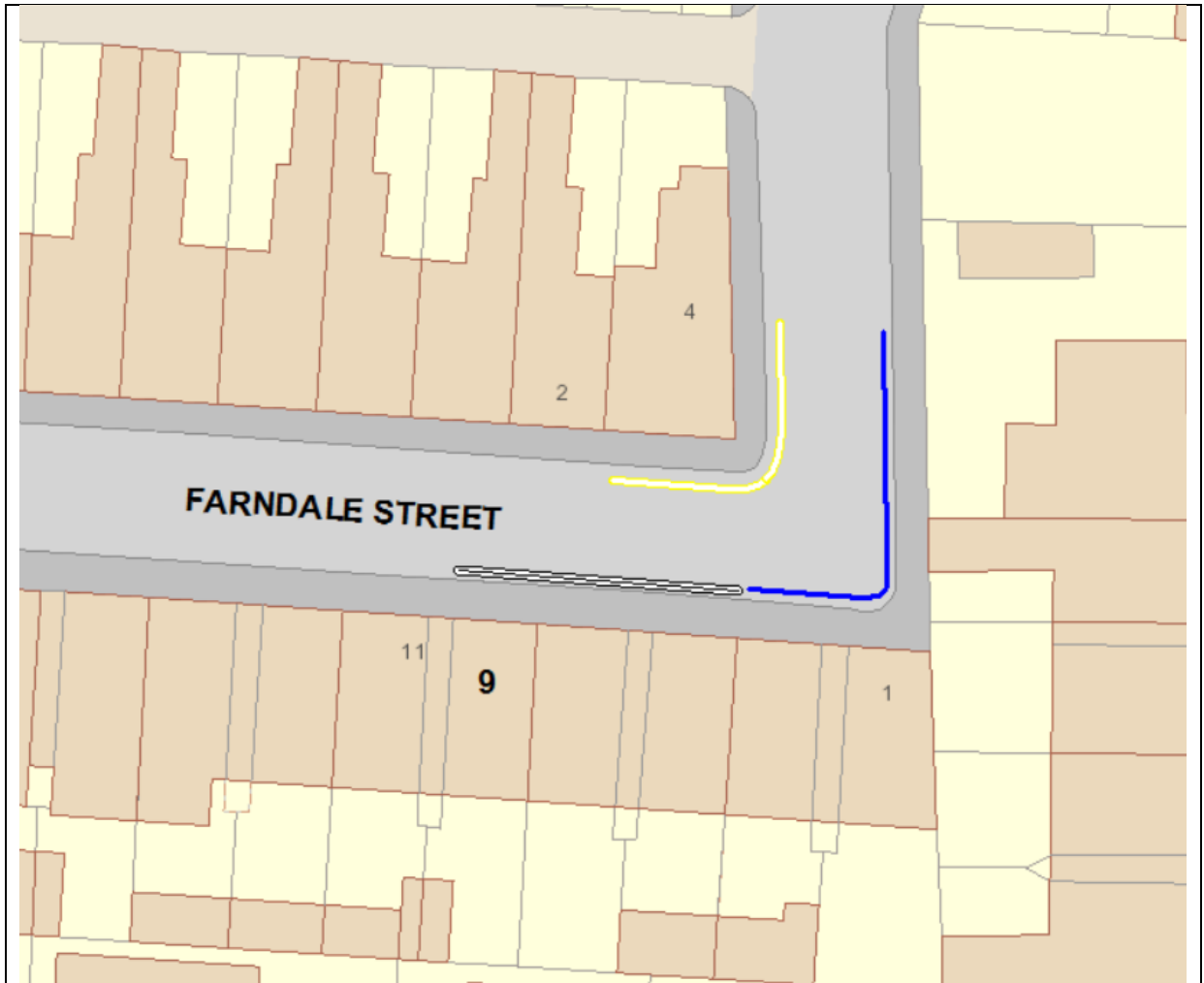
The below vehicle tracker information below shows the south side timed restriction does need to be extended and the proposed no waiting at any time restriction on the north side does not.



The extension of the no waiting 8am to 4pm on the south side will provide the required carriageway clearance for the refuse truck to safely enter and exit the street. There was a further Respark consultation completed in 2021 and was resolved to take no further action at a public decision session 21st September 2021.

Options.

1. **Implement as advertised-** Not recommended
2. **No further action-** Not recommended.
3. **Implement a lesser restriction-** Recommended(as per plan below)



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Annex G Fulford & Heslington Ward

G1

Location: Connaught Square

Nature of problem and advertised proposal.

A resident requested restrictions due to parked vehicles restricting visibility of oncoming vehicles and pedestrians using the tactile pedestrian crossing point.

Plan of advertised proposed restrictions:



Representations received:

We received two representations in objection and one in support.

Representations in objection:

- Received from Royal Masonic Benevolent Institution Care Company:
We strongly object to the proposals to restrict parking around Connaught Court Care Home.
This road has always been used for car parking for the last fifty years and due to planning difficulties that we have had since 2018 we are unlikely to be able create any more car parking on the site.

We own land and property along the drive and totally object that we will not be able to park outside our own property.

The care home has 94 bedrooms and the loss of parking will hamper visitors of the residents, district nurses and other care professionals.

Putting yellow lines outside the new residential properties outside our ownership is fine but not adjacent to houses and land that we own.

- Received from Womble Bond Dickinson (UK) LLP

Dear Director of Place

City of York Council Notice of Proposals

The York Parking, Stopping and Waiting (Amendment) No 14/59
Traffic Order 2023

We are acting on behalf of our client the Royal Masonic Benevolent Institution and are writing in relation to the above notice for The York Parking, Stopping and Waiting (Amendment) No 14/59 Traffic Order 2023 (the Proposed Order) which they have received. This objection letter is in addition to and supplements their initial objection which they lodged by email on 14th November 2023. The objection is specifically concerned with the introduction of 'No Waiting at any time' restrictions at Connaught Court and Connaught Gardens, which is the location of our client's care homes which are located on a private road.

Legal Background:

We consider that it is prudent to set out the legal framework in order to address the Proposed Order and why it should not proceed to the making stage under the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

The City of York Council is the traffic authority, by virtue of Section 121A of the Road Traffic Regulation Act 1984 (RTRA1984), and have powers and are able under Section 1 of the RTRA1984 to make traffic regulation orders (TROs). The circumstances where they may make an order is where it appears that it is expedient to make it –

(a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or

(b) for preventing damage to the road or to any building on or near the road, or

(c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or

(d) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property, or

(e) (without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot, or

(f) for preserving or improving the amenities of the area through which the road runs; or

(g) for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality)

We understand from the Statement of Reasons that the Proposed Order is being made to further the

'policy of minimising obstruction and congestion and improving road safety and local amenities whilst at

the same time balancing residential and commercial considerations'. We are not aware of what policy

this is referring to and would be grateful if this could be provided to us. The Statement of Reasons further

cites that the location is being adversely affected by indiscriminate/obstructive parking and we would

submit that this reason is not made out. We understand from our client that this case is not made out and

any parking that takes place does not block driveways or the movement of other vehicles or pedestrians.

Further, there is a duty under Section 122(1) of the RTRA1984 that a Traffic Authority must consider,

when deciding whether to make a TRO, when exercising their functions (including when deciding

whether or not to make a TRO) to secure the expeditious, convenient and safe movement of vehicular

traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the

highway to as far as practicable having regard to the following matters under Section 122(2):

(a) the desirability of securing and maintaining reasonable access to premises;

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

This duty is required as has been set out in case law, to be performed in substance and a balancing exercise conducted in order to arrive at the appropriate decision and we would be grateful to receive evidence of this.

There is also a network management duty under Section 16 of the Traffic Management Act 2004 to manage the local road network to achieve as far as possible the expeditious movement of traffic on the road network and facilitating the expeditious movement of traffic on road networks for which another authority is traffic authority whilst having regard to their obligations, objectives and policies as far as possible.

Where the expeditious and convenient movement of traffic has an adverse impact on the level of onstreet parking available, the weight needs to be considered by the TA and be aware that their decision making process is open to statutory review. Further the balance of one factor may not have priority over the other. Therefore, the weight given to the loss of on-street parking available needs to be balanced against the expeditious movement of traffic.

We would challenge the lack of on-street parking provision available and do not consider that the existing provision provides an obstruction to the free flow of traffic on the road. The current on-street

parking provision provides available parking for the visitors and care professionals of the care home which is an integral resource to the community.

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Planning Background

The planning background of our client is relevant in making this objection. The client operates care homes from Connaught Court and relies on the on-street parking provision for carers and visitors of the care homes. By imposing a 'no waiting at any time' restriction this will unnecessarily remove the much needed on-street parking to accommodate the properties, including the care home, situated along the road. This would severely hinder the ordinary day to day running of the care home, which is not able to accommodate on-site parking due to the site constraints within the development.

Your duty under Section 122 to have regard to the provision of suitable and adequate parking facilities on the highway and 'securing and maintaining reasonable access to premises' has not been adequately discharged here. The effect of the Proposed Order would mean that staff and visitors to the care home would not have access to sufficient parking and thus leaving vulnerable people in the care home without access to the family support and care they need. We would be grateful to receive the details of what assessment has been carried out in relation to parking in the area and how this warrants the introduction of the waiting restrictions proposed.

Private Road

Connaught Court is a private road, which is registered under title number NYK419369, with the registered owner being Connaught Court LLP. A sign at the entrance of the road clearly states this. The road is not an adopted highway and therefore the surface of the road remains vested in the landowner.

It is acknowledged that Traffic Authority is able to make TROs along 'roads', and that term is broader than just including highway. Roads are defined as 'any length of highway or of any other road to which the public has access and includes bridges over which a road passes'. Whilst there is case law that has

determined that the definition may include a private road where the owners tolerated access, this is not considered to be the case here as the notice at the entrance to the road from St Oswald's Road expressly prohibits public access.

It follows that the road is not a 'road' for the purposes of the Road Traffic Regulation Act 1984, and it is not therefore lawful for the Traffic Authority to make the Proposed Order.

Conclusion

For the reasons set out above, we do not consider that the Proposed Order should not be progressed in relation to Connaught Court [and Connaught Gardens]. We would respectfully ask that the contents of this objection letter is considered and the Proposed Order is not progressed to notice of making stage.

Representation received in support:

- With regards to the proposed parking restrictions to Connaught Court and Gardens. We support the overall approach to the restrictions, however we would welcome some minor changes to allow for some parking and prevent issues with visitors to two of the houses (Number 1 & 8). These are:

Houses 1&8 have driveways that lead directly to the road, could there be no yellow lining across these driveways to ensure that visitors don't have issues parking outside these houses. These are marked on the attached plan as number 1&8. This would shorten the yellow lines from the junction from 16m to c10m, whilst still keeping the junction itself safe

Could there be a provision for parking 2-3 cars in a safe place just to allow for some visitor parking. Suggested on the attached plans are the safe places of either A no through road where cars could park and B an alternative place where Connaught Court straightens.



Officer analysis and recommendation

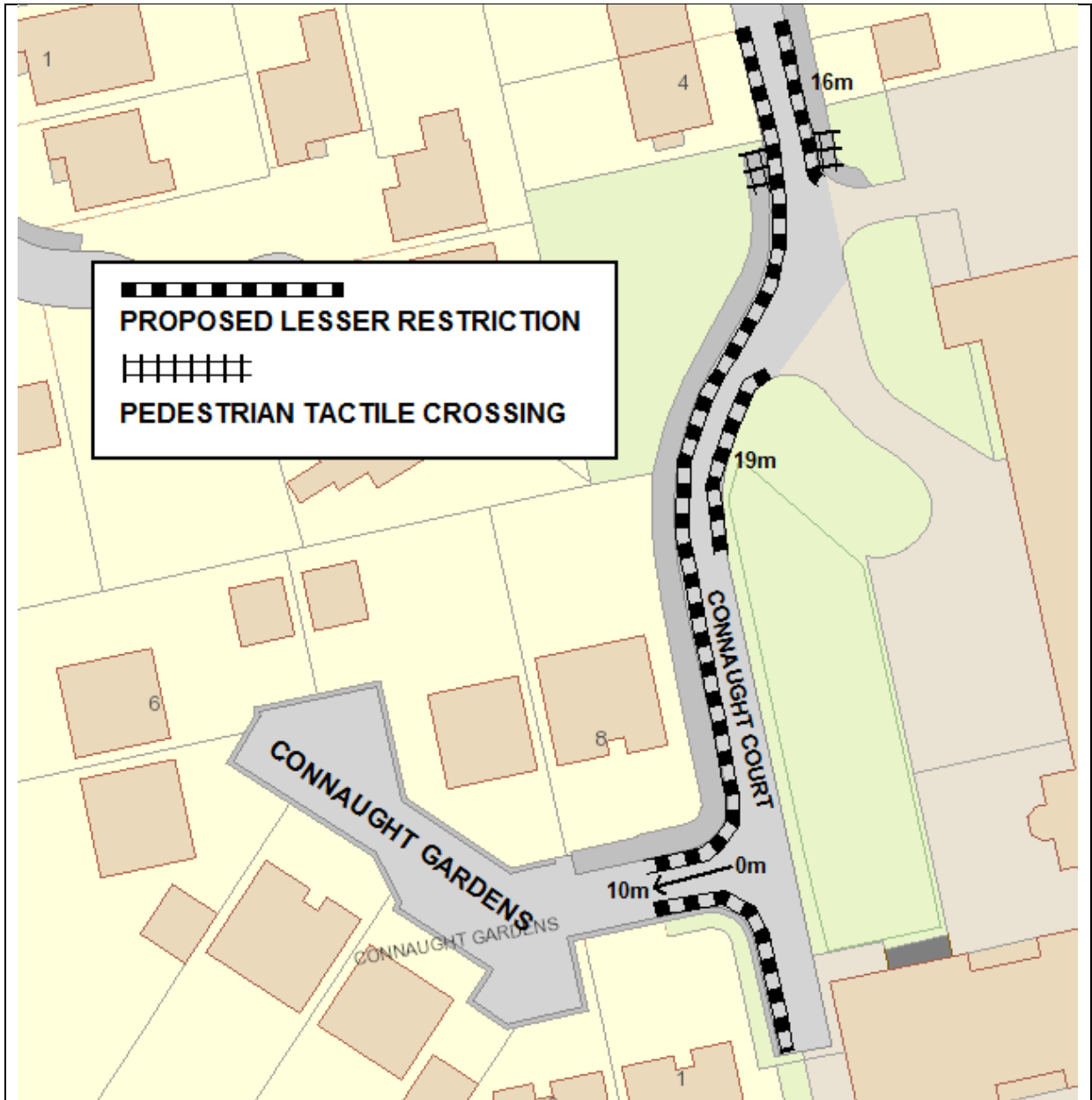
The Order was proposed due to the following circumstances:

- a) For avoiding danger to persons or other traffic using the road or any road or for preventing the likelihood of any such danger arising,
- b) For preventing damage to the road or to any building on or near the road,
- c) For facilitating the passage on the road or any road of any class of traffic (including pedestrians).

Footpath parking (including on the tactile crossing) in this location is restricting the passage of pedestrians using the footpath, visibility for those pedestrians when using the pedestrian tactile crossing point and vehicles proceeding in opposite directions when travelling through the bends of the carriageway.

Options

1. **Implement as advertised-** Not recommended
2. **No further action-** Not recommended
3. **Implement a lesser restriction-** Recommended in order to provide some parking amenity as well as address objections raised and request for some visitor parking to remain(as per plan below)



Annex H Guildhall Ward

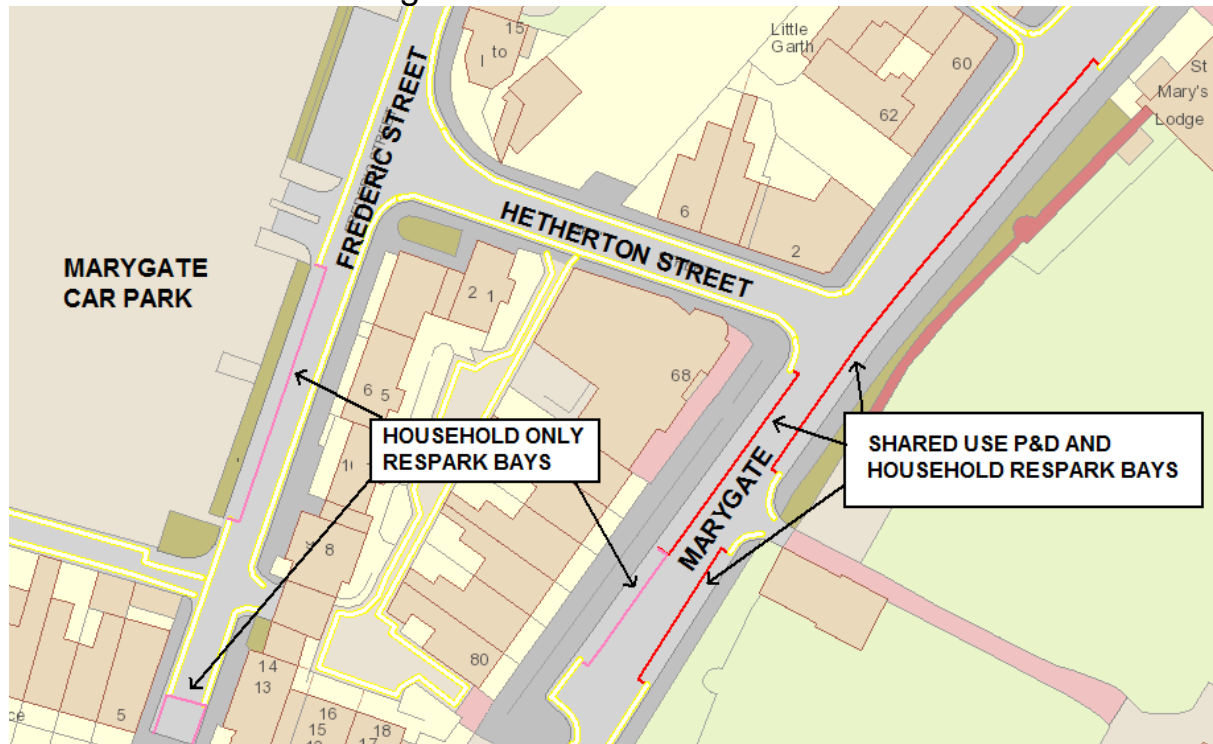
H1

Location: Marygate

Nature of problem and advertised proposal.

Due to a limited number of Guest House and House of Multiple Occupancy (GM) bays being available within the R12 Respark Zone a reconfiguration of existing bays was requested by our Parking Services team. Proposal was to change the shared use P+D and Household bays in to Community bays.

Plan of advertised changes:



Representations received.

We received two representations in objection.

Representations:

- It seems that the council's proposal will put even more pressure on the residents parking in the street which is currently at times over capacity with residents unable to find spaces to park.

With even more development due to come on stream in the near future, adding to the pressure on residents parking I am unable to support the proposals.

Below is a list of properties with planning either built or in progress in Marygate.

14 Marygate (1 x 5 bed dwelling) unoccupied but work in progress.

29 Marygate – conversion under way to multiple small business units (assume eligible for commercial permits).

42 Marygate (1 x 4 bed dwelling) unoccupied.

46 Marygate (4 no. x 2/3 bed new dwellings) on former PO club site unsold & unoccupied.

50 Marygate 2 x New Dwellings at rear under construction/work in progress.

64 Marygate (1 x 5 bed dwelling) work in progress.

78 Marygate (1 x 4 bed dwelling) unoccupied.

This list is not exhaustive and does not include properties in other R12 area streets which contain many guest houses and does not reference Airbnb properties or short term rentals.

Also Commercial permits in Marygate (That I am aware of are listed below) which further increase pressure on the current residents parking scheme

- Minster Inn
- Yorvik Hotel
- Roots
- Blenkin & Co (Bootham ?)
- I should be grateful if you would register my opposition to the proposed changes to the Marygate R12 residents car parking. I object as a matter of principle in that the changes proposed would lower the amenity of my dwelling by significantly reducing the car parking I have hitherto had available. Moreover, even without the proposed changes, there are many properties in Marygate which are currently empty and when they are re-occupied this will further increase the already existing pressure on the very few spaces available to residents.

Officer analysis and recommendation.

There is a 12m Guest House(GH) permit holder bay on Frederick Street that provides parking amenity for 3 Guest House permit holder vehicles and a 17m GH permit holder bay on St.Mary's. Our Parking Services team have confirmed that in 2023/24 we have supplied 6 Guest House permits in the R12 zone. The recommended change to the bays will provide additional parking to all permit holders in the R12 zone and the small number of GH permits purchased in the zone should not have any negative impact on Household Permit holders.

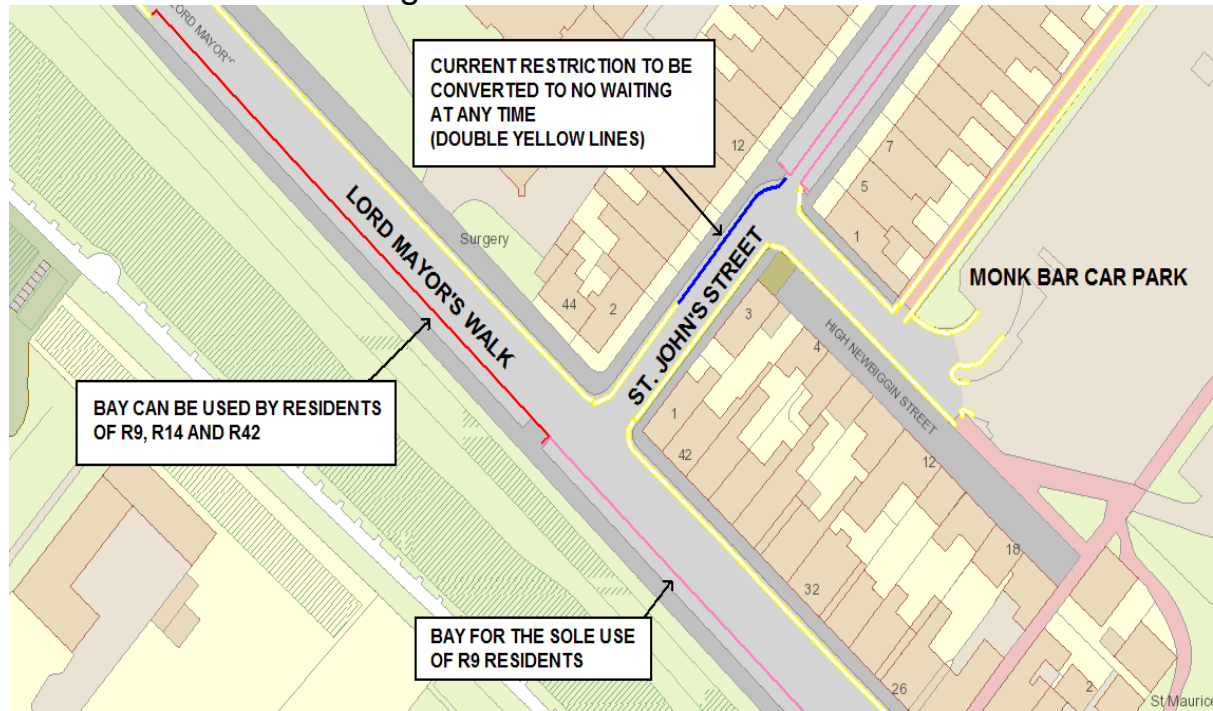
Options.

1. **Implement as Advertised-** Recommended for the reasons outlined above
2. **Take no further action-** Not recommended
3. **Implement a lesser restriction than advertised-** Not recommended

H2**Location: St. John's Street****Nature of problem and advertised proposal**

A former ward councillor raised an issue of parked vehicles causing vehicles entering and exiting the car park to approach in the centre of the carriageway and being unsighted in each direction. Existing no waiting 8am to 6pm to be changed to no waiting at any time was requested.

Plan of advertised change to restriction:

**Representations received.**

We received one representation in objection to the proposed change.

Representation:

- We are concerned about this proposal and wish to make the following points of representation to formally object:
 - the Statement of Reasons makes no specific reference to the relevant section of St John Street, only a broad statement covering a large number of York locations
 - we have lived at 2 St John Street for three years and seen no evidence of “indiscriminate/obstructive parking” or of any accidents or safety concerns that would be mitigated by the proposal, ie to extend the existing (8am - 6pm) restriction, which is of course already effective during the busiest times of day
 - there are undoubtedly traffic/safety issues that are specific to this location however

- firstly, congestion (and consequently heightened pollution) at the junction with Lord Mayor's Walk around school start and finish times, regularly compounded by inconsiderate driving behaviours
- secondly, frequent high speed driving along Lord Mayor's Walk when the road is not congested
- indeed you may be aware that a car overturned on Lord Mayor's Walk in February 2021, presumably after hitting the kerb at high speed. How has this incident, which could have seriously injured other road users or pedestrians, influenced traffic plans for Lord Mayor's Walk?
- the proposal would have no impact on either of those safety concerns but would have a detrimental impact on residents of St John Street and those visiting us in the evening

- the relevant section is currently the only place I can ever park in the street in which we live, albeit outside peak hours

- the relevant section is also the closest and safest place for evening visitors to park; in particular this avoids needing to cross Lord Mayor's Walk, which is a concern given the frequent speeding on that road, especially for our elderly visitors.

For all the reasons above, we are not persuaded that there would be any meaningful local benefit to this proposal and so would urge you to reconsider and withdraw it.

We would though certainly welcome proposals to introduce traffic calming measures along Lord Mayor's Walk, eg a 20 mph speed limit and/or a pedestrian crossing immediately to the north east of the junction with St John's Street, which should improve safety, traffic flow out of the Monk Bar car park at peak times and air quality. Those would, we suggest, be of significant benefit to local residents and to the city.

Officer analysis and recommendation

Parked vehicles are leading to vehicles travelling in the centre of the carriageway and are unsighted to vehicles exiting the car park junction. Our Parking Services team have confirmed Monk Bar Car Park is heavily used on an evening and have witnessed many near misses between cyclists and vehicles travelling down St. John's Street and vehicles exiting the car park via High Newbiggin Street.

Options.

- 1. Implement as advertised-** Recommended for the reasons outlined above
- 2. No further action-** Not recommended
- 3. Implement a lesser restriction-**Not recommended

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Annex I Haxby & Wigginton Ward

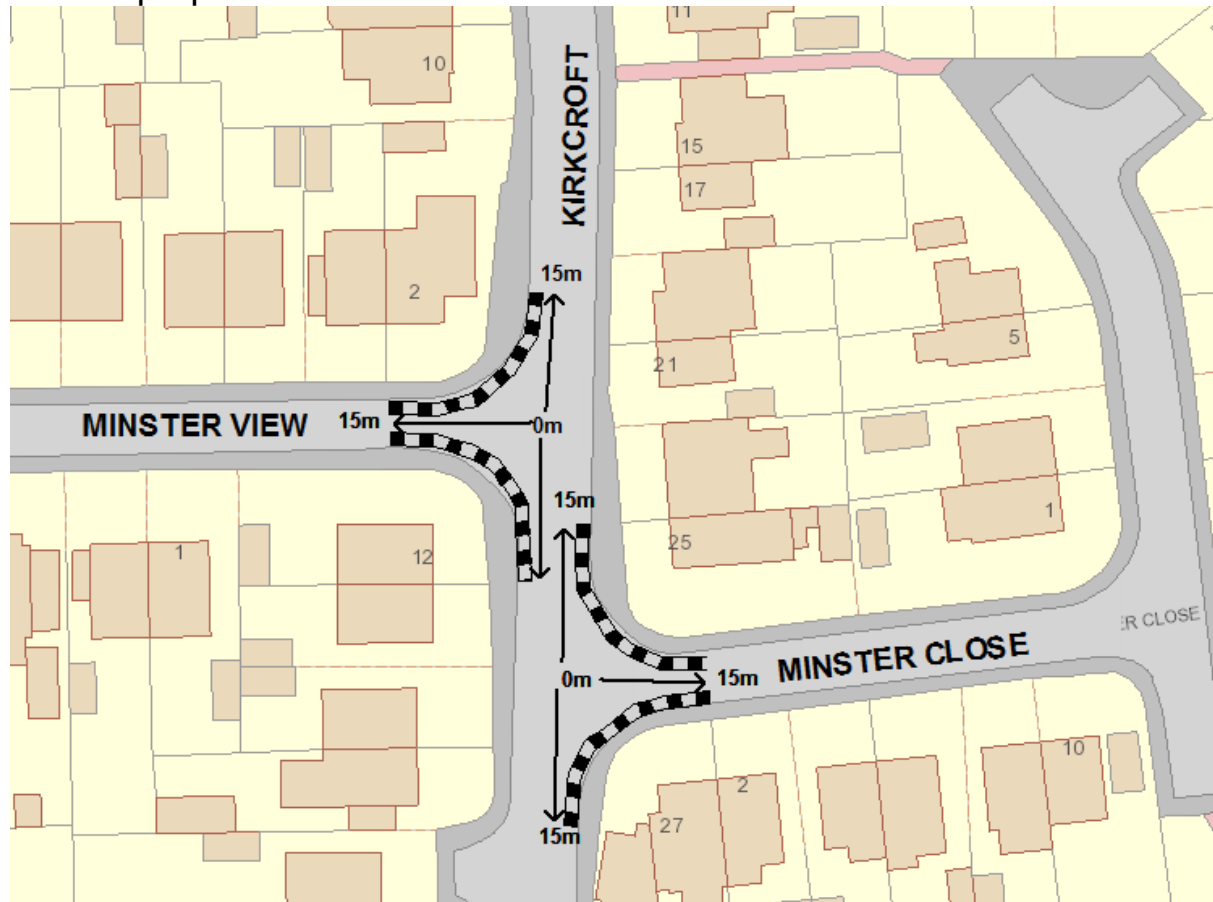
11

Location: Kirkcroft and Minster Close

Nature of problem and advertised proposal

Cllr. Pearson and a resident requested restrictions at the junction of Kirkcroft/Minster Close due to vehicles parking close to the junction and restricting visibility.

Plan of proposed restrictions:



Representations received

We received one representation in objection and one in support of the proposed restrictions.

Representation in objection:

- 1. My home is in the middle of a zone and I did not or want to live in a parking restricted zone.
- 2. There has been no formal consultation process for residents these changes would impact.
- 3. The introduction of these restrictions will devalue my property.
- 4. If these restrictions are introduced people will just park elsewhere, not removing the problem just move the problem, a problem that does not exist.
- 5. This is another waste of council resources on something that is

not needed.

6. Building work at a close property passed by the council through planning (since March) has seen a number of work vehicles but this work is now complete.

7. With the demo graphic in the area there is a need for carers/doctors/home helps and food delivery and this will restrict these essential services.

8. By introducing these measures you are encouraging speed of vehicles with no reasons to take care as there will be no vehicles.

9. We are a small community and in 47 years of been a resident in this community these restriction have not been and are not needed.

10. Our household currently has two NHS workers and a social caters and these restrictions would make it hard to park for these essential service workers.

11. These restrictions would introduce neighbourhood conflict as a result of residents having to park outside others homes.

12. This is an attempt to introduce a commercial viable restrictions where the City Council would gain financially when the restrictions are not followed when the council they are meant to provide services.

13. There is no known reason why these restriction would be introduced.

14. Signage and marking would have to be put in place and maintained costing money that should be spent on more essential needs of the village.

15. The cost of managing these restriction is a misuse of council funds.

16. With living in the middle of a proposed restricted area I would have to look at removing my grasses front garden and installing vehicle hard standing having an impact on the environment.

17. No known accidents in the area.

18. No issues with driveways been kept clear with neighbours having understanding.

19. The is reference "Annual Review" yet it's the first time we have seen this kind of document so it can't be an annual review.

20. Residents would just park on the road leaving driveways clear so they keep their space outside their home for their use.

Representation in support:

- There are frequently cars parked on both sides of the road here leaving a very small space to actually drive down Kirkcroft. This obstruction also means that it is hard to see if there is any traffic

approaching from the other side of the parked cars making it risky when driving through the gap.

Also when I drive out of Minster Close my view of the oncoming traffic on Kirkcroft is more often than not blocked by parked cars on both sides. I feel it is only a matter of time before an accident occurs here if it has not already.

Officer analysis and recommendation

Vehicles parking close to the junctions is restricting visibility for drivers exiting those junctions. Placing restrictions in an area will lead to a displacement of parking but will also remove vehicles parking close to the junctions. restrictions on the junctions should not encourage vehicles to drive at an increased speed as entering/ exiting a junction should always be completed with caution.

Options.

1. **Implement as Advertised-** recommended for the reasons outlined above
2. **Take no further action-** Not recommended.
3. **Implement a lesser restriction than advertised-** Not recommended

12

Location: The Village, Haxby

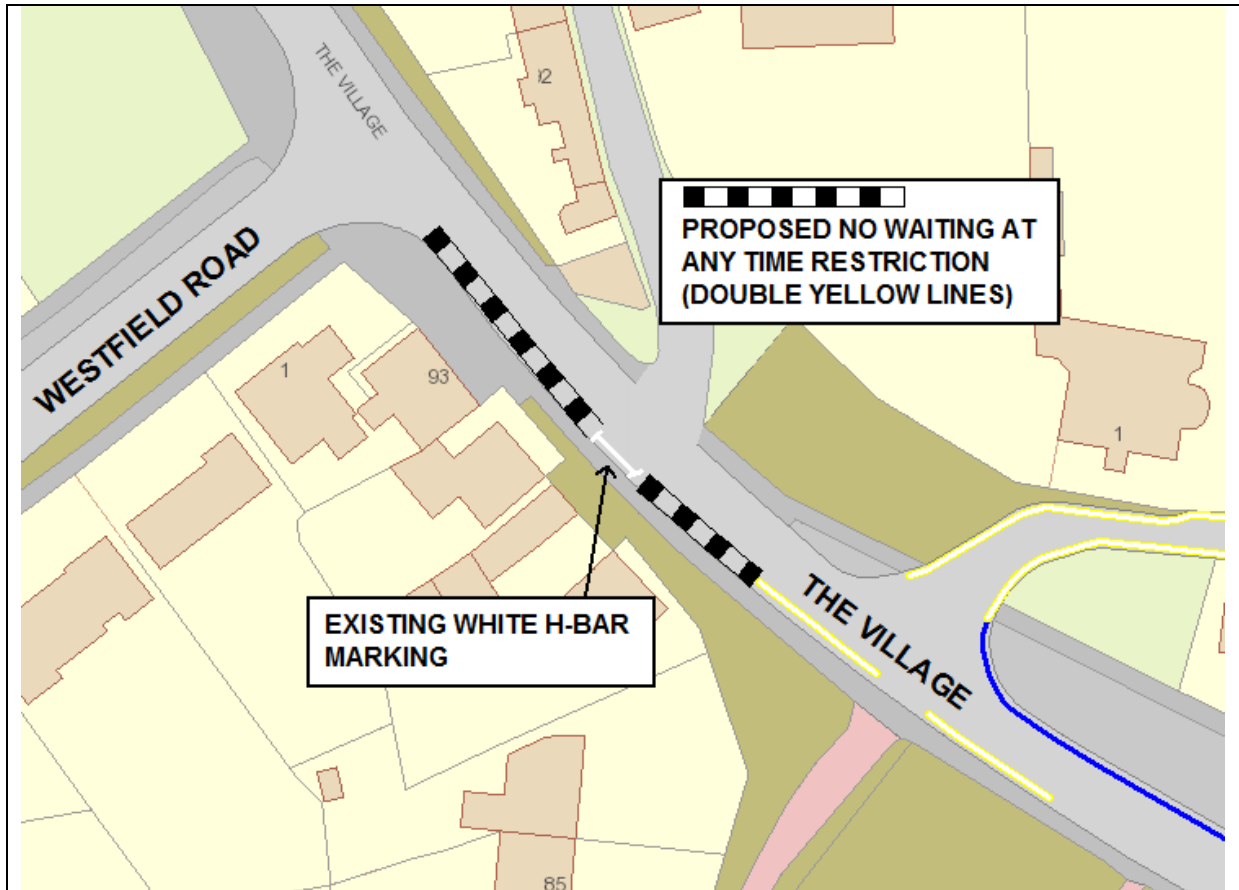
Nature of problem and advertised proposal

A resident has raised an issue of parked vehicles being collided in to due to vehicles not waiting for oncoming vehicles to pass. The resident requested an extension to the existing no waiting at any time restriction on The Village.

Images provided of damage and debris following two collisions:



Plan of proposed restrictions:



Representations received

We received three representations in objection and one in support of the proposed restrictions.

Representations received:

- I would like to object to the double yellow line outside my office/warehouse on The village Haxby York YO32 2JE as this will only lead to parking on the opposite side of the road and more parking problems down Westfield Road. Which will make it more difficult for the buses which turn left into Westfield Road and when coming out of Westfield Road they turn right if car's are parked opposite my company which they will do if you yellow line as proposed.
- 1. We strongly object to the proposal to introduce a "No waiting at anytime restriction" outside our property. This will only encourage parking on the other side of the road, considerably affecting the junction with Westfield Road.
2. As residents of The Village we never have vehicles parking alongside the dropper kerb to access our property nor the dropper kerb which continues across the forecourt of Northern Scientific - the business at no. 93.
3. On occasion we have two vehicles parked in front of our property from the H bar at no.89. We have no problem with this

and are not aware of any incident issues that have prompted this proposal.

4. Therefore it would be helpful to us that the proposal does NOT go ahead. However should the proposal proceed it would be appreciated that the restriction is shortened to finish at our dropper kerb and not across our access. Alternatively as a neighbouring property has an H bar to protect their access, an H bar across our access would be acceptable.

5. We are well aware of the weekday parking in this area and really do not feel it is necessary to have this additional restriction within the village. We trust that every consideration is given to our objection and a sensible satisfactory conclusion is reached.

- I live on The Village Haxby and strongly object to the above proposal.

I have no driveway and as such rely on on street parking.

The open parking in front of my property is invariably full.

There is no time limit for parking in front of my house and as such I know that people park for long periods including the whole day for work purposes, for many hours in the day / evening to socialise in the village or attend appointments and to go shopping in the village.

There are numerous occasions where I cannot park here and sometimes my only option is to park at the side of the picket fence adjacent to the village green - which I believe is what this proposed change relates to.

If this becomes a no waiting area my options for parking close to my property will be severely restricted.

If this is to be the case then I strongly feel that the area in front of my property should have a restricted time limit - maximum 60mins and residents permits should be offered for those that require them.

There are two cottages in my row which I believe have no provision for parking at the back.

The majority of the cottages opposite me do not have their own parking.

As such many of The Village households are trying to get a spot at various times of the day / night.

I am a woman on my own and I do not want to have to park my car huge distances from my property for:

Safety reasons - particularly in the dark.

Bringing in shopping and other goods.

Safely transferring my granddaughter to my property.

I don't want to impact other streets.

This proposal will restrict my parking availability by 4 spaces and I feel the proposal will mean I have to park quite a distance from my property potentially impacting on other residents.

I have no option but to have a car - I work as a nurse and need it to travel long distances to visit patients at home.

Representation in support:

- We would like, wholeheartedly, to support the proposed amendment to the traffic regulation, continuing the existing short stretch of double yellow lines from Westfield Road, Haxby along to the green.

The proposal would alleviate the increasing congestion around this bend on the main road in Haxby. This is a section of the main road which experiences heavy traffic flow for most of the day. There are regular buses travelling in both directions, unable to pass and creating frequent queueing. Access and egress of emergency vehicles to and from the medical centre is detrimentally affected by cars parked on both sides of the road at both ends of two consecutive significant bends in the main road. The relocation of the pharmacy to the opposite side of the road to the medical centre has further exacerbated the congestion, with a constant flow of short stay parking outside.

In addition, the sightline from the driveway of our house (house number redacted) is now so severely compromised that we have narrowly escaped collisions of several occasions just trying to turn left or right out of our property onto the road. Up to three cars parked adjacent to and each side of the access to our drive are regularly obscuring the view in both directions. If just one of these vehicles either side is larger than a regular car (and this happens daily) the view in that direction is completely blocked and we have to pull out into moving traffic and hope that the oncoming vehicle recognises our plight and allows us a safe passage through to the road. Additionally, cars have taken to pulling in to the gap immediately outside our drive, between the parked cars either side, to allow oncoming traffic through. At weekends this can mean we are precluded from leaving the house for extended periods whilst traffic queues in both directions.

We would welcome a site visit from a Highways representative in order to demonstrate how much difference it would make to the safety of drivers and pedestrians to add a short extension to the existing double yellow lines.

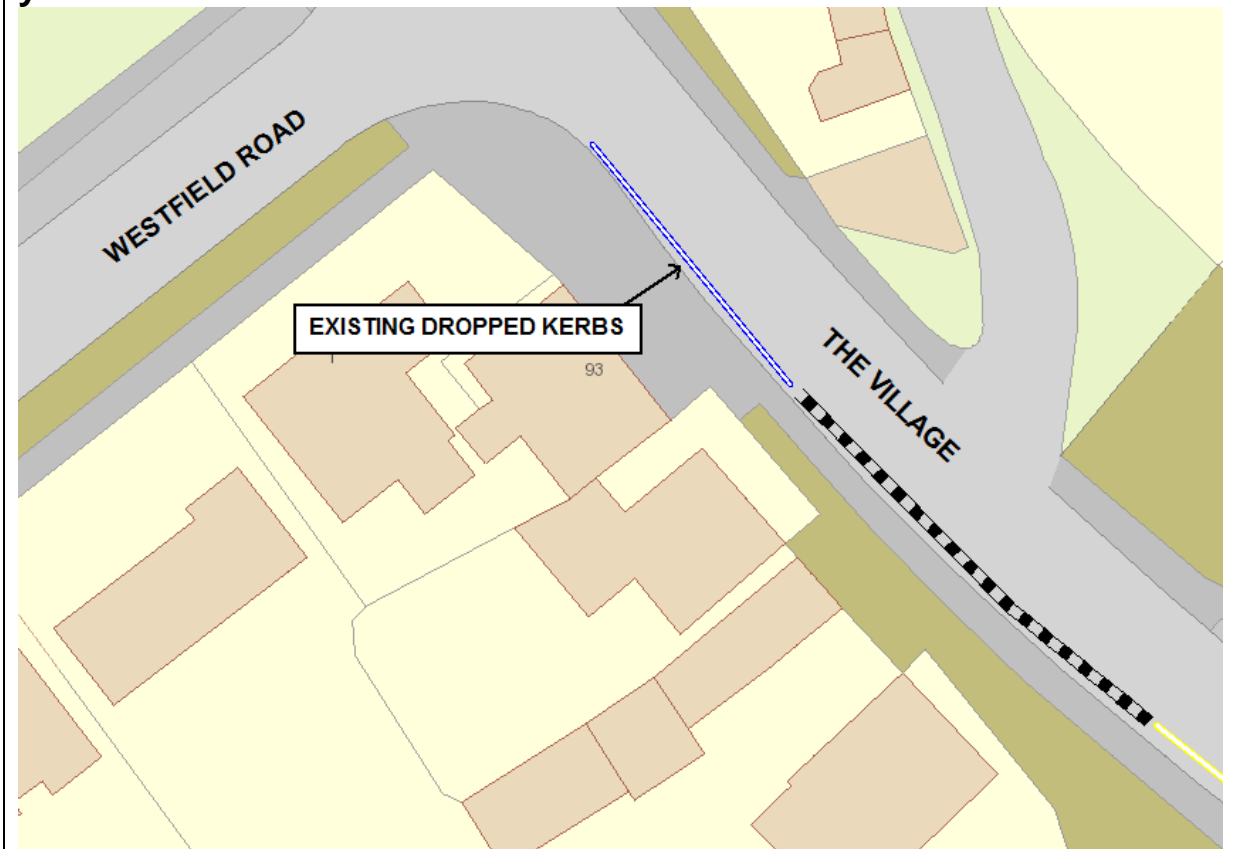
Officer analysis and recommendation

The accident data team have confirmed there has been no reported accidents that involve any injuries at this location. However, we do have

images of collisions that have caused damage to parked vehicles. Two objectors have advised they have dropped kerbs and do not support restrictions in front of their dropped kerbs.

Options.

1. **Implement as Advertised- Not recommended**
2. **Take no further action- Not recommended**
3. **Implement a lesser restriction than advertised- Recommended. The location of the dropped kerbs will effectively provide the same restriction of parking without the need for double yellow lines in front of them.**



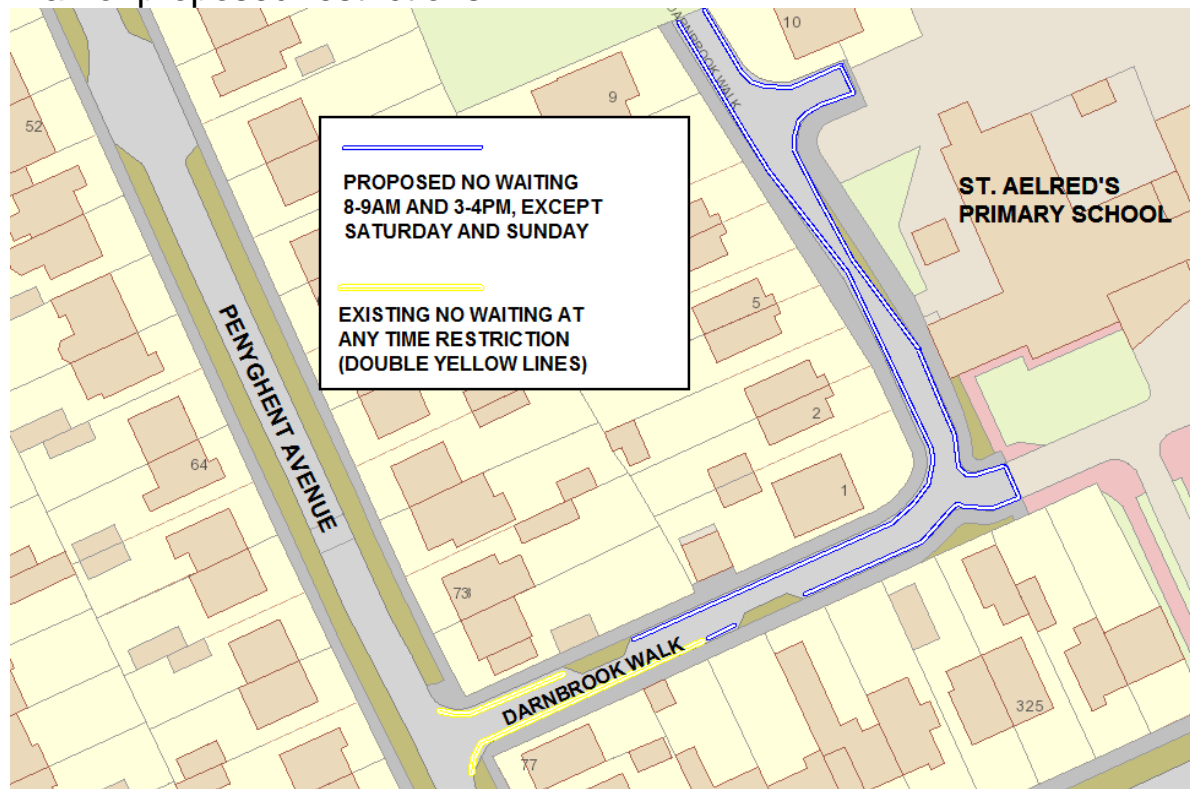
Annex J

Heworth Ward

J1**Location: Darnbrook Walk****Nature of problem and advertised proposal**

A Resident raised an issue regarding vehicles parking during peak school hours. Resident states this issue is also regarding the vehicles turning and manoeuvring causing a safety issue for parent and child pedestrians.

Plan of proposed restrictions:

**Representations received**

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

Representation in support:

- I am a resident of Darnbrook Walk and I am writing in support of the proposed traffic restrictions in the street. It is good to see something is finally being done about the chaos and potential danger caused by the traffic at school start/leaving times. I would suggest however, that the afternoon restrictions of 3-4pm should be extended to at least 4.30pm as there are several after school clubs which have another large turnout at 4.20pm, this usually creates as much traffic and parking as the other school times. One question would be – how will this be enforced? As the school has often made requests in emails and letters to parents for them

not to bring their vehicles into the cul-de-sac, but more and more parents/guardians are ignoring these requests.

Another question is will the road markings be double yellows? Staff from the school tend to park in the passing place on the corner near the white school gates including parking over a dropped curve creating a dangerous blind corner when driving in and out of the street. Also,(As I have previously mentioned to highways in emails in the past) Bin wagons and delivery lorries have to go up onto the footpath to get past these parked vehicles so I would also suggest that there should be double yellows on that corner.

Representations in objection:

- I feel your proposal does not go far enough.
Firstly I believe that Double Yellow lines should be put on the road around the corner in Darnbrook Walk as people park on this corner causing bin and delivery lorries to have to drive on the pavement to get round, this pavement has been repaired one already as it sank , also when cars are parked on the corner, vehicles heading to the exit of Darnbrook Walk have to go round this corner on the wrong side of the road and not all drivers coming into Darnbrook Walk approach this corner at a sensible speed, there have been several near misses.
Secondly the school leaving times are often after 16:00 therefore 17:00 would be more appropriate.
Thirdly even the existing double yellow lines in Darnbrook Walk and the zig zags in Penyghent Avenue are currently ignored there are regularly cars parked on these at school times which makes exiting Darnbrook Walk safely very difficult.
Any proposed changes would need to be enforced otherwise there will be no change.
- (Anonymous representation from 'The residents of Darnbrook Walk)
We are writing to you regarding the school traffic blocking Darnbrook Walk. It will not be long before someone is killed. It has gone from bad to ten times worse. There is no safeguarding at all, this is a big problem as the school has 3 leaving times. It starts at 8am and then the traffic starts to arrive at 2.45pm to get a parking space for school leaving at 3.15pm, all sat with engines running, blocking our driveways, blocking the footpaths and driving on to our properties. This all then happens again at 4.20pm and then again at 5.20pm. when we come home from work we expect to be able to get down the road. The council sent a letter to residents letting us know what they are going to do regarding this. However

the no waiting signs state no waiting from 8-9am and 3-4pm. This needs to be no waiting from 8-6pm as otherwise its going to make no difference to the problem. The blind corner is blocked everyday and must be kept clear as they park on the dropped kerbs. They are there so you can see both ways but it's blocked so you have to walk into the road before you can cross. Double yellow lines need to be all over because if there is any spaces people will park there. We hope you can assist with this problem.

Officer analysis and recommendation

The proposed restrictions will address and attempt to resolve the parking issues at school peak times. Any enforcement action would be carried out by our Civil Enforcement Officers. The requests to extend the timed restrictions have been considered but the recommendation is to implement the proposed restrictions and continue to monitor the situation outside of the peak hours.

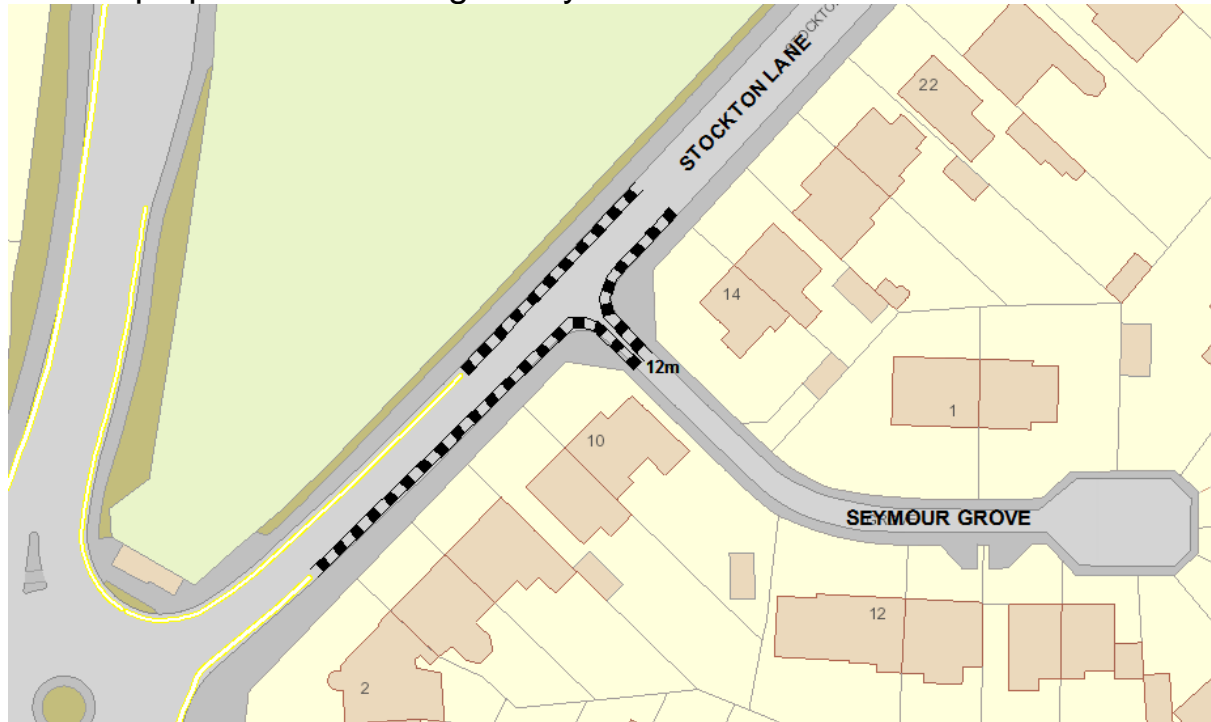
Options.

- 1. Implement as Advertised-Recommended.**
- 2. Take no further action-** Not recommended
- 3. Implement a lesser restriction than advertised-** Not recommended.

J2**Location: Stockton Lane and Seymour Grove****Nature of problem and advertised proposal**

Four residents requested restrictions at the junction of Seymour Grove and on Stockton Lane due to parked vehicles restricting visibility and the free flow of traffic in the approach to the roundabout.

Plan of proposed no waiting at anytime restrictions:

**Representations received**

We received two representations in support and one in objection to the proposed restrictions.

Representations in support:

- As a resident of Stockton Lane I am writing to express my support for the planned restrictions on Stockton Lane.

The exit of Seymour Grove and indeed my own driveway onto Stockton Lane is essentially blind due to the excess amount of parked vehicles not only close to junctions but also on the road as a whole.

Stockton Lane is a very busy main route into York itself and as such should not be treated as a residential street with freely available parking. Many vehicles travel in excess of the posted 30mph limit and as such makes the lack of visibility even more dangerous. It also prevents free visibility of more vulnerable road users such as cyclists, not to mention the traffic problems it causes at peak times.

I fully support the proposed restrictions and hope in future they can go further.

- As a resident of where Stockton Lane I am writing to express my support for the planned restrictions on Stockton Lane. Exiting Seymour Grove and indeed my own driveway onto Stockton Lane is dangerous due to the lack of visibility caused by the excess amount of parked vehicles not only close to the junctions but also at this end of Stockton Lane as a whole. Stockton Lane is a very busy main route into York itself and as such should not be treated as a residential street with freely available parking. Many vehicles travel in excess of the posted 30mph limit and as such makes the lack of visibility even more dangerous. It also prevents visibility of more vulnerable road users such as cyclists and pedestrians, including overspill from the local school, not to mention the traffic problems it causes at peak commuting times when the road is subject to heavy volumes of traffic from both York centre and Malton Road. In these times, the parking situation also disrupts the local public transport service, where buses are unable to get down Stockton Lane because of the traffic queued to the roundabout where Stockton Lane meets Malton Road, and this in turn causes traffic to back up behind the bus and block the roundabout; bringing the junction at the end of Stockton Lane to a complete standstill. I fully support the proposed restrictions and hope in future the Council will consider further restrictions on this road to fully address the serious issues this is causing before any serious incidents occur.

Representation in objection:

- I wish to object VERY strongly to plans to stop parking at all time outside our house (**address omitted). We have 2 cars for which we have extended our drive. However like most people we have visitors including our 2 children. Where do you suggest they park ? My husband is unwell and may need carers in the future. Where will they park? This is going to cause a massive inconvenience for us and affect our lives significantly. Please do the kind and sensible thing and provide permits for our visitors as in other areas of the city. Please, please , please, please please do not stop all parking outside our home. Where will anyone who wants to visit us park? Where will my lovely daughter park when she calls round? It is a significant walk from our home to part of the street where parking is permitted and there are unlikely to be spaces there. PLEASE allow residents parking permits or this will genuinely ruin my life.

Officer analysis and recommendation

Vehicles parking close to the junction of Seymour Grove are restricting

visibility when exiting the junction. Vehicles parking on Stockton Lane can lead to vehicles approaching the roundabout in the centre of the carriageway and into the path of vehicles exiting the roundabout. All properties on Stockton Lane have off-street parking amenity for a minimum of two vehicles. Visitors could park a short distance away further along Stockton Lane.

Options.

1. **Implement as Advertised-** recommended for the reasons outlined above
2. **Take no further action-** Not recommended
3. **Implement a lesser restriction than advertised-** Not recommended.

J3**Location: Turner Close****Nature of problem and advertised proposal**

A resident requested an amendment to the existing restriction due to parked vehicles preventing the resident from exiting their driveway outside of the restricted times. The proposal was to amend the existing restriction to no waiting at any time(double yellow lines)

Plan of existing restriction:

**Representations received**

We received one representation in objection to the proposal.

- I would like to lodge a formal objection as this will go back to us not being able to park as we have 3 vehicles when there was no restrictions in place every body parked there which caused lots of issues with people parking there all day and me and my next door neighbours not being able to get on our driveways

Officer analysis and recommendation

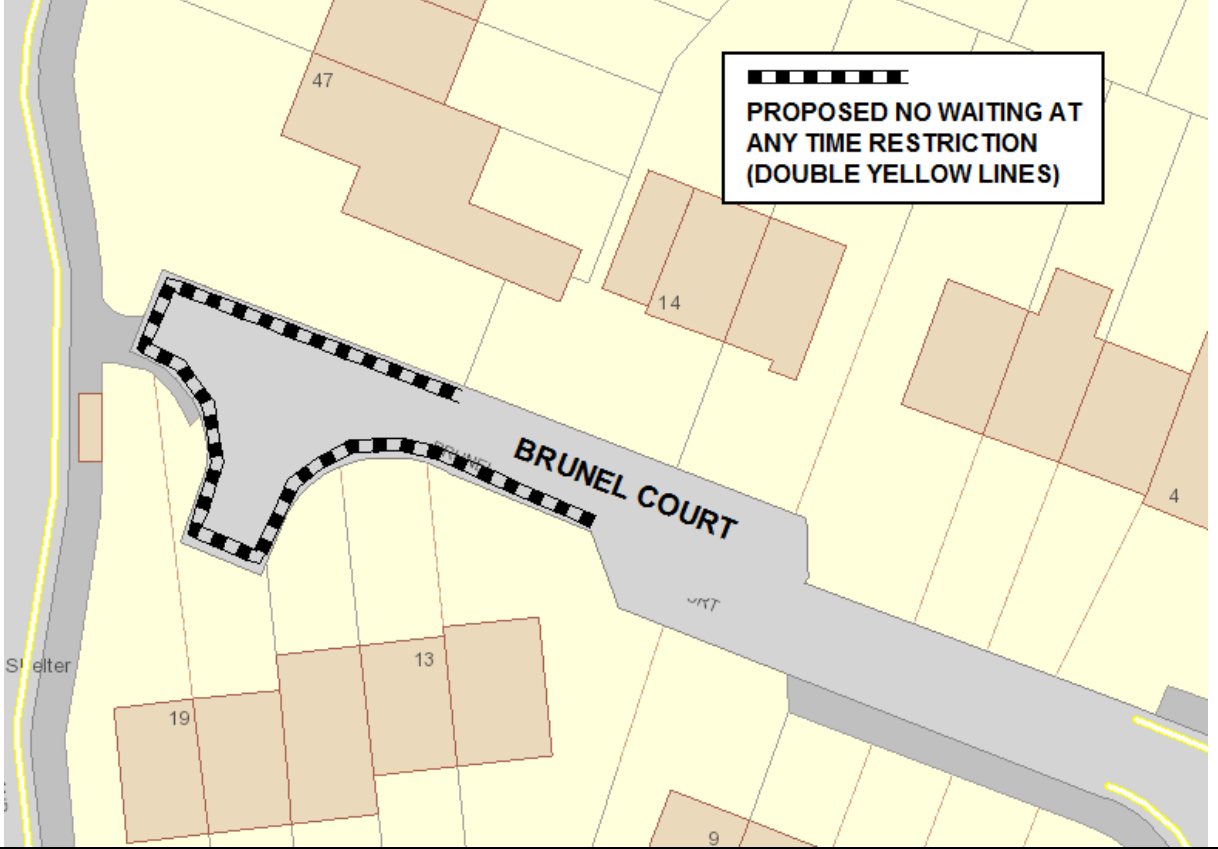
Two site visits after 4pm have witnessed vehicles being able to exit their driveways with vehicles parked on the single yellow line.

Options.

1. **Implement as advertised-** Not recommended
2. **No further action-** Recommended for the reasons above
3. **Implement a lesser restriction-** Not recommended

Annex K

Holgate Ward

| | |
|---|-------------------------------|
| K1 | Location: Brunel Court |
| <p>Nature of problem and advertised proposal Cllr. Taylor raised a request on behalf of two residents regarding vehicles parking in the approach to, and within the turning head, preventing access/egress for the residents at the end of the cul-de-sac. Plan of proposed restriction:</p>  <p>Representations received We received four representations in objection to the proposed restrictions.</p> <ul style="list-style-type: none"> • My husband and I would like to formally lodge the following objections: <ol style="list-style-type: none"> 1) Whilst we support the proposed imposition of double yellow lines directly on the north side, my husband and I wholeheartedly object to your proposal to impose double yellow lines directly in front of our driveway on the south side. 2) We have lived at this property for eighteen years and we are one of the few owner-occupied properties in this street. We have very rarely had an issue getting access to our property due to double parking therefore we believe this proposed solution of extending double yellow lines directly in front of driveways is excessive. | |

3) your proposal would mean that it would be impossible for two cars to be parked on our driveway and may affect our property re-sale value.

4) your proposal would mean that it would be impossible for visitors, delivery drivers and tradespeople to access our property.

5) the tenant who we believe raised the issue has now moved out, and we are pretty sure that they just wanted yellow lines directly opposite our properties not the whole turning circle!

- I object to this proposal for many reasons:
 1. Having double yellow lines will reduce the property value
 2. The lines will restrict our ability to have guests over
 3. Delivery companies will likely refrain from parking and maybe even reject delivery to this address if they cannot park outside
 4. There have been no issues with cars parking on the road in this cul-de-sac

From my point of view, this is only a money-grabbing scheme that harms the local residents. The way things are, are fine.

Please do not implement these double yellow lines

- We are the owners of a rental property on Brunel Court, YO26 4UU and would ask you to register our objection to your yellow line proposals in Brunel Court, especially outside the properties on the south side of the cul de sac end, ie our property, neighbouring properties and the turning circle.

Our reasons are these:

To our knowledge, there have been no previous problems relating to parking in Brunel Court or obstructing of driveways. Any potential parking difficulty is sorted out amicably.

On the occasions when maintenance work needs to be carried out on the above property, parking of our vehicle and the vehicles of other tradespeople is going to be impossible if yellow lines are implemented at the end of the short drive. Clearly, this would also affect visitors arriving in more than one car, and tradespeople visiting the property.

Trades vehicles often park two to a driveway, driveways are narrow in Brunel Court and side by side parking not possible, thus vehicles would necessarily cross any double yellow line which was in place or, worse case scenario, tradespeople would be unable to carry out work on the properties because of the lack of a sufficiently adequate parking area.

The proposal appears to be totally unnecessary and financial savings could be made by rejecting such and channeling funds elsewhere, where needed.

- I would like to formally lodge the following objections:

1) Whilst I support the proposed imposition of double yellow lines directly opposite #13 Brunel court on the north side, I wholeheartedly object to your proposal to impose double yellow lines directly in front of my driveway at & turning circle on the south side.

2) I have rented this property for eight years and I am one of the few long-term renters in this street. I very rarely have an issue getting access to my property due to double parking therefore we believe this proposed solution of extending double yellow lines directly in front of driveways is excessive.

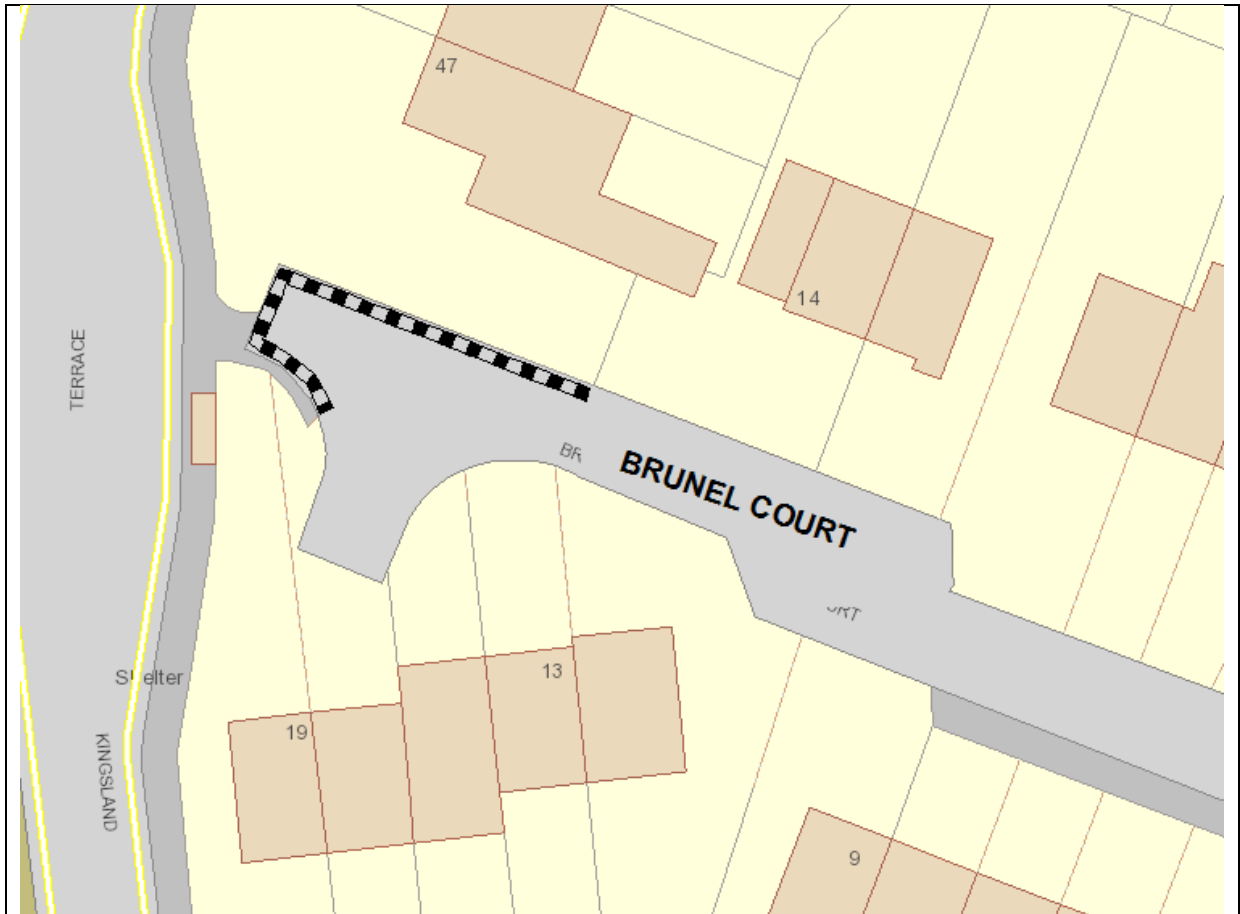
3) Your proposal would mean that it would be impossible for two cars to be parked on the driveway

4) Your proposal would mean that it would be impossible for visitors, delivery drivers and tradespeople to access our property.

5) The tenant at #13 who I believe raised the issue has now moved out, and I am aware that they just wanted yellow lines directly opposite our properties not the whole turning circle!

Officer analysis and recommendation

We have received representations in objection from 4 of the 5 houses directly affected by the proposed restrictions and all have supported restrictions to the north side of the turning head



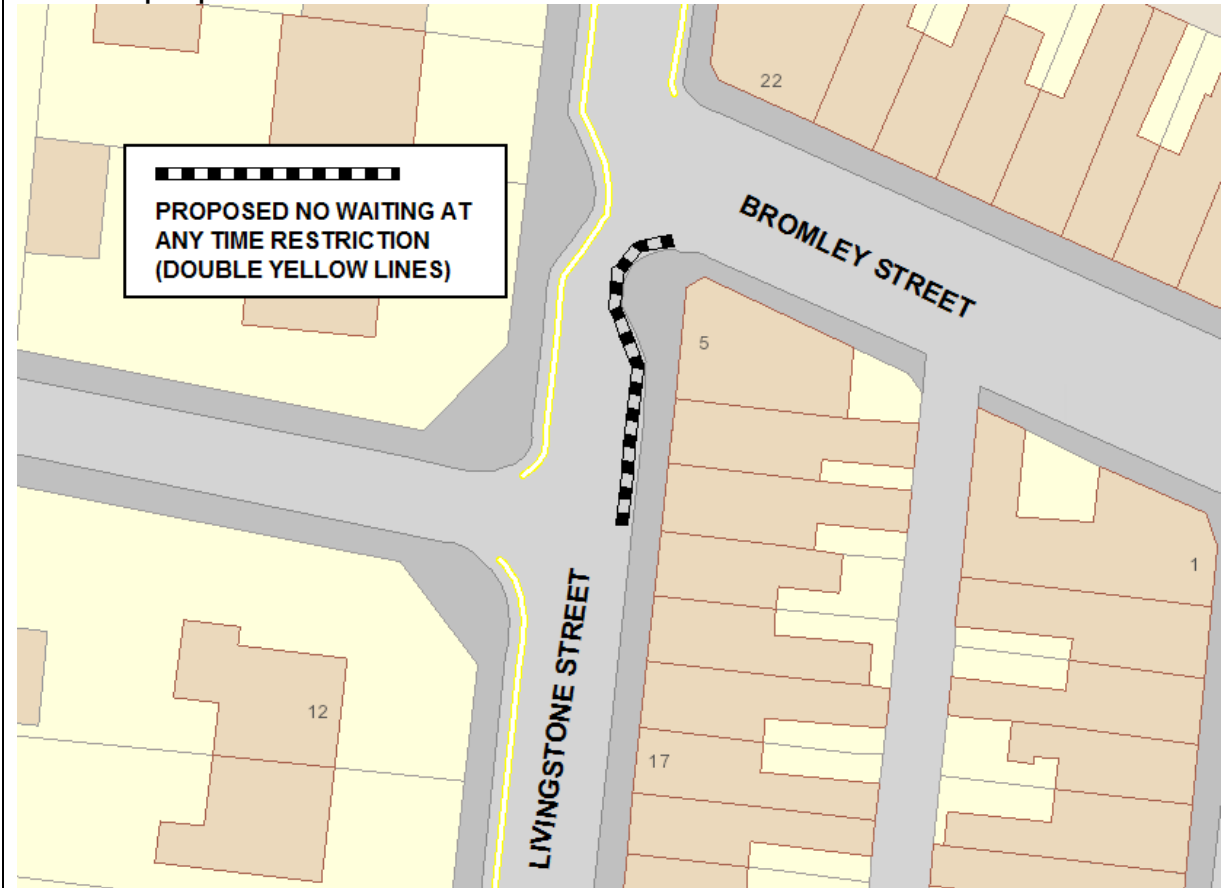
Options.

- 1. Implement as Advertised-** Not recommended.
- 2. Take no further action-** Not recommended.
- 3. Implement a lesser restriction than advertised-** Recommended as this is requested and supported by the residents affected.

K2**Location: Livingstone Street****Nature of problem and advertised proposal**

Cllr. Taylor raised an issue on behalf of a resident regarding vehicles parked on Livingstone Street restricting visibility when exiting the junction.

Plan of proposed restriction:

**Representations received**

We received one representation in objection.

- I object to the proposed no waiting at any time restriction being considered on Livingstone Street between houses 11-7. It's a 20mph road which is soon to be made quieter by the opening of the new road behind the station. I believe that visibility at the junction is not restricted even if you have a low car. The parking bay is usually occupied by families small hatchback cars with non tinted windows - not large vehicles such as high top vans. During the day my small city car is usually outside my house No (House number redacted) which prevents other vehicles from parking there. It is much safer for families (with children and pets) to be able to park outside their houses and not have to cross the road.

Parking on Livingstone street is already at maximum capacity and usually sees residents from Bromley street park on it. Removing the parking on Livingstone Street will exacerbate parking problems on the surrounding streets.

I propose that if action must be taken, give way markings are installed before Bromley Street junction to ensure that everybody's requests are met, with minimal disruption to the area.

Officer analysis and recommendation

Due to the build outs of the kerblines on the east and west sides of Livingstone Street and the width of the carriageway the current give way markings could not be moved forward to increase sightlines. Reducing the proposed restriction to the southern boundary line of number 7 Livingstone Street will increase the sightlines when exiting the junction and provide more parking amenity than originally proposed.

Options.

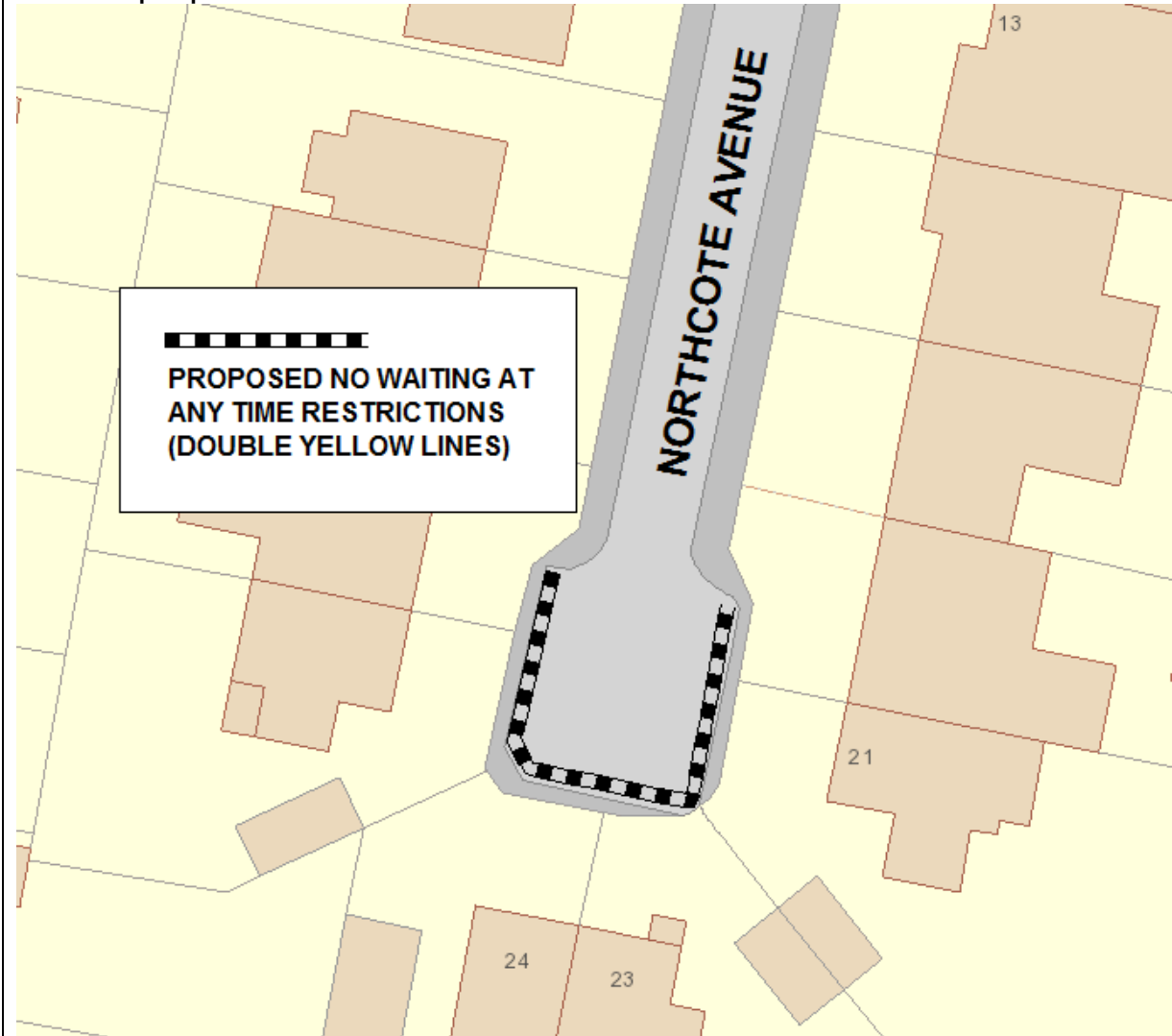
- 1. Implement as Advertised-** Not Recommended
- 2. Take no further action-** Not recommended
- 3. Implement a lesser restriction than advertised-** Recommended for the reasons outlined above(as per plan below)



K3**Location: Northcote Avenue****Nature of problem and advertised proposal**

Cllr. Melly requested restrictions in the turning circle due to parked vehicles preventing vehicles being able to use the turning circle, leading to vehicles having to reverse back up the narrow carriageway.

Plan of proposed restrictions:

**Representations received**

We received two representations in objection

- I am writing to lodge my objection to the proposed installation of double yellow lines (no waiting at any times) at the end of Northcote Avenue.

I live at number (House number redacted) Northcote Avenue which is situated to the right of the proposed area.

I am not sure why our Avenue has been chosen to have such markings in them? I can think of many cul de sacs in the area and NONE of them have double yellow lines marked (Holly Bank estate, Fellbrook Ave to name a few).

Having lived in the Avenue for 30 years I can honestly say there has never been a parking problem in this space. I know that modern day brings many delivery vans to the Avenue, however they move in and out easily even if there is a car parked in that space.

Also, we are reasonable, sensible people and oblige by moving cars if necessary. When we have visitors to our property, they often park in this area and if it becomes out of bounds, then the visitors cars will just be parked further down the street outside other homes. If these double yellow lines go ahead I think problems will develop further down the Avenue.

Also, I don't think this is an important use of public money, in fact it is a waste of public money. There are other priorities that should be focused on with highways, such as repairing potholes and monitoring parking outside schools where children's safety is an issue.

I really think this plan will cause more problems than it will solves, it's unnecessary and a waste of public money.

- We would like to object to the proposal to put double yellow lines outside our house on Northcote Avenue.

The proposal will remove the on-street parking for visitors directly outside our house. Whilst the street has driveway parking, many residents have two cars and some do not even use their driveway, meaning visitor and tradesperson parking is already in high demand.

In particular, elderly visitors and those with prams etc will have to walk further.

Removing the space at the end of the road serves no useful purpose. The letter we received had no explanation of WHY this is being proposed. There's not enough space for large vehicles (e.g. refuse trucks) to turn around even if double yellows are there, so we see no benefit to the council doing this.

The proposal will further disadvantage us because it means delivery drivers will not be able to drop off to our house, having to park further down the road.

The end of the road opposite 23/24 doesn't need to have yellow lines because nobody can park there anyway without blocking two driveways, so that element of the proposal is a waste of paint.

We request information on the rationale of this proposal as we cannot see any benefits to residents or the LA.

Officer analysis and recommendation

The cul-de-sac is 10x10m in length and width, with all properties having off-street parking amenity.

Delivery vehicles are able to park on double yellow lines in order to load and unload goods providing the activity is continuous. An objector has commented that vehicles can be moved if requested. If this is not possible at the time of request this leads to vehicles having to reverse the full length of a narrow street in order to exit.

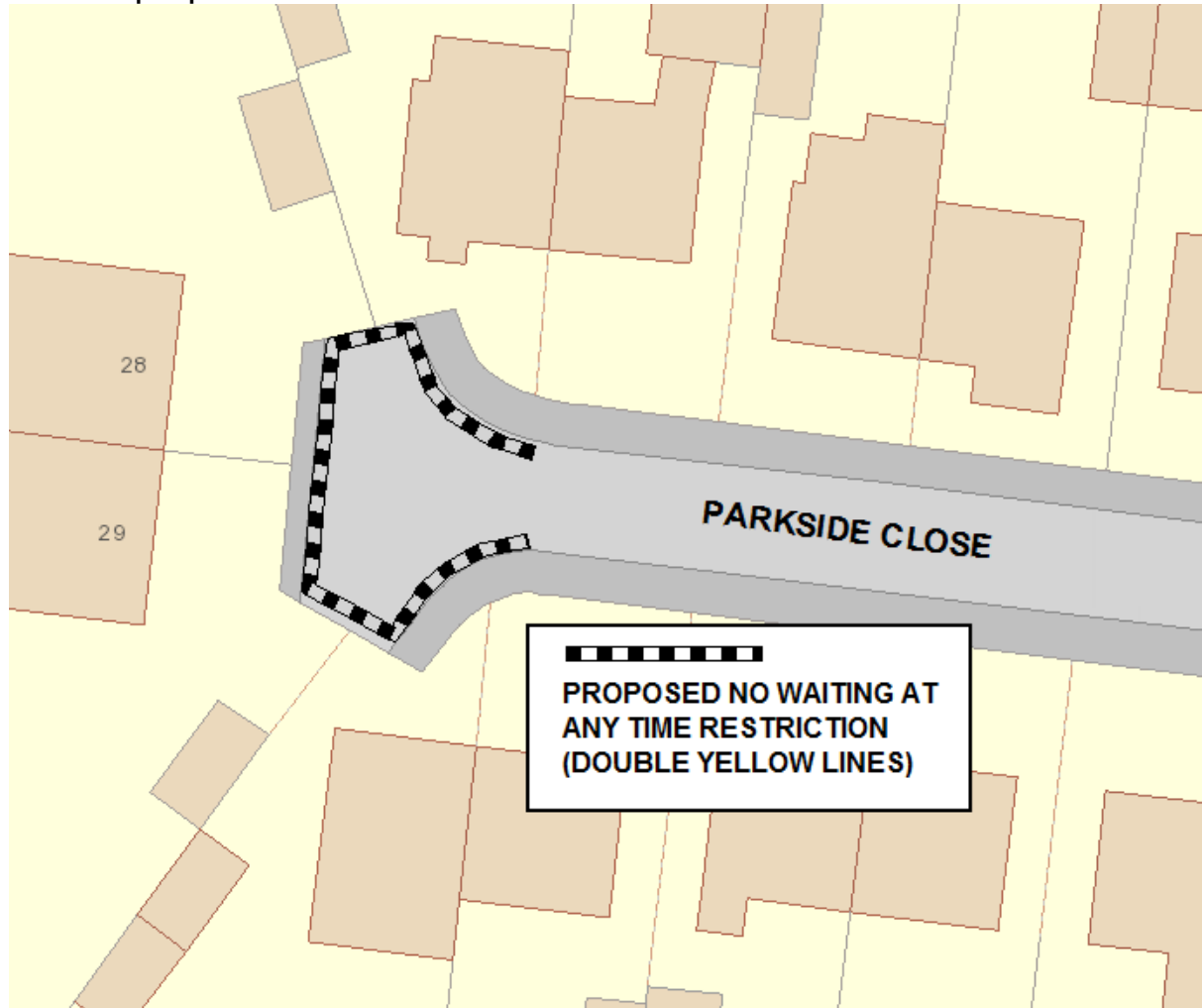
Options.

- 1. Implement as Advertised-** This is recommended for the reasons outlined above.
- 2. Take no further action-** Not recommended
- 3. Implement a lesser restriction than advertised-** Not recommended

K4**Location: Parkside Close****Nature of problem and advertised proposal**

A resident raised an issue regarding vehicles parking within the turning head and preventing access to properties, footpath and use of the turning head.

Plan of proposed restriction:

**Representations received**

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

Representations in objection:

- I would like to make an objection to the proposed introduction of Double Yellow Lines (DYL) in the turning head of Parkside Close. My family have owned at (House number omitted) Parkside Close for 50 years and my sister is still living there. The house is at the end of the cul-de-sac, and would be directly affected by this proposal. In all the 50 years of my family's occupation parking has never been an issue in the turning head. Vehicles have always

been able to turn around – including Council and Emergency vehicles. My objection is therefore based on the following points. We understand that one neighbour (who has since sadly died), did grumble about a person who regularly visited his relative, and she claimed he was obstructing her drive at those times. If this is the source of the initial complaint, it is no longer relevant.

My sister, who is in her 80's, is registered disabled with both medical and mobility issues. The introduction of DYL in the turning head would leave her seriously disadvantaged by not allowing her support visitors; cleaner, gardener, tradesmen, friends and family, to be able to park outside her house. Unlike other houses in Parkside Close, the 4 houses affected by the DYL have drives only capable of taking one car, so visitors cannot park in her drive. According to a local councillor, parking on the footpath was also raised as a concern by the original complaint. While this is undesirable it does not affect the immediate residents. Parkside Close is a true cul de sac with no alleys or paths leading out of the street. The footpath in the turning head is hardly used as can be evidenced by the amount of moss growing on it, so I feel this is spurious to the argument.

Introducing DYL may have a diminishing effect on the value of the properties. Many households now have 2 cars but the short drives of the affected houses only allow one to be parked in the drive.

The proposal may cause difficulties for those householders.

No justification has been stated in this proposed amendments to the Traffic Regulation Order, so what is the reasoning behind it?

There has been no problem in this road for the past 50 years, so there is no logical reason supporting it. Other neighbours confirm that they don't understand the reason for the proposal, and will no doubt be making their own objections.

Many other roads have been included in the proposal, although Fir Tree Close appears to be omitted - which only adds to the illogicality of the proposal.

The Equalities Act 2010 should allow my sister, a disabled person, to be able to enjoy the same parking opportunity as other residents in Parkside Close, without disadvantage or discrimination.

I therefore ask you to give proper consideration to all the points above, and to reject the proposal for the introduction of Double Yellow Lines in the turning head of Parkside Close.

- I and my friend are regular visitors to our friend to help with job she is not able to do herself due to her poor mobility she has. If the double yellow lines are placed outside her house we will not be able to visit her. It seems as though no consideration to people

who have lived there for many years and are now much older and infirm.

Due to the above would you please disapprove the proposal.

- I am writing as an executor and representative for my late mother's property at (House number omitted), Parkside Close, YO24 4ET. I do not feel your proposals to introduce parking restrictions to this specific area are necessary.

I know this area very well as I was, and continue to be, a very regular visitor to my late mother's home. Neighbours in the cul-de-sac, who will be directly affected by these restrictions, are very respectful and considerate of one another and ensure they park appropriately. On rare occasions, when access and extra parking is required, this is always done with consideration to others, e.g. making sure other drivers can still use the cul-de-sac to turn around in and not blocking one another's drive access.

My mother lived at this address for over 25 years and in all that time never reported any specific issues relating to this, and nor have I observed any.

I feel the proposed restrictions would unfairly limit residents in the cul-de-sac area in comparison to other residents in the street and as I said, do not think it necessary.

- As resident of Parkside Close I wish to place a formal objection to the proposal to introduce double yellow lines (no parking at any time) in the turning area outside Nos. 27, 29, 28 and 26 Parkside Close (YO24 4ET).

Having lived in this house for approaching 50 years I have not witnessed vehicles having difficulty turning in the turning head - delivery vans (including large furniture vans), Council vehicles, cars with trailers and Emergency vehicles. As for the use of the footpath, being at the head of the cul-de-sac, it is never used!

I see no justification for this proposal given the disadvantages it will create for not only the owners of the four houses concerned but the 'knock on effect' it will have on the rest of Parkside Close. Of the four properties concerned, one of the owners is almost 90, I am over 80 with the other approaching 80 all of whom have mobility and health issues. The houses concerned also have the shortest drives in the street, so have no further space for an additional vehicle to park.

As I have a raft of health and mobility issues, I have to have regular support visitors – family from outside York, cleaner, gardener, people undertaking general household tasks, and good friends who come to assist me.

I am also registered with 'Be Independent' with a button to press for emergencies and when assistance arrives, time is critical, so being able to park outside the property without penalty is essential. I fail to understand why one complaint from one resident can initiate the disruption of the lives of at least four properties plus the 'knock on' effect it will have on the remainder of the street. From the above you will see the severe disadvantages it will cause. Based on this I ask you not to implement this traffic order.

Representation in support of the proposal:

- This is a request to City of York Council regarding the parking, stopping and waiting proposals on Acomb Road and Parkside Close which are a positive step forward in reducing the traffic chaos on West Bank and Acomb Road and we very much approve of it.

Please could you also consider all of West Bank in these restrictions especially introducing restricted parking and waiting at drop-off and pick-up times from Acomb Primary School (approximately 7am - 9:30am and 2:30pm to 6:00pm) this would include any breakfast clubs in the morning and most after school activities and out of school clubs (Scouts & Karate Club).

I have for years advocated parking restrictions as West Bank is a small residential road. Parking cars on West Bank is dangerous! Dangerous for children going to and leaving school as some drivers are very fast, despite the 20m/h speed limit, and children will run from one side of the road to the other with no safe crossing point on West Bank.

Dangerous as parents will get children into the car with the doors wide open into the middle of the road.

Dangerous for the emergency services as there is very little room to get a fire engine or ambulance driving on West Bank when cars are parked all the way.

Dangerous when children are collected or dropped off by large & wide busses.

As far as residents are concerned - at times we find it extremely difficult to enter or exit our driveways. I have personally missed appointments as I couldn't exit our drive. Not only do cars park on the road but also in or in front of our drives - which is an additional hazard for children coming or going to school.

In the colder months of the year we have cars parked with parents sitting with the engines running. It's not ideal for our air quality!

The parking/ stopping restrictions on Parkside Close will only encourage and push more parking on to West Bank.

West Bank is also used to drop off and collect Scouts from the school grounds. In addition to that we have cars from the Mormon church using the road occasionally to get to the school parking spaces (once the church car park is full) and will park on West Bank once all the school spaces are taken.

We also get people parking their cars on West Bank and then walking to West Bank Park or going into town or using the bus stop.

All in all our small residential road is used by lots of non-residential people making it a very busy road for 6/7 days a week. The knock on effect of the proposed parking and stopping restrictions will make our little road busier and therefore more dangerous.

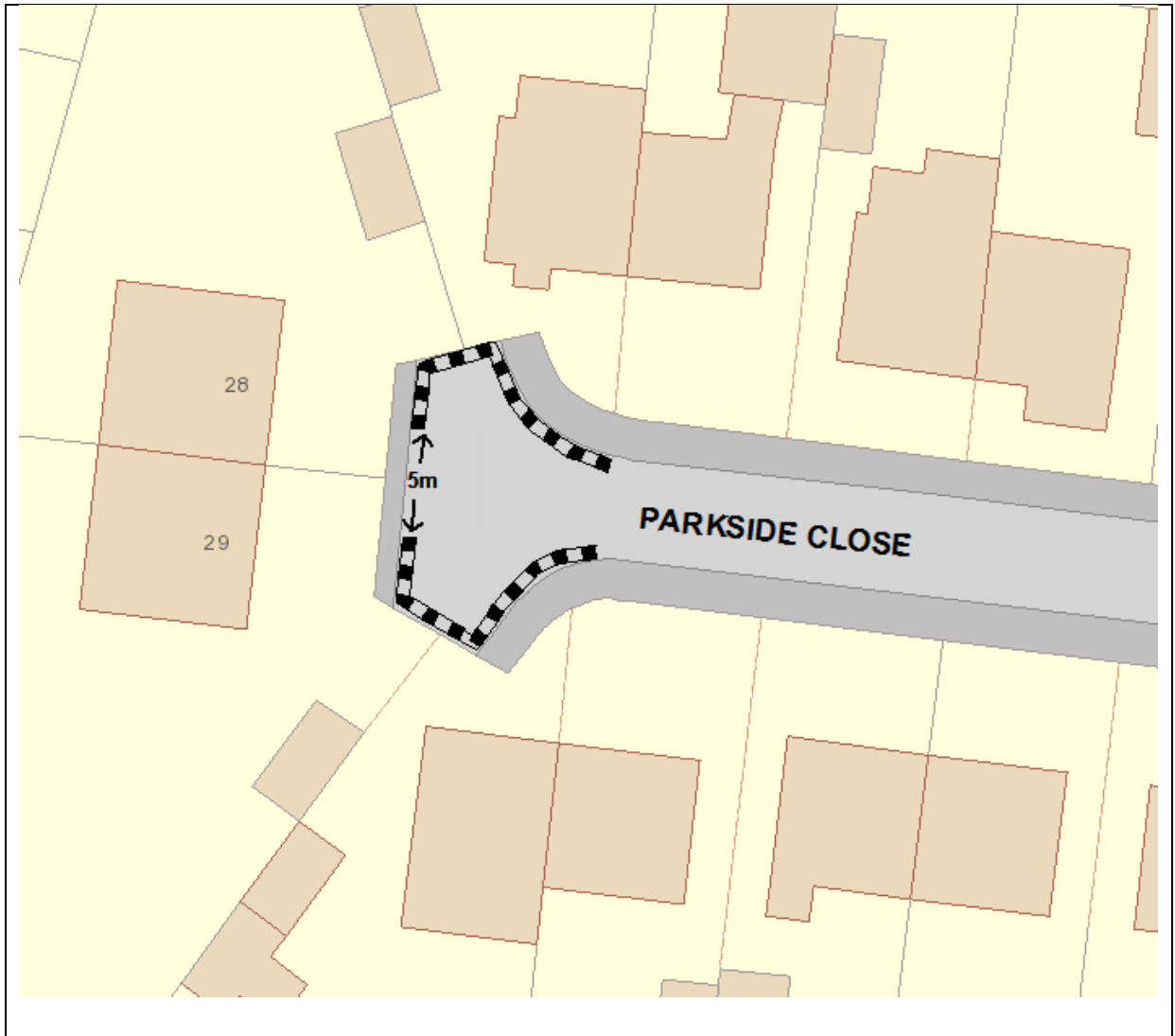
The entire length and both sides of West Bank should be included in your parking, stopping and waiting proposals on Acomb Road/ Park Side Close.

Officer analysis and recommendation

At it's widest point the turning head is 14.5m in width. Reducing the proposed restriction by 5m on the western side of the cul-de-sac will provide parking amenity for one vehicle and still provide access to the turning head, driveways and vehicles that need to turn around.

Options.

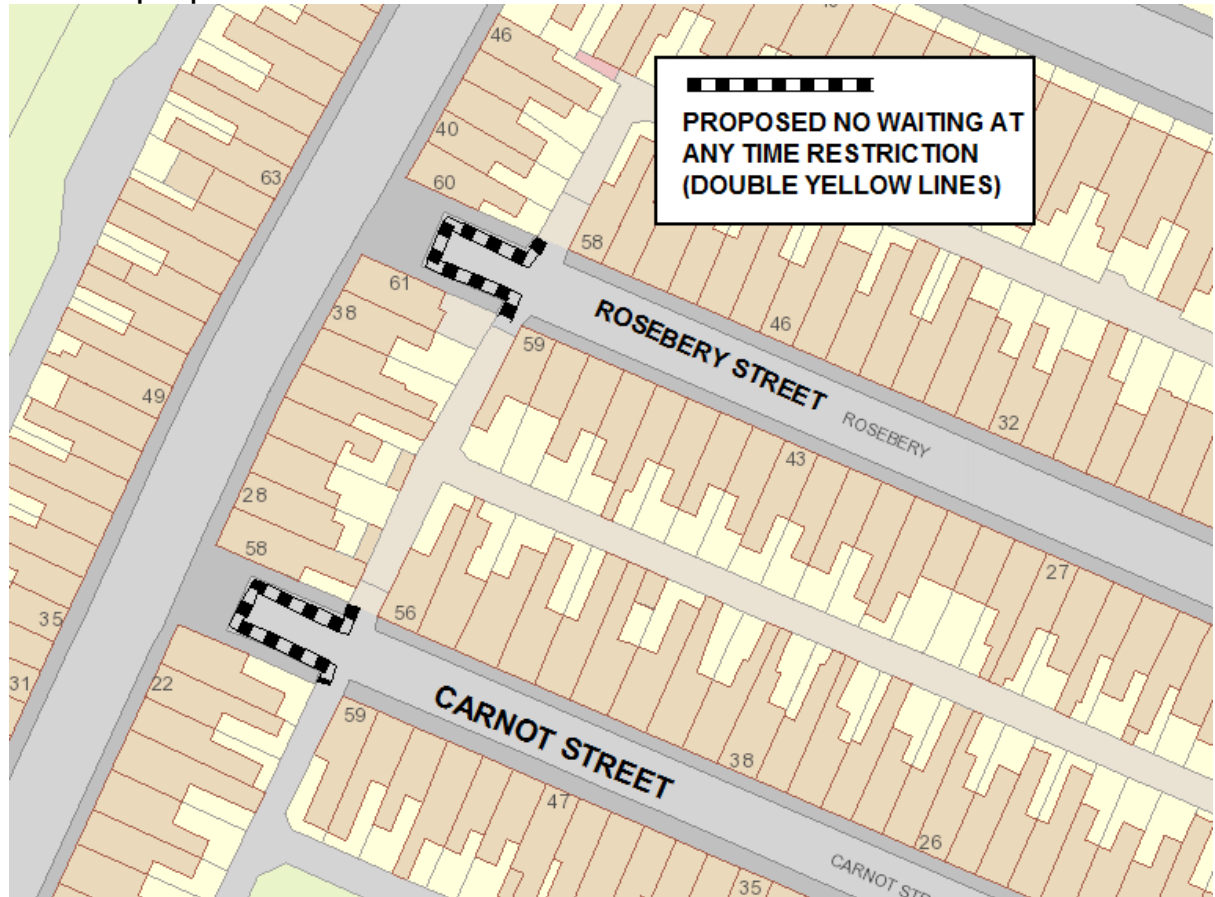
- 1. Implement as Advertised**-Not recommended.
- 2. Take no further action**-Not recommended.
- 3. Implement a lesser restriction than advertised**- Recommended for the reasons outlined above(as per the plan below)



K5**Location: Rosebery Street****Nature of problem and advertised proposal**

A resident raised an issue of vehicle parking at the end of each street and preventing vehicles from turning around leading to vehicles having to reverse the full length of the street.

Plan of proposed restriction:

**Representations received**

We received one representation in support and one in objection.

Representation in support:

- Personally this would be welcome as we are constantly having problems turning our cars round as residents disregard the notice not to put anything outside of the gates at the end of the alley and I am constantly moving them back into the alley so that we can turn our cars round

Representation in objection:

- I am writing this email to place an objection to double yellow lines on Carnot St, firstly Carnot St is the widest of the streets and only the poorest of drivers struggles to turn round even when the street is full of vehicles.

also my wife has just received a blue badge and if we are unable to park outside it would be a lottery to where we could park as Lincoln St is full late afternoon.

Officer analysis and recommendation

The carriageway width at the end of Rosebery Street and Carnot Street is 6m. The proposed restriction will provide space for vehicles to turn at the end of each street and prevent vehicles having to reverse the full length of the street to exit. We have contacted the resident to advise on the process of applying for a disabled parking bay.

Options.

1. **Implement as Advertised-** recommended for the reasons outlined above.
2. **Take no further action-** Not recommended.
3. **Implement a lesser restriction than advertised-** Not recommended.

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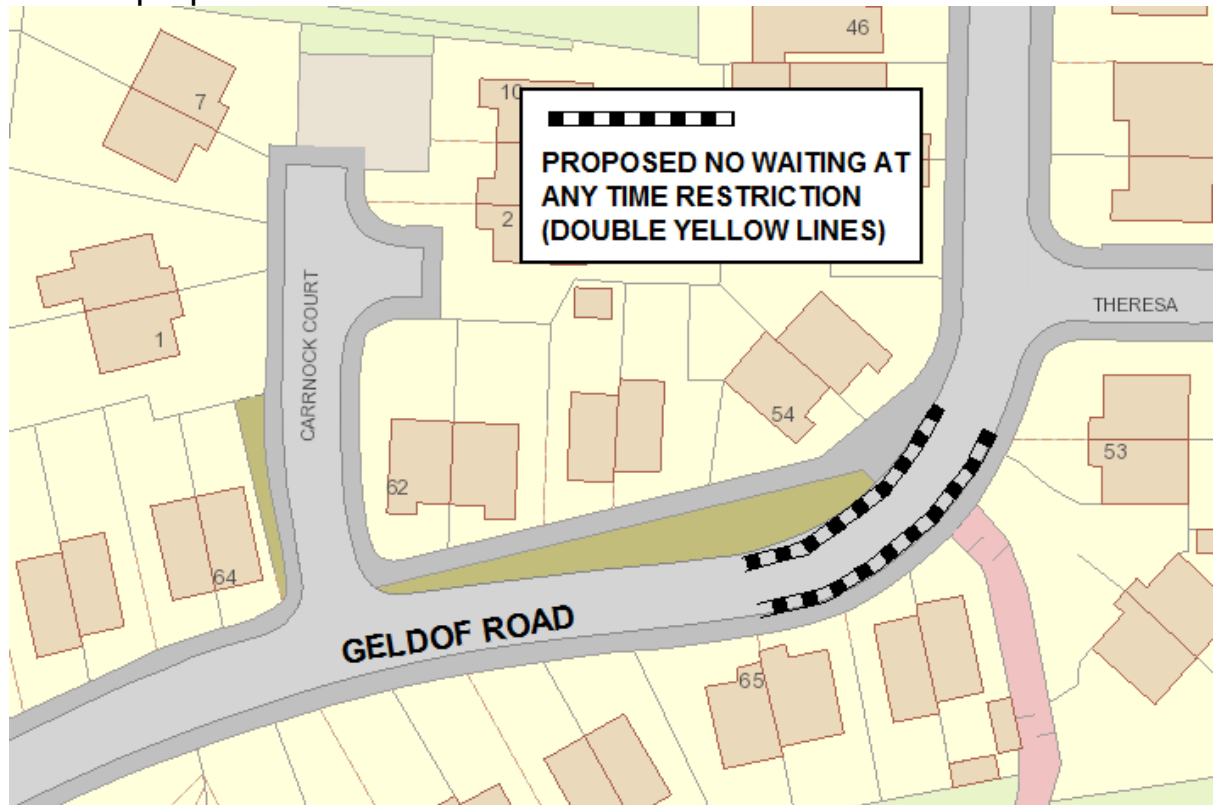
Annex L Huntington & New Earswick Ward

L1
Location: Geldof Road

Nature of problem and advertised proposal

A resident requested no waiting restrictions due to vehicles parking on the bend leading to restricted visibility and then having to pass parked vehicles on the opposite side of the carriageway.

Plan of proposed restriction:



Representations received

We received one representation in objection.

- I am writing to object to the parking restrictions you are intending to place on Geldof Road, Huntington, for the following reasons when I attended the meeting a couple of years ago I was assured by the committee that there would be no yellow lines placed outside my house for the foreseeable future.

Why has this now changed? Since the meeting my wife has been diagnosed with COPD, unable to walk short distances without becoming breathless.

I also have vascular problems in my legs, not being able to walk very far, so to restrict us from parking in front of our own house will be detrimental to our health. My vehicle will not go into the driveway because of the incline of the pavement and my driveway's steepness; the car bottoms out.

when there was roadworks in the past and my car could not be parked outside my property it was broken into at the meeting in which I attended I told the officials that mine and my neighbours vehicles were actually acting as traffic calming measures because drivers had to slow down to safely negotiate the road which is successful in its own way as there is an alleyway at the side of my house and there has never been an accident due to vehicles parked outside my property, placing restrictions on parking and removing vehicles will open it up to speeding which will result in a serious accident / incident to persons due to it being next to the alleyway hopefully good sense will prevail and these measures will be removed, I would also like to suggest that you consider putting double yellows where they are needed on Geldof road at the new lane end as on a match day you can hardly negotiate to get onto Geldof road because of irresponsible football fans just leaving their cars parked half way on the pavement and half way on the road.

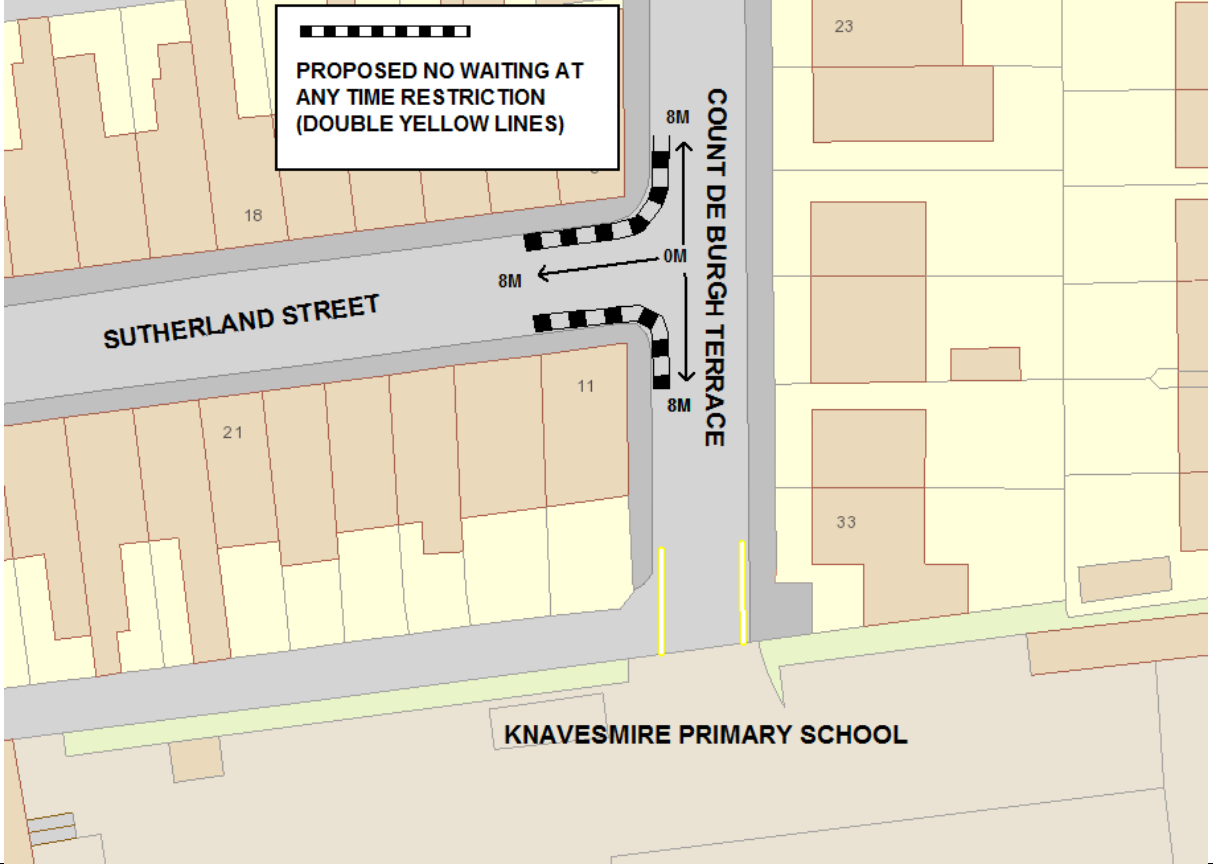
Officer analysis and recommendation

It was resolved in a take no further action at a public decision session in 2018. The issue of vehicles having to round the bend in the centre of the carriageway and into the path of vehicles travelling in the opposite direction due to vehicles parking on the bend still remains. The proposed restriction will facilitate the free flow of traffic in their lanes when rounding the bend.

Options.

- 1. Implement as Advertised-** This recommended for the reason outlined above.
- 2. Take no further action-** Not recommended
- 3. Implement a lesser restriction than advertised-** Not recommended.

Annex M Micklegate Ward

| | |
|--|--|
| M1 | Location: Count De Burgh Terrace/ Sutherland Street |
| <p>Nature of problem and advertised proposal Cllr. Kilbane and a resident requested a review of the junction of Sutherland Street and Count de Burgh terrace due to vehicles very close to the junction restricting visibility and access to the street. Plan of proposed restrictions:</p>  | |
| <p>Representations received We received one objection to the proposal.</p> <ul style="list-style-type: none"> I live at number (House number redacted) Sutherland Street and can see the plan is to put double yellows at the front and the side of our home. We have a vehicle each and continuously struggle to park outside our own property as it is, so this will force us to park even further from our house which is already an on going issue especially when carrying shopping from half way down the road. Therefore we would strongly object to this going forward! | |
| <p>Officer analysis and recommendation Vehicles parked close to the junction are leading to vehicles being unable to access or exit the junction. Vehicles are also approaching the junction in the centre of the carriageway and unable to move when faced</p> | |

with a vehicle attempting to enter the junction. The proposed restrictions will provide a small space for vehicles to pull into before exiting the junction or when faced with a vehicle entering the street.

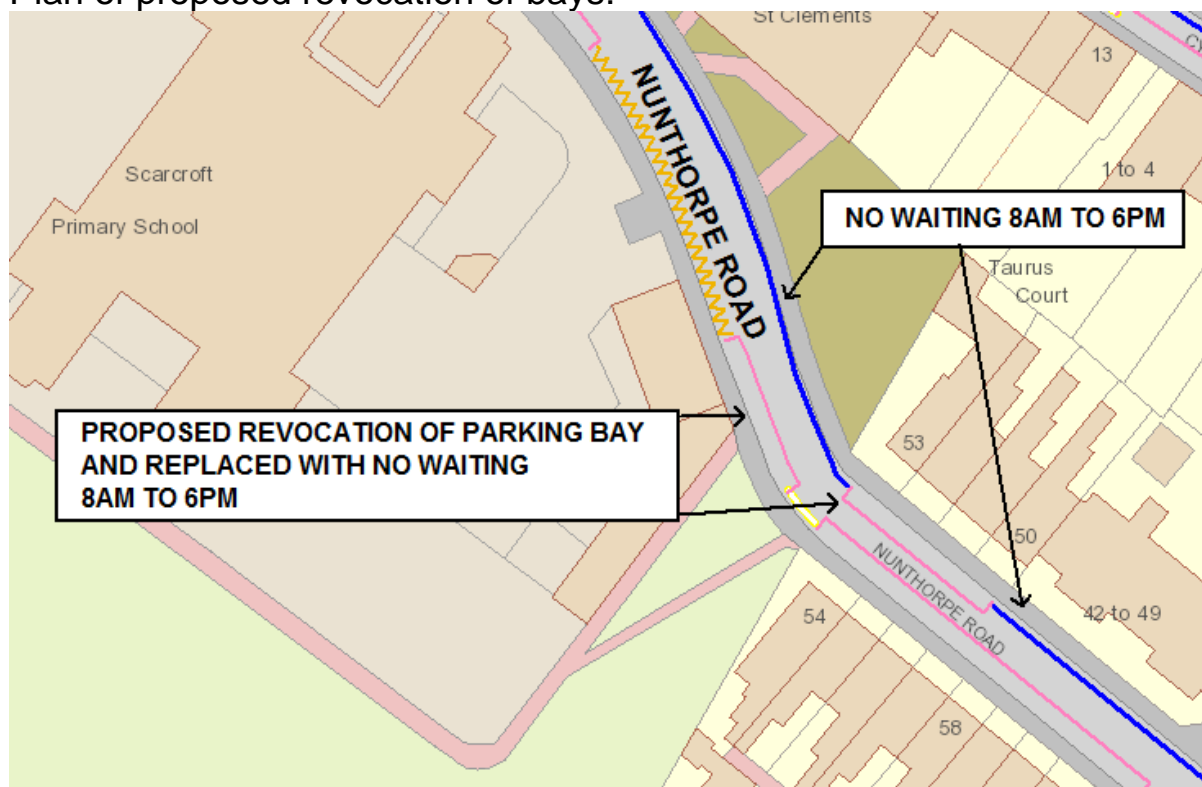
Options

1. **Implement as Advertised-** Recommended for the reasons outlined above.
2. **Take no further action-** Not recommended
3. **Implement a lesser restriction than advertised-** Not recommended

M2**Location: Nunthorpe Road****Nature of problem and advertised proposal**

The Waste Services team requested the revocation of two parking bays on Nunthorpe Road due to parked vehicles preventing access to complete the refuse collection. Refuse wagons have been unable to complete collections on numerous occasions and have also been unable to leave the area when vehicles have parked after the wagons have entered the area.

Plan of proposed revocation of bays:

**Representations received**

We received 5 objections and a petition against the revocation. The petition had 43 signatories.

Representations received in objection to the proposal:

- Currently I have a parking permit for the car which I use to commute when I am unable to cycle or take other forms of public transport. Parking is scarce as it is currently on Nunthorpe road, and removing further parking will make it impossible to own a car and live in this location.

I've recently moved to the area and am having renovations done inside the house. Work men who attend the house require a

location to park, and removing further parking would make this much more difficult for them.

Removing the 2 hour waiting time bay will make it more difficult for us to have guests from out of town as they will struggle to find parking anywhere in the area.

There is no reason given for the reason for change in the proposal. Why are the residents not being given this information as I'm confident they would be able to propose a better solution rather than inflicting restrictions to their ability to use their own transport.

- I am a resident of (House number redacted) Nunthorpe Road along with my wife and two young children. I wish to object to the proposals that have been very loosely consulted on. Firstly, my wife and I echo the points set out in the respective emails. We wish to point out the following additional points that relate to our household and our experience living here:

1. We already frequently have to park in either Dale Street, in the bays further along Nunthorpe Road between Upper Price Street and Scarcroft Road, or in the two hour visitor bays by the school rather than the spots outside my house. This indicates that demand for parking already outstrips existing capacity. Reducing parking capacity will lead to us parking further away and potentially displacing residents immediate to the areas we end up using. The proximity of Nos 50-54 to Clements Hall, Scarcroft Green Nursery and Scarcroft School should be noted. Each of these facilities generate a number of journeys most days of the week. Reducing the capacity will mean fewer residents will be able park by their houses.

2. I have a young family, with two under the age of 4. Life at this age is kit-heavy; pushchairs, changing bags, wellies, coats, toys, etc as you need to pack for all eventualities when leaving the house; any parent will attest to this. Items are frequently left in the car as I only have one pair of hands and two children. When the car is immediately accessible this isn't a problem, I can very momentarily dash out, grab what i need whilst all the time keeping an eye through the window and at the door. If i have to park more than five or so metres from my front gate I can't do this, and grabbing a sleeping bag/cuddly sleeping aid becomes a case of getting everyone's shoes/coats on, walking to the car and then securing the children in the seats as i can't have them running around for obvious safety reasons....all for a retrieving a bottle/toy/pack of nappies etc This is obviously a problem when one parent is absent from the household, which is the majority of the week.

3. My wife pretty much never leaves the house on her own on foot after dark on account of not feeling safe. It is a sad reality that many women feel this way. This is especially pronounced in the winter when the days are shorter. Revoking the bay(s) means that my wife would be more frequently be presented with a situation that is a potentially anxiety inducing one as she would be expected to walk further to access the car.

4. I don't understand that the reason being cited for revocation of the bays is because a bin lorry couldn't get through. To me it seems like a huge overreaction to a one off event considering rubbish must have been successfully collected within the confines of the existing parking constraints for decades. York is a well known historic city with narrow streets, there are other solutions to addressing the existing physical constraints without diminishing the amenity currently enjoyed by residents. What other options have been considered other than revocation of parking bays?

Finally I draw your attention to the ad hoc map I have attached which shows the locations of those petition respondents (depicted by the red dots) living in the immediate vicinity of the proposals, which underlines the opposition that has been induced. The petitionee and my wife did two sweeps for signatures. Of those houses where someone came to the door, all were in opposition to the proposals and signed our petition, there were none who were in favour of the proposals. Resultingly, I would guess that if we could get someone to the door of each house that opposition would be unanimous. There was an air of exasperation as to why this was being proposed, and that they had not been informed. I would expect York Council to do better, and show a bit more informed insight when proposing such interventions.

- We concur with all the matters raised above.

In addition, it would have been helpful if we had received confirmation as to why the decision to remove the parking bays as indicated in your map was made. To us it seemed sudden and in a vacuum. The letter we received did not explain any details. A resident had to make further enquiries to understand what had happened.

The proposal put forward by in 2020/2021 did receive support from a local councillor who took the time to come and do a site visit. We would welcome a site visit again by those involved in the decision making, so we can consult on site and explain the issues/concerns.

If indeed the removal of the bays near the nursery is to allow 'refuse trucks' to get through, the removal of the bays near the

nursery will have no effect on that issue; the pinch points are the bays outside numbers 52 and 54. However, to just remove those and not replace them places even greater pressures on residents along the whole street.

- Presumably this was the first and only time the refuse truck could not get through, otherwise I am sure we would have been contacted before.

We must be allowed to park safely and reasonably. We are not against changes being made, but they should only be done where necessary and proportionate.

- My main objections are as follows:-

1.) Our main objection is that we cannot afford to lose any current parking bays when parking is already limited on Nunthorpe Road.

2.) The loss of the 2 hour waiting time is going to make it very difficult for Clements Hall visitors as these people regularly use these bays.

3.) We all accept that the road is potentially dangerous & something should be done to alleviate the situation. We would once again point you to my proposal back in 2020 of removing 2 bays outside no's 52 & 53 Nunthorpe Rd & placing them beyond no.50

4.) The real pinch point is the bend beyond no.53 where you can't see people approaching from either direction. The problem is not on the side of the nursery.

5.) If you instigate this proposal you will have traffic travelling even faster into the bend than it does now.

6.) We understand that this issue has been raised because a refuse lorry couldn't get through. Was the driver new to the round or were there cars parked illegally as I have never known refuse lorries not being able to get through in the 8 years I have lived here?

7.) It would be appreciated if you could consider talking with the residents as we know the problem with this road better than anyone.

Supporting statement received from the Waste Services Team:

We have an ongoing issue with legally parked vehicles blocking the access of refuse collection vehicles to residential properties in this area. The streets that are affected when access is blocked are Moss Street / Dale Street & Caesar Court. Introducing the requested parking restrictions will reduce the likelihood of parked vehicles blocking access.

The blocked access results in waste remaining on the public highway in front of domestic dwellings until access is available, sometimes up to several days. This causes:

- distress to residents
- adds cost to the waste collection plan due to multiple visits to collect the waste
- increases emissions from the refuse collection vehicles

I have listed comments expressed by a resident directly to City of York Council and an article on the matter from YorkMix published August this year.

Comment 1 is an extract from correspondence received from a resident of Dale Street for over 50 years

Comment 2 is an article from YorkMix published 1/8/23, and contains information from the Head of Environmental Services Ben Grabham and a desire by a resident to find a long term solution to the issue.

Comment 1

Dear Administrators,

I have to report for the second time this year the Council's failure to collect on its designated day the household waste in Dale Street YO23 off Nunnery Lane to pedestrians, entry for vehicles from the Moss Street Nunthorpe Road end, opposite Scarcroft School.

Obviously this is a public health hazard. In the heat today, 31° C, the collection of bags piled up outside my house, in apparent readiness for the wagon, quickly began to stink as their contents started to ferment, attracting clouds of bluebottles. As the temperature drops this evening and night draws in no doubt the rats will be drawn to the pile and possibly cats and foxes will be at them scattering contents around the street.

I first moved into this street in 1970 and am happy to report that this problem has only rarely arisen before but now twice in quick succession this year warns that the generally increased width of vehicles and indifference to other's welfare brought on by the stresses of modern life may have brought this about.

Dale Street
York
YO23 1AE

Comment 2

Inconsiderate drivers have been blamed for the failure to collect bin bags from a York street.

YorkMix reported on Saturday that around 90 bin bags had been left uncollected for days on Dale Street.

Residents said the rubbish posed a public health hazard.

It was due to be collected last Wednesday. A householder contacted City of York Council on Thursday, but the waste still hadn't been collected by Friday evening.

The council collected the rubbish yesterday, and have now explained the delay.

Head of environmental services Ben Grabham told YorkMix: "On Wednesday our teams were unable to complete their scheduled waste collection on Dale Street because access for the waste vehicle was blocked by parked cars on the street.

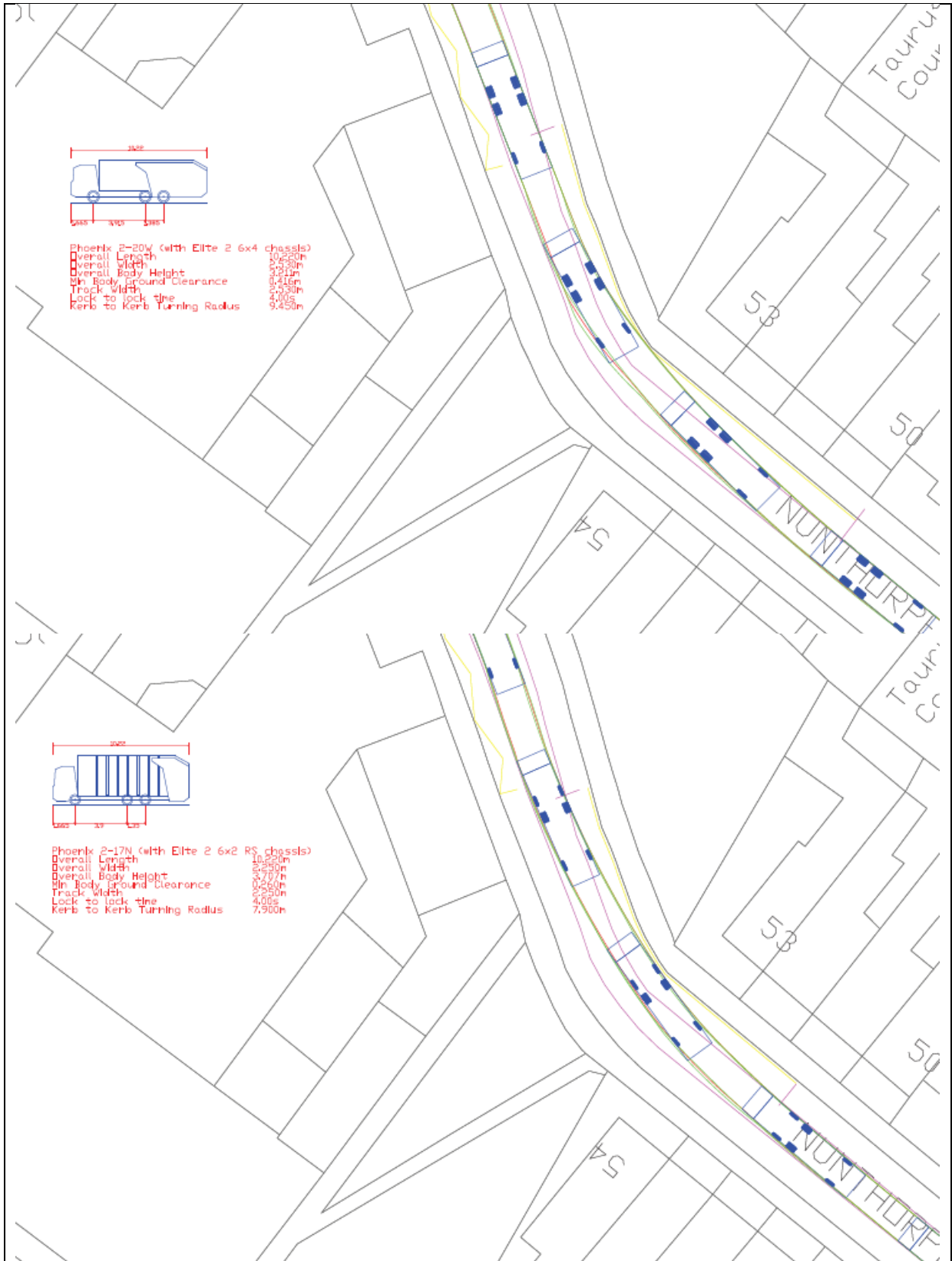
"In these situations we normally re-collect the next day, but on Thursday our teams encountered the same issue.

"The waste has now been collected by our teams on Monday morning. We apologise that we were unable to collect any sooner and would encourage drivers to consider access when parking their vehicles."

The resident who contacted YorkMix about the problem urged the council to work with people on the street to find a long-term solution to providing access for the bin lorries.

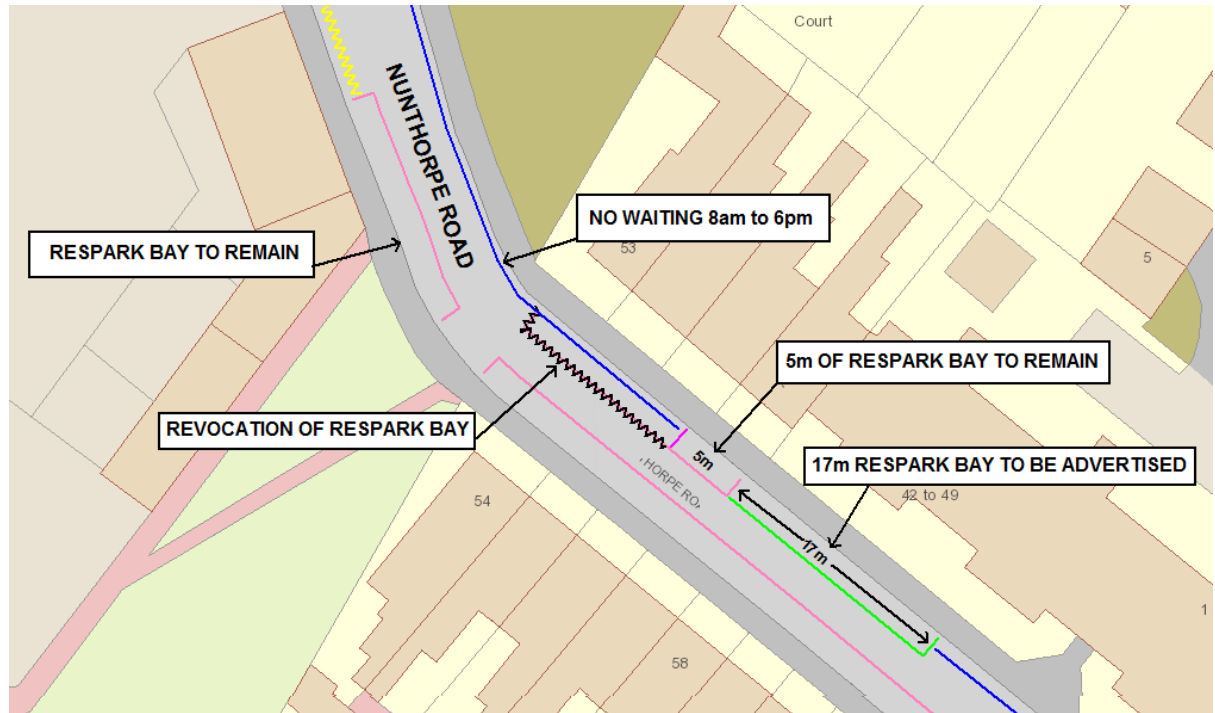
Officer analysis and recommendation

Please find below vehicle tracking plans that shows the tracking of both sizes of refuse vehicles we use.



The Waste Service Team have provided evidence there is an issue of waste refuse trucks being able to enter and exit the area when vehicles are legally parked and the tracking plans also show the refuse vehicles require more clearance when approaching and then clearing the bend.


We have also taken into consideration the objections raised by the residents and the impact upon parking amenity being removed. Please find below a revised plan for consideration. In the short term there will be a revocation of part of the bay on the northern side that will facilitate the access for the refuse trucks. We then request permission to advertise a 17m extension to the 5m of bay outside 50 Nunthorpe Road. If agreed there will be an increase to the available parking when installed.



Options

1. **Implement as advertised-** Not recommended
2. **No further action-** Not recommended
3. **Implement a lesser-** Recommended with a further request to advertise a 17m bay and increase parking amenity overall.

Annex N Osbaldwick & Derwent Ward

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|---|--|
| N1 | Location: Outgang Lane/ Murton Way and Osbaldwick Link Road |
| <p>Nature of problem and advertised proposal Cllr. Warters, local business owners and several residents raised an ongoing issue of vehicles parking near to the junction of Outgang Lane and on Murton Way leading to obstructions of the carriageway, footpaths and causing damage to verges. Plan of proposed restrictions:</p>  | |
| <p>Representations received We received one objection and two representations in support. The Ward Cllr did submit signed confirmation from the home owners on Murton Way that they would not object to an Urban Clearway if it were proposed. Objection received from Osbaldwick Parish Council:</p> <ul style="list-style-type: none"> Osbaldwick Parish Council object to the proposals by City of York Council to impose 'No waiting at any time' (double yellow line) restrictions on Murton Way and Outgang Lane. These proposals are a response to the parking problems in the area caused by CYC with the approval of a servicing garage on a former joiners workshop site with totally inadequate on site parking | |

further compounded by the subsequent approval of a taxi booking office on the same site.

These approvals were opposed by the Parish Council and Ward Councillor without CYC taking any notice with inevitable consequences that the current 'No waiting at any time' proposals will not address and will likely make the situation even worse with parking associated with the garage and taxi operation being displaced further into the Outgang Lane Industrial estate to the detriment of other businesses, further along Murton Way in both directions and no doubt along Osbaldwick Link Road.

Having caused these problems by failing to listen to well founded local concerns it is now incumbent on CYC to listen to local suggestions to solve this situation.

The PC and Ward Councillors wish to suggest 'Clearway' parking restrictions are used instead to cover all of Outgang Lane - to keep access to all businesses clear at all times and keep footpaths clear, to cover Murton Way to the junction with Beckett Drive going towards Osbaldwick and to the entrance to the Holly Tree Farm holiday lodge site going towards Murton and to cover Osbaldwick Link Road with 'clearway' restrictions for its full length as the overspill parking from the TEWV NHS site despite 'travel plan' assurances accepted by CYC is spreading onto verges on Osbaldwick Link Road.

All Clearway signage to be installed in more appropriate methods for a semi-rural area like the measures on Murton Lane and Eastfield Lane, Dunnington - ie. signage mounted on railway sleepers.

Representations in support:

- I welcome in principal the parking restrictions at this junction in Osbaldwick.

However, I am sure you realise such work only pushes the problem further up the road. If the work goes ahead as planned then I am very likely to have two vehicles parked outside my property for most of the working day, this stretch will become the first stretch of road with no restrictions. This will hinder vision to the left as I pull out of my driveway potentially leading to contact with vehicles travelling into Osbaldwick. Also, the pedestrian drop kerb and tactile paving will most likely be parked across by a parked vehicle for most of the day.

There is another such pedestrian drop kerb and tactile paving outside no 25, which again is likely to be blocked.

I would suggest that the restrictions are extended further on the north side of Murton Way to perhaps past no 21. This will give

clearer vision for pedestrians and particularly pushchairs and wheelchairs using both of the purpose built crossing points and thus make crossing safer. These extended restrictions will in some way help to make the parking of vehicles along Murton Way a less attractive choice if there is further to walk to the industrial site. This I believe to be the root cause of the parking issue, which in my experience is a relatively recent problem.

- I fully support your proposals, as I have personally witnessed a number of verbally aggressive incidents involving drivers at the Murton Way/Link Road junction and your proposal should significantly help. I would however ask if it is possible for a small extension to proposal.

There is a dropped kerb outside number 27 Murton Way for wheel chair and pushchair users crossing to the south side of Murton Way, and as I am sure that cars will park adjacent to this point in the future, on both sides of the road, blocking the sight line for people crossing on what is often a 'fast road' could pose a real problem. Therefore, if it is possible to extend the restrictions I am sure this would increase the safety road any users of the crossing point.

Officer analysis and recommendation

The Parish Council objection to the proposal is more to do with the suitability of the proposed restrictions rather than the requirement for any restrictions to be put in place. The Parish Council and Ward Cllr would like the area to be covered by a clearway, this would not be suitable for all the locations proposed. It would not be suitable to introduce a Clearway on Outgang Lane, as it is an industrial estate, so the removal of loading activities would have a negative impact on the businesses. During a site meeting with the Ward Cllr, the impact of a Clearway was discussed, and officers raised concerns about the introduction of such a restriction in residential and industrial areas, as it would remove any ability to load in the areas that it was implemented. An Urban Clearway was suggested, which has a requirement to cover two time periods per day (i.e. 8am-10am & 4pm-6pm), this would affect other businesses along Murton Way and the Church.

The Parish Council and representations in support have all suggested that the proposal does not cover a big enough area and the restrictions should be extended further along Murton Way and Osbaldwick Link Road. A request for restrictions on Osbaldwick Link Road has already been added to the next annual review so any further required restrictions on Outgang Lane and Murton Way can be added to that review so the Council can review and monitor the area as one.

Options:

- 1. Implement as advertised.** This is recommended. The alternative proposal by the Parish Council would create more negative impact on residents and business in the area, we will continue to monitor the area through the next annual review.
- 2. Take no further action.** Not recommended
- 3. Implement a lesser restriction.** Not recommended

Annex O Rawcliffe & Clifton Without Ward

O1

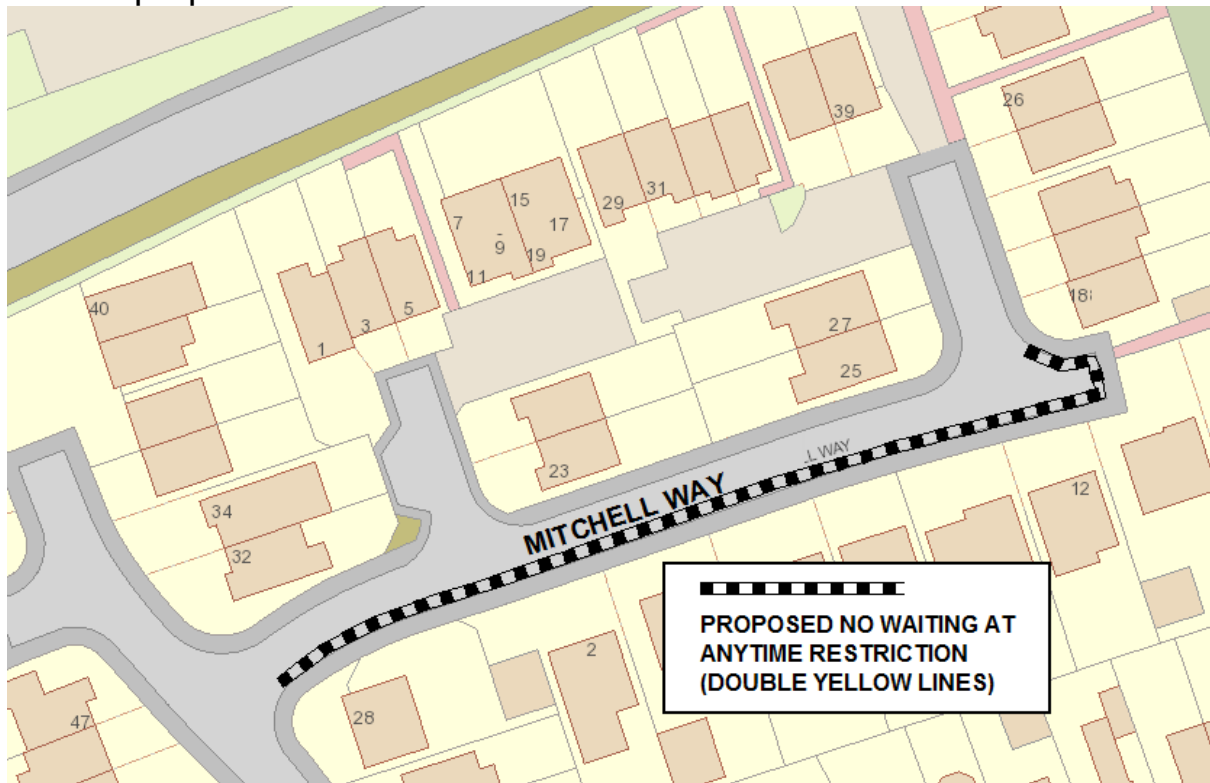
Location: Mitchell Way



Nature of problem and advertised proposal

A resident has raised an issue of vehicles parking on the footpaths of Mitchell Way leading to pedestrians having to walk in the carriageway due to the footpath being inaccessible.

Plan of proposed restriction:



Representations received

We received fifteen representations in objection to the proposal.

- Introducing 'no waiting at any time' restrictions in Mitchell Way, Clifton Without, on its south side and eastern turning area, from the eastern kerbline of Broadstone Way east for 121 metres. This would mean that those who actually live on Mitchell Way will not be able to park outside their own houses and in doing so will cause parking issues elsewhere in the area.

A suggestion would be to deal with those irresponsible van and minibus drivers who think it is acceptable to park on the junction which causes issues turning from Broadstone Way into Mitchell Way and also they park on the footpath, blocking the footpath and restricting access and being unable to see the road sign. It is these people who are causing issues with turning into Mitchell Way from Broadstone Way, not those on the opposite side of the road. Also if there is a HMO in Mitchell Way which has a number of cars this is an issue as well, so taking away parking in the street will cause it to spill out into other areas.

Please reconsider this proposal.

Following notice of proposal, I would like to submit objections to planned double yellow lines on Mitchell Way. Just FYI - the photo showed in Q5 annex is not relevant to proposed parking restriction, as it was taken in the north part of the street. Planned restriction/double yellow lines in any part of our street will not solve parking issues, they will only make it worse, as people will not be allowed to park in front of their own houses. This will force them to park in front of other properties e.g. ours and we do not want that, as it is already extremely busy to park here and it could make it difficult to access our own driveway.

We believe that council does not understand the source of issues we have with parking on Mitchell way. The main issue is that some houses have more cars than the number of parking spaces available to them. This makes residents constantly occupying all visitor parking spaces. Numerous times we have seen people moving their other cars to visitor parking spaces as soon as their first car was leaving the visitor parking space (so that they don't lose this parking space).

The parking issue was raised when one of the houses on our street was being converted into a HMO, but council allowed the property to become a HMO anyway. The HMO house only has 2 parking spaces belonging to the property, but they park numerous cars on our street including company cars.

Double line will not discourage people from having more cars, it will only make parking in front of our own houses impossible, as people with multiple cars will be desperate to park as close to their properties as possible - We do not need any more problems with parking than what we are already facing.

Big vehicles like bin collection vehicles never had issues with accessing our street. We have kids and are fine while using the strollers on our street too. Please cancel the plan of introducing double yellow on Mitchell Way.

- As a resident on the street, I feel obliged to inform you that I wish to OBJECT to this proposal based upon my views and opinions that are based upon how I envisage what the long-term effects will be, should the proposal go ahead.

Firstly I don't envisage that you will resolve the problem of the congestion, and in fact make the situation worse. Reducing the space for people to park their cars, because the houses on Mitchell Way were not originally designed for the number owners have now, will only force residents to park where there are no double yellow lines. This is based upon understanding that there is only a finite amount of space, and therefore based upon the current volume of cars, this situation will become worse.

Secondly, In forcing others to park elsewhere, I feel as though access to my property will become harder especially when cars parking outside my property will increase, as on numerous times, they overhang and already make access difficult. I already only have a finite amount of space available to me, and are unable to expand parking options, so the space outside my property is invaluable to me and my family.

Thirdly, I believe the proposal will have a negative impact and will most likely devalue my property, by making it less appealing to buyers, becoming harder to sell because of congestion. This is based upon potential buyers being aware of congestion problems by seeing the double yellow lines.

Fourthly, In accordance with your website, the no waiting time lines cannot be applied for the whole 121m given the amount of accesses there are to private driveways, and therefore this proposal contravenes the advice you provide on your website. Double Yellow Lines – City of York Council

The reality of the matter is that, in my opinion the current problem is caused by a particular house having a considerably larger volume of vehicles associated with it, and by reducing their volume would significantly improve the situation.

As a result of all the above, I finally highlight that this proposal victimises the residents of Mitchell Way, as they will be unduly negatively impacted by the proposal, especially when the same principles are not being applied across York unilaterally.

I therefore wish to officially object to this proposal, however I am more than happy to speak and liaise with someone directly to understand, what the original concern is based on and how a potential agreement may be found.

- I would like to object to the above Traffic Order Proposal. I live at (House number redacted) Mitchell Way and have done so since the

day my property was completed in May 2003. There has never been any issue with parking in front of my property in the whole time I have lived here.

At a time when local councils are under extreme funding pressures, with some councils declaring bankruptcy, I do not feel that the expenses involved with putting in these amendments are in any way justifiable. It is an absolute waste of Council money which is desperately needed elsewhere and completely unnecessary in any case. It would also be ineffective as it would be impossible to police. Would this then mean, without any waiting time, I could be breaking the law by having my weekly grocery delivery with the delivery van idling outside my property on double yellow lines? This would massively impact my life.

Until a ban on parking on footpaths throughout the country is brought into effect, the Council putting any yellow lines on Mitchell Way will NOT prevent cars from parking on the footpath. Even with yellow lines in place, I am absolutely certain the cars will still continue to park on the footpath regardless.

By putting the yellow lines along the south side of Mitchell Way I feel I am being discriminated against as a private homeowner. I would not object to yellow lines being placed on the opposite side of the road as that does not interfere with any properties or the access to those properties. I understand that the reasoning behind the council not doing it on the north side is so as not to displace cars. All of the cars which park on the north side are from other houses around the corner of Mitchell Way who are in fact in direct breach of original covenants of the Deeds of Transfer where it states no vehicles or commercial vehicles are to be parked in the road. There is an excessive amount of commercial vehicles parked on the north side.

If the council go ahead with these amendments I am going to be unfairly penalised in everyday life whilst the perpetrators of parking on the footpath will continue with their inconsiderate parking and nothing will change.

I ask the council to reconsider and completely dismiss this proposal or, if not willing to completely dismiss, then to put the yellow lines on the opposite side of the road so as not to discriminate against private house owners and affect their enjoyment of their property. Add to the comments on cars parking in the road, that these are solely from a single property of multiple occupancy with up to 6 additional vehicles (cars, vans, taxis - Re breach of covenant) and we have had no issues with people parking on the street who either work locally or visiting local shops on Clifton Moor.

There have been no incidents, accidents or threat to life that I am aware of that drive the need for this to be carried out, the cost to implement, manage and police this is a total waste of council funds with no benefit to anybody

- I would like to suggest that the double yellow lines are extended approximately 2 more metres from where it was suggested on the map to help to stop this problem as bringing in double yellow lines on the south side of Mitchell Way will most likely mean that more vehicles will cause a problem at the front of my property, The current problem which I think has caused these proposed restrictions to be introduced is a large number of vehicles parked partially blocking the footpath in Mitchell Way on the opposite side of the road to the proposed restriction many of the vehicles owned by residents of a multiple occupancy house further along Mitchell Way. As the proposed restrictions currently stand it is very likely that the problem of cars parked on the pavement in front of my property will become worse for this reason I object to the current plans

- I live at (House number redacted) Mitchell Way which is adjacent the proposed no wait area and am extremely disappointed in the proposals for the reasons outlined below:
In June 2021, the application for (HMO House number redacted) Mitchell Way to become a House of Multiple Occupancy (C4) was granted by City of York Council. This has caused the street to become significantly busier and on regular occasions there are in excess of 4 commercial vehicles (taxi's) parked opposite my property on the verge adjacent number 23 and 25 Mitchell Way. In addition to this there is a large van regularly parked on the corner as you enter the street (adjacent number 32) which are all owned by occupants of (HMO house number redacted) Mitchell Way. This limits the available parking in the area.

The properties directly adjacent the proposed no wait area (numbers 2,4,6,8,10,12) are all large properties with most being 6 bedroom detached houses. As I am sure you can appreciate this means that some of the owners have large families and as such have more than one vehicle. The drives allocated to these houses are quite small and only allow a maximum of 1-2 vehicles to be able to park on them. There are therefore occasions where occupants park on the proposed no wait area as the spaces opposite have been taken by occupants of (HMO house number redacted) Mitchell Way and other occupants who live in the flats on Mitchell Way. There are not an excessive amount of vehicles parked on the

proposed wait area but it is a critical space to provide flexibility, especially if guests visit.

Should the proposed no-wait area go ahead this will only exacerbate the issue with parking. It will cause tension and friction between neighbours as all will try to get a parking space opposite 23 and 25 Mitchell Way and when all these spaces are inevitably taken, people will end up parking in less suitable locations (such as on the corner of the street) which could cause the risk of an accident. It will also prohibit visitors being able to park on the street and as far as we can see provides no benefit to the street in terms of either safety or ease of access. The street is wide enough to have vehicles on both sides of the road and still allow for large commercial vehicles (such as refuse collection trucks) to comfortably manoeuvre around the street.

We have discussed these proposals with the neighbours on the street and we are all strongly opposed to the proposal. We all feel this will cause the street to become more congested rather than less as cars will try and park in unsuitable locations such as on bends and it will also risk damage to vehicles as cars will inevitably be parked close together in an attempt to maximise the reduced parking areas.

We strongly request that you review this proposal and do not go ahead with it as we believe there is no intrinsic benefit at all. With the exception of the increase in vehicles associated with (HMO house number redacted) Mitchell Way there are no parking related issues in the street currently so it is frustrating that City of York Council are proposing a change which will frustrate the occupants in the street and provoke arguments amongst neighbours when using the remaining parking spaces.

- I STRONGLY OBJECT to the introducing of a 'no waiting at anytime' in Mitchell way and Broadstone Way.

The reasons why I object is

1 .the side of the road where you plan to put the yellow line I will no longer be able to park over my driveway at the back or front of my house. This will also effect the value of my property which I own.

2 .the car problems in are street have come from I believe a HMO house which is is at the end of Mitchell way, I have been told there are several cars to that property. Also the limited amount of parking spaces for the block of flats of Mitchell way.

3. There has also been an issue with people parking there work vans of significant size close to a junction 4. The majority of the cars and vans which park on Mitchell way are on the opposite side of the road to the proposed double yellow lines, which is the side of

the houses of 32,23,25, 5. I believe the current proposal is not going to solve the issue as the all the cars will still be parking on the other side of the road as stated. The only people this proposal will have a significant impact on is on the private homeowners from 28 broadstone way to 18 Mitchell way, these houses are all between 4 to 6 bedrooms who longer be able to park in front of there own houses.

Once again I STRONGLY OBJECT

- Your responses to the points raised in my representation letter dated 15th November 2023 have been duly noted, however it is with regret that I must now confirm my objection to the Order as currently proposed. This is based on the following 2 issues which are inextricably linked and based on those points raised in my initial letter.

Failure of the TRO to suitably address the Statement of Reason: Whilst it is accepted that implementation of any Traffic Regulation Order (TRO) will present both direct and indirect consequences in terms of highway operability, it is the responsibility of the Highway Authority to appropriately consider those consequences when making a proposed Order and mitigate against any foreseeable adverse effects prior to its implementation. The effectiveness of a proposed TRO in addressing its underlying 'Statement of Reason' can only ever be reasonably assured when the associated restrictions are direct and proportional; that is to say that they are intended to influence driver behaviour within the specific scope and extents of regulation. The more an Order relies on indirect consequence to achieve its objectives, (i.e.restrictions intended to influence driver behaviour beyond the specific scope and extents of regulation), then the more its effectiveness can be considered speculative and unfounded.

Whilst it is accepted that there will be, some, direct benefit to this TRO in tackling the pavement parking issues currently experienced on Mitchell Way, (i.e. subsequent eradication of the problem from the south side of the street by way of 'No Waiting' restrictions), the Order falls significantly short of addressing its 'Statement of Reason' as any mitigation of the same issue on the north side of the street is based purely on indirect consequence and a speculated change in driver behaviour.

Furthermore, it is highly likely that the problem on the north side will be exacerbated by the displaced parking arising from these restrictions.

As previously mentioned, it is the north footway which receives the greater proportion of pedestrian traffic along Mitchell Way. This

footway serves as the desire-line for 28 properties on the street, of which many are housing association plots with high child occupancy. This is in contrast to just 8 properties which are accessed via the south footway. For the Highway Authority to even consider implementing an Order which poses an unmitigated risk of further worsening the situation on the north side of Mitchell Way, for what is of comparatively lesser benefit on the south side, is illogical, irresponsible and unacceptable. Unsuitability of the Proposed form of TRO: I believe that the points raised above also give validity as to why - should the Authority still elect to implement these restrictions - an Experimental Traffic Regulation Order (ETRO) would be a better method of procurement. The proposed Order forms the basis of an overarching solution significantly reliant on indirect consequence to meet its 'Statement of Reason'. As such, it presents a high degree of doubt and risk in terms of its overall effectiveness.

In these circumstances, I believe that the making of an ETRO would be in the spirit of the RoadTraffic Regulation Act, 1984 - Section 9, and Regulations 22 and 23 of the associated Local Authorities' Traffic Orders (Procedure – England and Wales) Regulations 1996. Furthermore, it would offer reassurance to residents that the Council are actively committed to monitoring and reviewing the situation going forward and that in itself would be of significant benefit to the situation and directly apposes your response in this respect.

At no point in my representation did I preclude that further Orders may be required to supplement an ETRO. As you have stated in your e-mail response, anything outside the context of this specific Order is 'not relevant to this consultation' and so it therefore follows as a contradiction that you use the possibility of other TROs being required as a basis of argument for not making this particular Order Experimental.

At this stage, I do not wish to provide any further comments beyond those provided in my original representation and annexed above. I shall now await publication of your Officer Report in due course, for which I would be grateful if you would please include me on the recipient list.

Dependent upon the final recommendations made within that report, I may then elect to make further representation directly before the Executive Member for Economy and Transport at the ensuing Decision Session.

- I am writing to place strong objections to the proposed changes on Mitchell Way (Clifton Without) as per the notice received on the 10th November.

I have aimed to summarise my key points below:

- The proposed changes offer no improvement to the current parking issues - if anything, this is likely to worsen matters by forcing congestion at the very end of the cul-de-sac. Few cars park on the side of the proposed changes anyway.

- I would view it as a waste of council time and resources which as a taxpayer is frustrating when there are other more important issues that could be addressed.

- These changes have been brought about by 2 or 3 residents in the cul-de-sac that have ongoing objections to the house of multiple occupancy that was approved - that single property can have anywhere between 7-12 cars at any given time, hence the issues with parking. Applying double yellow lines will not change that! I have concerns it will decrease the value of the properties on this street as it makes it difficult for residents to have visitors if there is nowhere for them to park. It certainly would encourage me to look at moving away from the area as a homeowner here for the last 9 years.

- There are safety concerns that if pushing congestion further towards the end of the cul-de-sac, this could lead to overhanging cars on the corners of the street and over people's driveways, this would create a hazard by further reducing the visual field when pulling out of driveways or turning the corner.

- Unfortunately, we understand that the neighbours that have pushed for parking changes, had no intention of changes like double yellow lines, and unfortunately the changes will not directly affect them, but other people on the street.

- I also would question how this would be appropriately policed given it would be the only small residential cul-de-sac in the area with these road markings. I expect people will still continue to park there regularly as I can't imagine there are available resources to drive out to this location several times a day to check on any violations of the restrictions.

Thank you for your consideration in overturning this decision as a poor use of time, resources and funding, that ultimately offers no improvement on the current issues, which are in fact only minor.

- I would like to object to the above Traffic Order Proposal. I live at 14 Mitchell Way and have done so since the day my property was completed in May 2003. There has never been any issue with parking in front of my property in the whole time I have lived here. At a time when local councils are under extreme funding pressures, with some councils declaring bankruptcy, I do not feel that the expenses involved with putting in these amendments are in any way justifiable. It is an absolute waste of Council money which is

desperately needed elsewhere and completely unnecessary in any case. It would also be ineffective as it would be impossible to police. Would this then mean, without any waiting time, I could be breaking the law by having my weekly grocery delivery with the delivery van idling outside my property on double yellow lines? This would massively impact my life.

Until a ban on parking on footpaths throughout the country is brought into effect, the Council putting any yellow lines on Mitchell Way will NOT prevent cars from parking on the footpath. Even with yellow lines in place, I am absolutely certain the cars will still continue to park on the footpath regardless.

By putting the yellow lines along the south side of Mitchell Way I feel I am being discriminated against as a private homeowner. I would not object to yellow lines being placed on the opposite side of the road as that does not interfere with any properties or the access to those properties. I understand that the reasoning behind the council not doing it on the north side is so as not to displace cars. All of the cars which park on the north side are from other houses around the corner of Mitchell Way who are in fact in direct breach of original covenants of the Deeds of Transfer where it states no vehicles or commercial vehicles are to be parked in the road. There is an excessive amount of commercial vehicles parked on the north side.

If the council go ahead with these amendments I am going to be unfairly penalised in everyday life whilst the perpetrators of parking on the footpath will continue with their inconsiderate parking and nothing will change.

I ask the council to reconsider and completely dismiss this proposal or, if not willing to completely dismiss, then to put the yellow lines on the opposite side of the road so as not to discriminate against private house owners and affect their enjoyment of their property.

- I DO NOT AGREE to introducing "No waiting at any time" restrictions in Mitchell Way.
- Every resident except one, appealed against number (HMO House number redacted), who purchased the property to rent out the rooms to convert the property to a HMO.

The City of York Council, had no care for other residents, but agreed to this being passed. This has caused parking issues from number 37, where we have up to 10 vehicles parked down Mitchell Way everyday, blocking the Pedestrian walk Way.

Putting double yellow lines on the South side will not help this situation at all.

I object to this proposal and ask you to think about the stress and inconvenience this will cause everybody who lives down Mitchell Way.

I propose that we have a meeting about this problem, to invite the residents and the City of York Council to discuss this issue and come up with a more realistic solution that does not affect our lives. Thank you for reading my email, I trust you understand my concerns and if you want to discuss it further, please contact me.

- I have to object this proposal as it will result in cars from the double line area to park in front of other people's driveways. This will cause problems for me and my neighbours. I also believe that this will result in the prices of properties in our area to drop.
- I strongly oppose yellow lines outside of my house. There are 5 of us at the address. We need to keep the road in front of our house clear for visitors and also when my twin daughters learn to drive in just over 2 years. It's possible we may need the road outside for parking. Our council tax is already exuberant, so please do not take away our right for parking outside of our very own house!
- I would like to advise you that I OBJECT STRONGLY to the traffic enforcement proposals outside my house – this is going to cause no end of issues when myself & other neighbours when we have people visiting our properties!
The house concerned which has been causing all the issues in the street now seems to have moved their cars somewhere-else!
I hope that common sense will prevail with this matter.

Officer analysis and recommendation

The proposal to advertise restrictions on the south side of the carriageway was to minimise the displacement of parking on the north side and to then provide enough space to encourage vehicles to park wholly on the carriageway. Five site visits at various times of the day, including at 6pm in the evening, have witnessed the issue of footpath parking remains on both sides of the carriageway and is leading to the footpaths on both sides being inaccessible or blocked entirely.

Please find below some images taken during the site visits:





Some of the residents who provided representations have advised the issue has reduced but the images show when vehicles are parked opposite each other the footpaths are inaccessible to pedestrians, particularly with prams or mobility scooters.

The resident who originally raised the issue, although didn't comment in the consultation, has contacted us to ask when the yellow lines will be implemented as the issue of being unable to walk on the footpaths with a pram remains due to the parked vehicles.

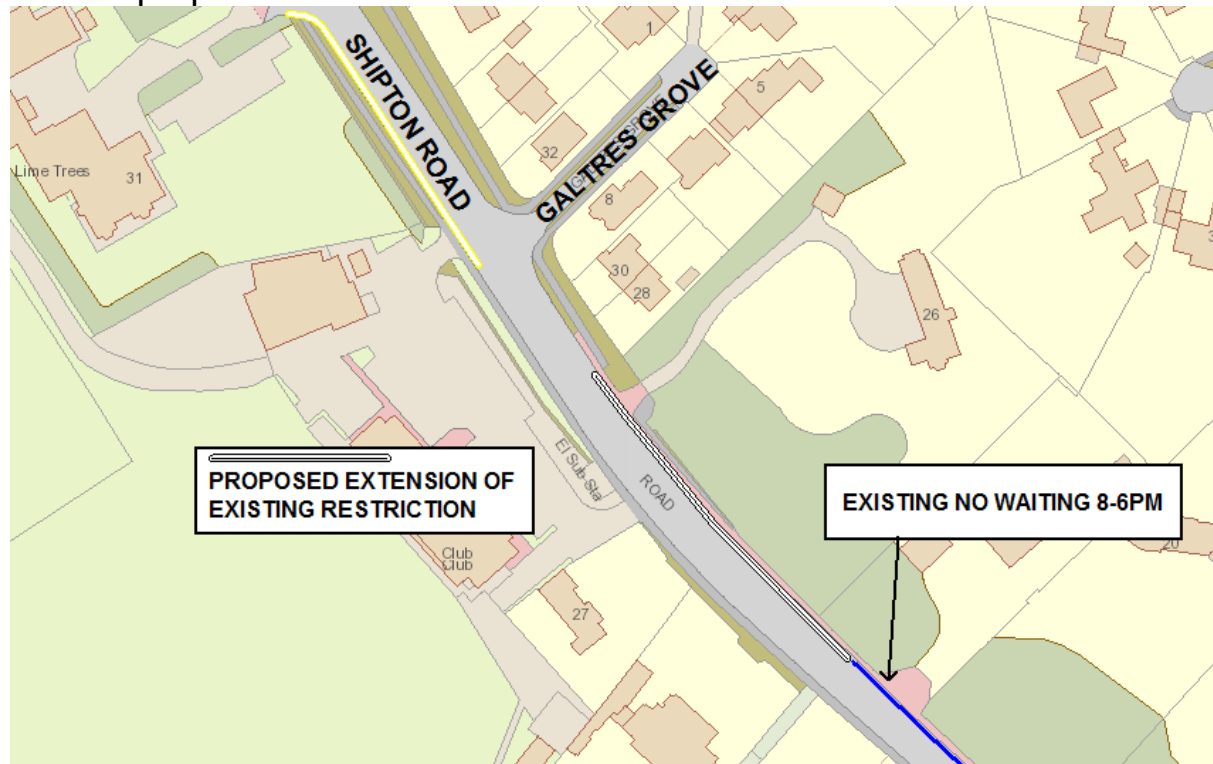
Options.

1. **Implement as advertised-** Recommended. The issue of the footpaths being inaccessible still remains due to footpath parking on both sides of the carriageway.
2. **No further action-** Not recommended
3. **Implement a lesser restriction-** Not recommended
4. **Advertise a proposal for placing the restrictions on the north side-** Not recommended

02**Location: Shipton Road****Nature of problem and advertised proposal**

Cllr. Smalley and a resident have requested an extension to the existing no waiting restrictions on the east side of Shipton Road due to parked vehicles encroaching on the narrow footpath.

Plan of proposed restriction:

**Representations received**

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

Representation in support:

- We support this proposal and consider that extending the no waiting zone will constitute a significant improvement in so far as the very narrow pavement on the east side of Shipton Road will be unencumbered by parked cars. It will also make the road considerably safer and allow free flow of traffic (including buses) with no parked cars to navigate during the day.

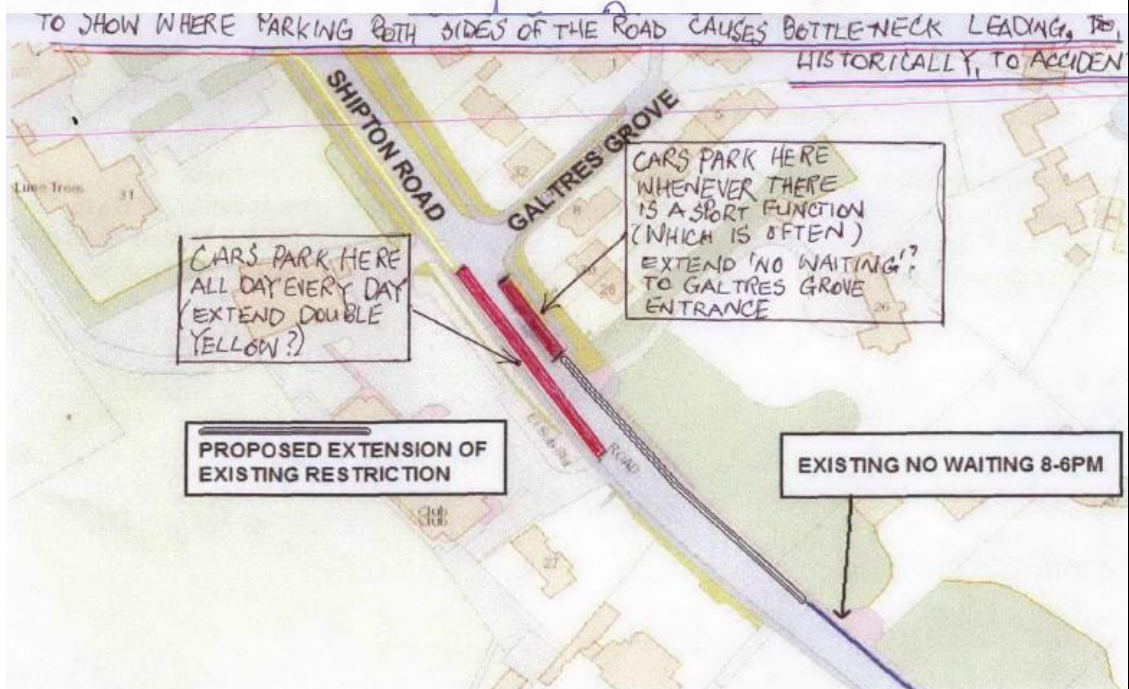
Representations in objection:

Thank you for the letter asking response to your planned introduction of N. Western boundary line of No. 25 Shipton Rd. + the N. Western property boundary line of 26, Shipton Rd.

I make the enclosed suggestions as someone who has lived and witnessed the traffic problems here over 47 years. The problems have been greatly aggravated since the construction of the 'new' clubhouse.

It is now not only sporting functions which incur vastly greater parking demands - but also regular, almost weekly function lettings - to outside agencies.

Yours faithfully,



- The residents of Galtres Grove would be considerably affected by these proposals because, as it stands, the intention to extend no

waiting to the edge of 32 Shipton Road, whilst welcome in itself for all the reasons outlined by (Name redacted) in his letter to you of 23 November IE improved sightlines, reduction of obstacles on a bend in the road etc), by limiting the amount of parking along Shipton Road at that point you are likely to drive more vehicles to park in Galtres Grove itself. The Grove is a short cul de sac and is very narrow. Every household has a car and some park on the road. It is already crowded and potentially dangerous and our attempts to make it safe for children to play in have been hampered.

It is used of course by bin lorries and by a considerable number of delivery vans and they are already sometimes forced to drive on the verge (in at least one case damaging a tree, in another crashing into a parked car) which we are trying to preserve to keep the character of the area. We already have considerable experience of this. Whenever the club opposite has an event we suffer with cars parked on our street, often churning up the verges and blocking exits. The club itself has been effectively deaf to our requests to discourage parking on our street. Sight lines for exit onto Shipton Road become obscured and there have been several accidents close to us on the main road for this reasons. We associate ourselves with (Name redacted) comments but add these further issues to be taken note of. We would like a scheme which helps to limit these intrusions into our street, not one which will encourage them.

Officer analysis and recommendation

The proposed extension to the existing restriction will provide full access to the narrow footpath(1m wide) and some unrestricted parking outside of 28 and 30 Shipton Road. The requested extension of the restrictions and further restrictions on the south side of the carriageway could be considered as part of the next review of traffic restrictions project.

Options.

- 1. Implement as Advertised-** Recommended and place the requests for further restriction in the next annual review.
- 2. Take no further action-** Not recommended.
- 3. Implement a lesser restriction than advertised-** Not recommended.

Annex P

Rural West Ward

P1**Location: Ebor Way****Nature of problem and advertised proposal**

Cllr. Hook and a resident raised an issue of vehicles parking on Ebor Way close to, and in the approach to the junction leading to vehicles and cyclists approaching the junction in the centre of the carriageway unseen to vehicles entering the junction.

Plan of proposed no waiting at any time restriction:

**Representations received**

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

Representation received from Cllr. Hook:

- Ebor Way: NPPC is definitely in favour (the clerk has had some near misses) and add that it will help to save the verge when the bus has to go round this corner when Main Street is flooded. This corner is a standing item on the agenda so it wasn't difficult to know what they think.

Representations in objection:

- I find myself in a bewilderment over the proposed no waiting zone on ebor way nether poppleton york.

I believe the council is taking into the consideration a complaint of 1 household and have not considered the repercussions of this proposal. The cars that park down the road, park right outside my back gate. I have no issue with it.

If these proposals are accepted lets think about what will happen. It will stop myself parking 1 of my vehicles outside my property which i should be able to do.

If i have any work done at my property where are the work vehicles going to park, while i have my hedge cut, when the plumber comes every year to service our gas appliances where are they suppose to park their vans half a mile down the road. I dont think so.

We also have a back entrance at top of our property to our garage your planed proposal will prevent us from using this enterance that has dropped kerb. Has been an entrance ever since the property was built.

We as a household also consulted north yorkshire police, who sent an officer out to have a look, the officer said no offence was been committed as all cars were parked 10 meters away from the junction. Which is the distance set by the police.

No lets get off me, and think about other people it concerns. The post man parks on ebor way as it is a designated area that royal mail set out for vans to be parked, as the vans are tracked the post man has to park there, or face consequence within his own job.

There is also an electrical sub station half way down the proposed area. Where do you expect the engineers to put their vans while they service the sub station

The cars that get parked down ebor way, some of them work at the business around the area. Meaning they Will have to find parking somewhere else. Which will most probably be millfield lane, which is the main road into nether poppleton, and a bus route causing congestion down the main road into the village.

Also if you put a no waiting down ebor way i feel you will need to look at other streets within the village as they are a lot worse streets than ebor way. As the cost of living has put a strain on most people, some having to move back home or house share.

Properties have got more cars than spaces to park. Poppleton is one of those villages that have cars everywhere.

You could possibly do a no waiting in accordance with the police distace of 10 meters from the junction, but not the full 80 meters propped, as its going to cause more problems than its saving. I hope you take these points into concideration and pull the proposed zone.

- I am writing regarding the proposed traffic restrictions on Millfield Lane and Ebor Way, Nether Poppleton. We have resided at this address for 30 years and have seen daily the problems at this junction.

We can see that restrictions are required at the corner of Millfield Lane 15mtrs / Ebor Way 35 mtrs as people do not seem to know the Highway Code.

The proposed restrictions on the north side of Ebor Way 80mtrs will still cause problems as vehicles will then obviously park on the south side of the road.

At present on entering/ exiting our drive we have a clear view in both directions even if vehicles are parked on the north side.

If vehicles park on the south side it will restrict our vision for cyclists/ mobility scooters/ motorised vehicles.

We have noticed that vehicles turning onto Ebor Way from Millfield Lane are generally moving slower whilst vehicles travelling up Ebor Way from the shops tend to speed right up to the junction. Our proposal would be to have restrictions around the corners of Millfield Lane 15mtrs / Ebor Way 35mtrs and the other section of 45mtrs to the corner of Nether Way to have no restrictions or to have restrictions on both sides of the road.

- We are the owners of (House number redacted) Ebor Way, the property which has possibly been most affected by the parking issues at the Ebor Way/ Millfield Lane corner.

I wish to make the following points regarding your proposal to introduce parking restrictions at this junction.

1. The need to control parking at this junction reached a peak around September 2021 (i.e. over two years ago) due to the actions of staff from the Little Green Rascals nursery on Millfield Lane in insisting on parking on Ebor Way as near as possible to their place of work.

This action caused problems with traffic having to pass up to six cars parked closely together whilst approaching the junction with Millfield Lane and often forcing cars turning into Ebor Way to reverse back onto Millfield Lane.

It was at this point that several residents raised this issue with our local City Councillor.

In the ensuing two years the situation has improved significantly to the point that most days there are no cars parked on Ebor Way.

2. If parking restrictions were to be introduced to discourage nursery staff from returning to Ebor Way I believe a restriction on parking of Monday-Friday 8am to 6pm would be more than adequate.

3. The restrictions you propose mean that no cars could park on the northern side of Ebor Way between Nether Way and Millfield Lane, this is a regular drop-off point for parents taking their children to the nursery which does not appear to cause any traffic issues.

Your proposal is that there would be no restrictions on parking on the southern side of Ebor Way from the drive at the side of 26 Millfield Lane to beyond 16 Ebor Way. This would mean that cars emerging from the drives of these properties could have their view of oncoming traffic from either direction restricted by parked cars, a potentially dangerous situation especially at school times considering the number of children who use Ebor Way as part of their cycling route to Manor School.

IN SUMMARY:

1. As things are at present I feel these restrictions are no longer needed.
2. The 'No Waiting at Anytime' restriction is an overreaction and Monday-Friday 8-6 would be adequate if restrictions need to be introduced.
3. If 'No Waiting at Anytime' is to be introduced to only one side of Ebor Way, it should be to the southern side of the road to ensure access to driveways are not compromised by parked cars.

Officer analysis and recommendation

Two site visits have been completed since the statutory consultation and have witnessed vehicles still parking close to the junction. It was also observed that the volume of vehicles was significantly less than had been previously.



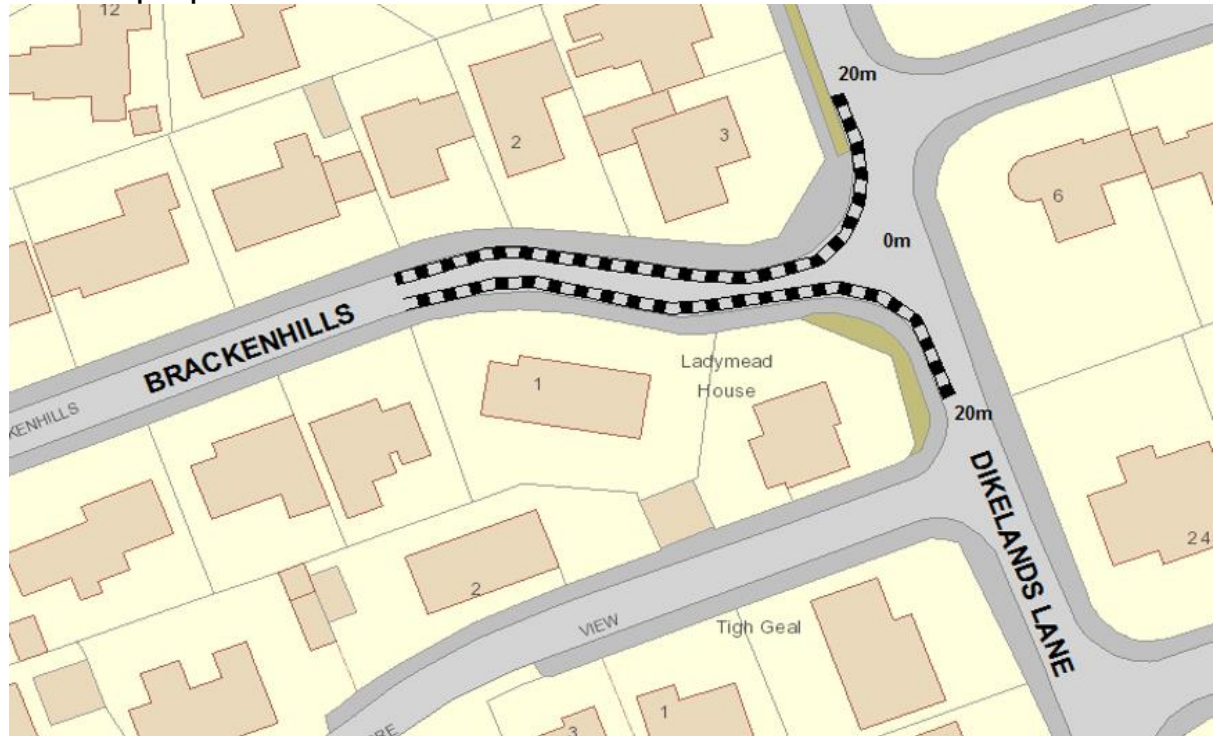
Options.

- 1. Implement as advertised- Not recommended**
- 2. No further action- Not recommended**
- 3. Implement a lesser restriction- Recommended as vehicles are still parking close to the junction.**

P2**Location: Brackenhills****Nature of problem and advertised proposal**

Cllr. Hook and a resident raised an issue of vehicles parking close to the junction leading to vehicles turning left into the junction having to brake hard to avoid a collision.

Plan of proposed restrictions:

**Representations received**

We received three representations in objection to the proposal.

Cllr. Hook's comments:

- UPPC are generally not in favour because they do not want a proliferation of yellow lines in the village. Repainting the white lines, including the middle one leading into Brackenhills, might deter parking because it reminds people they are near to the entrance, even if they can't see it.

Representations in objection:

- As the owner of (House number redacted) Brackenhills I wish to submit my objection to the No Waiting at any time proposed restriction in this residential street. At the present time cars parked in this area are visiting the privately owned houses 1 to 4 and are not parked all day. Should this restriction be enforced my frontage will become a natural parking area restricting entrance and causing visitors to my property to park further in on the street. This is a rural residential street which has not experienced any problems to date. At no time have I been consulted for an opinion and consider this heavy handed in a quiet residential street.

- I think unfortunately this is the council being drawn into a dispute between neighbours as opposed to an actual safety issue. I know some of my neighbours who live on Bracken Hills are frustrated, with some cause, that a resident who lives I believe on Dikelands Lane parks their car in the junction of Bracken Hills and Dikelands Lane and that words have been exchanged over the past couple of years.

I think this is though a case of people being frustrated that a single vehicle is parking on the road and they are having to navigate around it, which is understandable but one of the normal issues on living on a housing estate. That feels different to a: “danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising” Which I think is the only element of the legislation that could potentially apply here?

I work largely from home facing the street and as far as I am aware there have been no actual incidents/ near misses that have occurred on the road, the traffic including larger delivery vehicles, bin lorries etc is very low volume and flows freely through the day, I’m not sure if from your side your seeing data that shows differently or there is evidence here that the road has safety issues as opposed to disgruntled individuals flagging a potential issue. As above for me this is a neighbour dispute, not a safety issue so would be keen to protest against any restriction. On any morning in Poppleton or other quiet housing estates in York you would find streets with significantly more cars than Bracken Hills parked like this, feels therefore highly disproportionate to target restrictions on a road of this type, with the minimal traffic volumes, and low levels of parked cars (rarely more than 2 vehicles parked on the road on the whole of Bracken Hills) . However if the formal council view differs and settles on the need for double yellow line marking in the junction, then would strongly object to the marking continuing past the boundary of Ladymead House. Stopping there would eliminate the vehicle parking just inside the junction whilst still allowing the residents of 1-3 Bracken Hill’s to continue to have visitors park outside their properties, this would be beneficial not just for my own property, but for my elderly neighbours across the road who rely heavily on visits and support from family

Officer analysis and recommendation

Three site visits have been completed and have not witnessed any vehicles parking close to the junction.

Options.

1. **Implement as advertised-** Not recommended.

- 2. No further action-** Recommended. Implementing restrictions for what has been reported to be a very rare occurrence in a rural location is not supported by residents or the Parish Council.
- 3. Implement a lesser restriction-** Not recommended.

Annex Q Westfield Ward

Q1

Location: Croftway

Nature of problem and advertised proposal

Cllr. Waller and a resident raised an issue of vehicles parking near to the junction and restricting access and visibility.

Plan of proposed no waiting at any time restriction:



Representations received

We received five representations in support and one in objection.

Comments received from Cllr. Waller:

The major concern had been raised with regards to being able to safely emerge onto Wetherby Road/Acomb Green, and to have good sight of cyclists. There have been regular complaints from residents with regards to vehicles left for long periods of time in this area unconnected to nearby homes. There are similar issues at the end of Acomb Green nearby.

Representations in support:

- I write in support of the proposed parking restrictions for the entrance to Croftway, Acomb.

For too long dangerous parking has been a constant hazard, restricting the view of oncoming cars and pedestrians when both leaving and entering Croftway. When road conditions are icy, access to Croftway is made more dangerous on this corner when cars are parked there, especially when the cars parked are not close to the curbside. In addition, the inconsiderate parking at this entrance point often makes the road narrow to the point of being sometimes impassable, near the telegraph pole which is on the grass opposite. The proposed parking restrictions would greatly improve the safety of both residents and visitors to Croftway, in vehicles or as pedestrians. I fully support the proposals.

- Thank you for your notice of proposal to introduce traffic restrictions at the end of Croftway. Vehicles here block visibility & access and have made this spot increasingly difficult to navigate safely.

- As a resident of Croftway I write in support of the proposed amendments and to encourage a favourable decision to be reached at the earliest opportunity.

Local residents are currently plagued with inconsiderate and dangerous parking of vehicles associated with the junctions of Croftway, Danebury Drive and The Green with Wetherby Road. The parking/ storage of vehicles in the areas approximated in red shading on the attached aerial image is not understood to be associated with residents, but rather is industrial in nature, being mostly associated with a local motor garage and to a lesser extent a local builder's business. It has escalated considerably in the period since a) ownership of the garage has changed hands and b) development on land to the rear of properties on the north side of Wetherby Road has taken place. In addition to general inconvenience, the vehicle parking in the shaded areas now regularly results in damage to council/ public facilities and a hazard to the everyday safety of residents, pedestrians and general road users.

Parking specifically often extends onto pavements and verges, restricting access to pedestrians (especially those with toddlers, people using prams/ pushchairs, wheelchair users or those reliant upon a mobility trolley) and also often obstructing locations where kerbs have been lowered to help wheelchair users and mobility vehicles cross the road.

The same vehicles and/ or individuals responsible for those vehicles have persistently parked over the kerb line causing

damage to verges and the extended Green, in addition to causing obstructions to other road users. What were previously pristine grass verges that constituted features of amenity value and which complemented the stone cattle trough heritage asset are now reduced to unsightly and unnavigable areas of churned-up mud. Further, in contravention to Rule 243 of the Highway Code vehicles are routinely parked within 10 meters of road junctions (in areas not associated with authorised parking spaces) causing further road safety hazards to those crossing, exiting or entering these junctions.

In summary, the sooner 'no waiting at any time' restrictions are implemented and enforced the better. However, in advance of such restrictions being agreed I would encourage parking enforcement officers and/ or members of the local constabulary to frequent the above junctions and wider area associated with them and to uphold the Highway Code, existing rules, regulations and legislation as so far as these are currently being breached.

- As a resident on Croftway, Acomb, YO26 5LU, I strongly support the proposed amendments to the Traffic Order to Croftway. For years, there has been a great issue with vehicles parking at the entrance to Croftway which is causing a hazard to residents trying to exit and enter the cul-de-sac.

On numerous occasions, we are subject to 'No view of pedestrians or cyclists, in particular children, coming down Wetherby Road on the footpath and then crossing the entrance to Croftway and almost colliding with residents exiting the street. This has happened to myself numerous times as we have no view of potential hazards due to the parked vehicles blocking our view. Some residents have previously made complaints to the council regarding this safety issue over the years and I, myself have made numerous complaints over the same issue and urge the council to act before someone potentially, a child is injured or worse.

- We applaud the decision to place "No waiting at any time" markings at the opening of Croftway, Acomb. The street is very dangerous to enter/exit due to its narrow width so this will allow residents to navigate safely through the junction.

Thank you for this consideration. Hopefully we can have the amendments made soon.

Representation in objection:

- Whilst, in principle, this may seem a good idea, as a permanent resident of Croftway and a shareholder, I have deep concerns regarding this proposal.

When workmen closed that section of the road last year, the people parking there just parked further up on our private road causing an even bigger nuisance and obstruction. There is no reason to assume they won't do this again if double yellow lines are placed there.

Personally, I have not found any difficulties in negotiating past the parked vehicles on the Council section at the entrance and do not want the problem pushed further up Croftway. Members of the public are not allowed to enter or park on Croftway itself unless visiting residents or providing a service as it constitutes trespass. The only way I would agree to such a proposal is if, at the same time, there was a large 'Private Road - Access Only/Residents Only' sign erected at the entrance to our part of the road or preferably for this to be considered as an alternative, more satisfactory solution to the problem.

There has been a need for a Private Road sign for some considerable time and I am not the only resident who feels this. Hopefully, such a sign would deter anyone from parking anywhere on Croftway or even entering in the first place

Officer analysis and recommendation

The proposed restrictions are largely supported by the residents of Croftway and will restrict vehicles from parking close to the junction. Should residents agree to installing a 'Private Road' street name plate they are able to do so if the name plate is placed on the private land and is funded by the residents.

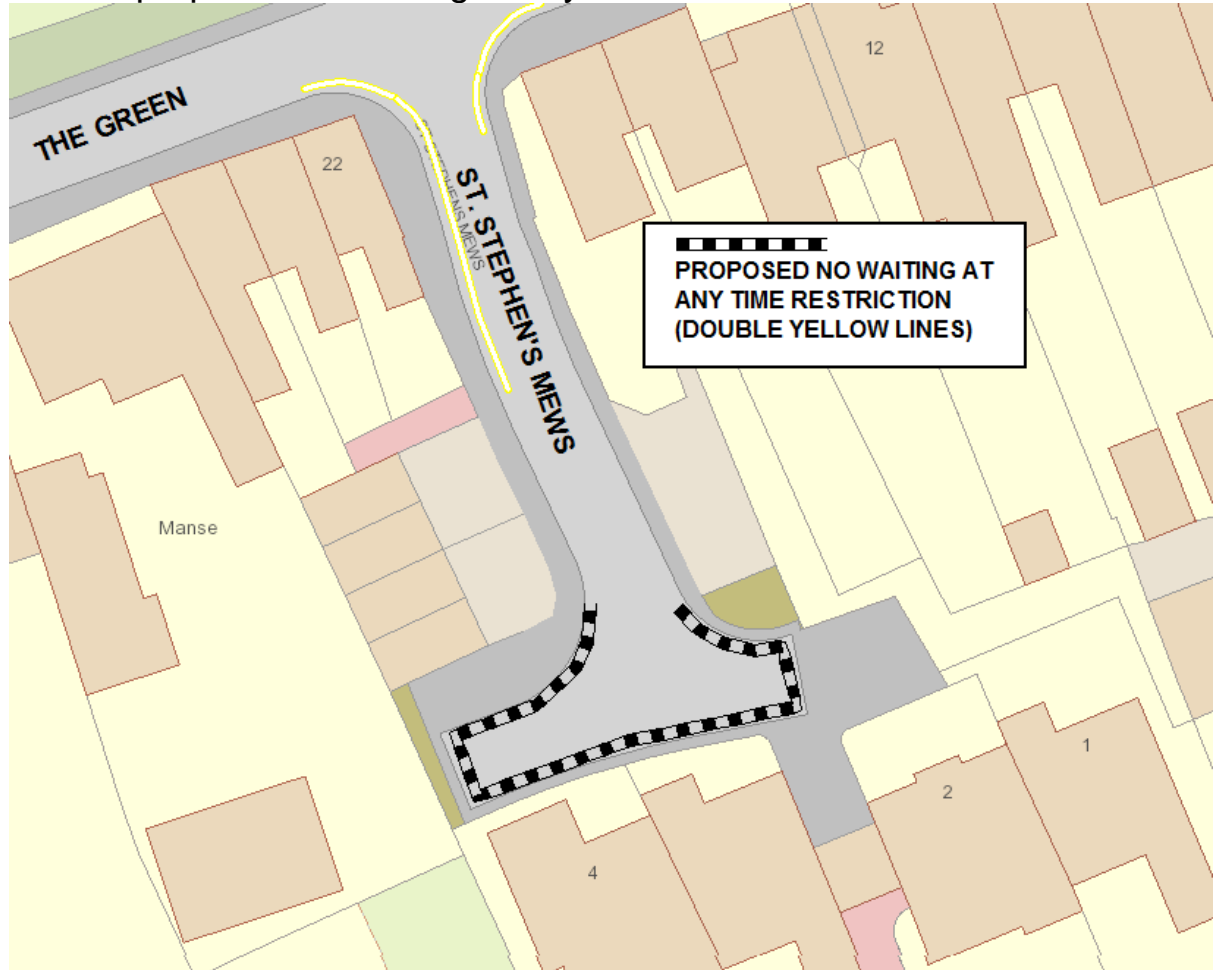
Options.

1. **Implement as advertised-** Recommended
2. **No further action-** Not recommended
3. **Implement a lesser restriction-** Not recommended

Q2**Location: St. Stephens Mews****Nature of problem and advertised proposal**

A resident raised an issue of parked vehicles restricting access to the turning head.

Plan of proposed no waiting at any time restriction:

**Representations received**

We received seven representations in objection to the proposal.

Representations received:

- I am the homeowner of (House number redacted) St Stephens Mews and my basis for objection is that there are no parking issues within St Stephens Mews and therefore the proposal is a poor use of public funding, both for the initial lining works and longterm enforcement of yellow lines.

The previous communication on this matter from Cllr Waller referenced that there is short cut through the Mews leading to Front Street however that is not factually correct as the cut through is now closed with no public access. I have lived at this address for over 18months and we have not experienced any non-residents

parking within the turning head. All residents & visitors park within allocated parking spaces.

I would ask if any traffic monitoring has been carried out or evidence has been presented to support this proposal? I cannot understand the basis for the proposal given that there is no parking issue whatsoever in the locality.

Additional to my objection on the grounds of an unnecessary use of public funds I also do not want yellow lines directly adjacent to my parking space on the eastern boundary of the highway. On very rare occasions, our childminder stops here very briefly to drop off our children. This causes no problems for adjacent neighbours who are fully understanding of the normal comings and goings of a busy family.

I believe this issue has been raised by a single household, supported by a ward Cllr with no evidence of an ongoing parking issue and I would therefore ask that it is not actioned.

I hope this information is helpful in reaching a decision regarding this proposed work but I am happy to be contacted to discuss further. Please could you notify me of your decision once the consultation period is concluded on 1st December.

- I own (House number redacted) The Green which is adjacent to St Stephen Mews and I oppose the proposal for the new road markings. It is not only the 4 houses on St Stephen Mews that this proposal impacts.

Parking in itself is very limited, if the restrictions are put in place, this will result in the cars that park at the bottom for access to the 4 houses will as a result have to park on the hill and therefore restricting parking for car owners of other properties on the Green using St Stephen Mews. This would then spill onto the Green.

I've also reviewed the information on the application and it is incorrect as people who park who are non-residents are not able to get to front street through St Stephen Mews. There is ample parking at Morrison's for people to park.

One approach that could be considered would be to put signage up in this area to prevent people parking and have consideration for others who live on the street.

There is the other issue of non-residents parking on the Green to go to St Stephens Church or the Inn on the Green which impacts parking for local residents also.

Again, permit parking or signage could be considered not only on the St Stephen's Mews but also on the Green.

- We are residents at (House number redacted) The Green, Acomb, York, YO26 5LR which borders St Stephens Mews to the left and

The Green to the front and we would like to OBJECT TO THE PROPOSAL based on the following:

There is currently no parking issue in the cul-de-sac. Parking is generally “off road” at the bottom of the street in parking bays / garage drives and other off road areas that do not restrict or block access to dwellings or access points. The only car that regularly parks at the bottom of the hammerhead is an Orange Ford Focus Having lived on The Green for a number of years we are unaware of an alleyway leading to Front Street and believe this is very misleading information therefore this “reason” for the proposal is totally flawed and incorrect.

Certain estate maintenance operations require vehicles to be parked in the hammerhead from time to time to facilitate these safely – this would be prevented by the proposed restrictions and cause more significant issues

Why is Council time and tax payers money being used in seriously considering this application? It is attempting to solve a problem that does not exist. The bigger issue is parking on The Green itself. Residents often struggle to park near their property due to Acomb shoppers and also with the increase of pubs/bars in the area which attract a lot of people. Would it not be better for the council to look to deem areas on The Green as resident parking only? .. this may actually generate income with residents paying a nominal annual fee for a permit and fines generated from enforcement action? ... or better still .. use the proposed funding to increase Police / Community PCO presence during March to September when there is a significant increase in teenage activity on the Green and Monument location which is highly disruptive to local residents and spoils there quiet enjoyment of the local area. We trust you will take the appropriate action and dismiss this proposal and focus on other more pressing matters that would serve the community of The Green in a more positive way.

- We are the residents at (House number redacted) St Stephens Mews, Acomb York and we would like to object to the proposal based on the following reasons for your consideration;

The background information on the T4 form issued on 07/09/23 is factually incorrect. It states ‘There is an alleyway leading from St Stephens Mews to Front Street which may lead to non resident short term parking’ There is no public alleyway or right of way, there is a locked gated access path which is only accessible by residents Nos 1-4 St Stephens Mews (as shown on the diagram below) This leads to the back gardens of No2 & No3. Only us and the residents at No 3 St Stephens Mews use this access gate.

There have never been any non residents ever parking in this area to use the access way, We have lived at (House number redacted) for 17 years and never experienced any issues.

- There currently is not a parking issue in the cul de sac, We have lived at (House number redacted) for 17 years and never had an issue with parking in this area. The only person that parks within the hammerhead is the resident at (House number redacted) St Stephens Mews who parks directly in front of their house.

- There is limited parking within St Stephens Mews, there are designated driveways and parking bays plus the highway on one side of the road which can accommodate 3 medium sized vehicles. Residents of The Green use and rely on this area to park.

- We object to the yellow lines extending passed our property, the entrance to the access gate between properties No2 & No3, our driveway and our property as indicated on the T4 form and shown on the diagram below (highlighted red line).

- The area in front of our drive way, that you have proposed to put 'No waiting at any time' is used on occasions for short durations, if your proposal is approved the following would not be able to done and would significantly impact us;

- a. Collection and dropping off of children for childcare.

- b. Delivery and unloading of shopping by supermarket companies.

- c. Window cleaner who uses ionised water and requires his vehicle parked in the hammerhead to access all properties.

- d. Vehicles delivering parcels and packages inc Royal Mail and local delivery companies.

- e. Last week Autoglass were required to park at the end of our driveway to repair our windscreen.

- f. If any emergency or maintenance work is required to our property, typically vehicles use the area at the end of our driveway to park to load / unload tools, equipment and materials.

- g. Our gardens are densely vegetated, the local company that maintain these, as above, park at the end of our driveway to load cut vegetation before removal.

- h. We maintain numerous vegetated areas on St Stephens Mews on behalf of all the residents as no one seems to own or manage.

To enable us to do that I park within the 'hammerhead' to enable us to load several tonnes of cut vegetation. If we cannot park in the area to work and load, I will not be able to maintain these areas as I won't be carrying several tonnes of vegetation 50-100m away.

This will have a detrimental impact as existing parking bays on the road will soon be overgrown reducing existing parking availability.

i. On occasions our family business long wheel base van is required to park at our property. It overhangs our driveway when I considerately park so that we do not block the pedestrian access gate to No1's property (if I park fully on the driveway it will make access into their property really difficult with shopping and pushchairs. We would then potentially have to park on the roadside on St Stephens Mews reducing 3 available spaces to 1 (due to its length). This would significantly reduce parking availability.

It should be noted that all of these situations require parking between the end of our driveway, adjacent the pedestrian access gate, do not obstruct any other property or park outside of any property, they are occasional and short durations <2hrs. All of these situations on a daily basis would potentially lead to the issue of parking tickets whilst living our daily lives doing normal daily activities.

We understand that the resident at (House number redacted) want to protect the areas in front of their properties so that no one parks in front of their property despite it being a 'public highway'. We have no issues or objections with yellow lines (No Waiting) being installed in line with their properties ending in line with the garden wall to No3, so that the lines do not extend in front of the locked gate to the pathway between properties No2 & No3, in front of our property or driveway.

We feel the current yellow lines around the entrance to St Stephen's Mews serve a real purpose, they actually do prevent irresponsible parking and blocking of the Mews junction, whereas the proposal does not benefit or serve any purpose, It does not act to prevent or reduce any safety issues.

We feel that funding proposed for this scheme could be used to benefit more members of the ward, it does not feel like wise spending of budget when there are clearly real parking issues around the areas of The Acomb Green at the junction to Acomb Road where cars are parked dangerously close to the junction, blocking vision of drivers and the pavement for pedestrians.

- My husband and myself object to this plan.

The reasons being that since living at No 3 there have been no problems with parking/waiting cars in the hammer head in this cul-de-sac.

Also, we understand, that there are no other cul-de-sacs in this area that have double yellow lines, so would question why these are proposed here????

We feel this is unnecessary and there is no reason for the double yellow lines to be put this hammer head.

Please consider our objection

- I'm writing to you to very strongly object to the proposed no waiting at any time restrictions (double yellow lines) at St Stephens Mew's in Acomb.

Firstly this is a complete waste of council tax payers money on something that is totally unnecessary. In fact more than unnecessary, it will have a detrimental impact on the residents of St Stephen's Mews.

The only vehicles that ever wait or park in this area are delivery vans delivering items to the 4 houses on St Stephens Mews, occasional guests that are visiting one of the 4 houses on St Stephens Mews and very occasionally workmen that are doing work at one of houses on St Stephens Mews.

As the area where it's possible to park 3 cars (the west side at the top of St Stephens Mews) is pretty much permanently occupied by vehicles belonging to residents of The Green, implementing double yellow lines as proposed will mean delivery drivers will have to find somewhere to park on The Green and walk with there items to deliver them. Any guests will have to find somewhere to park on The Green and workmen will have park there vans on The Green and carry any tools they need 100-200m (realistically guaranteed parking spaces are past the Quaker Meeting House).

I believe, like myself, all the houses on St Stephens Mews use a local independent widow cleaner (based on The Green) who uses de-ionised filtered water coming through a hose from his van. So we won't be able to use his services any more. Most of the houses here use a tree surgeon to have the back hedges cut once a year, another service that will be impacted and I can think of many more examples.

All impact from this proposal is negative. I can think of no positive benefits. Also there are never any problems turning here as its probably the longest & widest turning area of any cul-de-sac in York.

Isn't it the Job of the local council to spend our money on making life better for the residents, not worse ?

I'm gobsmacked that this has even reached this proposal stage as there is no president for it. I can't think of anywhere in York where there are double yellow lines on the turning space of a residential dead end cul-de-sac.

I have briefly spoken to all the residents of St Stephens Mews and they all seem to feel the same way so I expect you will be getting more objection letters in the near future.

Hopefully this will be resolved positively for the residents of St Stephens Mews and no more of our council tax money will be wasted on this.

- I am mailing you to object to the proposal to double yellow the turning head in St Stephen's Mews. I have lived at (House number redacted) The Green for 38yrs and have had use of a parking lot and right of rear access to my property since the inception of St Stephens Mews.

I have never witnessed any problem with parking in the said location and fear that a parking ban will severely impact on the properties in and around SSMs. Delivery, Trade and Visitors will find the situation extremely difficult.

I have read a copy of a letter of objection sent to you 19/11 from occupiers (house number redacted) SSMs. I agree with every point of objection raised by (names redacted).

The proposed work would be a complete waste of money and would not benefit anyone residing in this location.

There are two areas of concern on The Green that urgently require parking restrictions.

1. The junction of The Green, Wetherby Rd & Danebury Drive.

Daily parking on the pavement and close to a junction.

2. Where The Green meets Askham Lane opposite the entrance to Acomb Cricket Club/York Bridge Club. Daily parking on a blind bend.

It's my honest opinion that it's only a matter of time before someone is seriously injured or even killed at either of these locations.

Officer analysis and recommendation

All the properties that would be affected by the proposed restrictions have objected to the proposal.

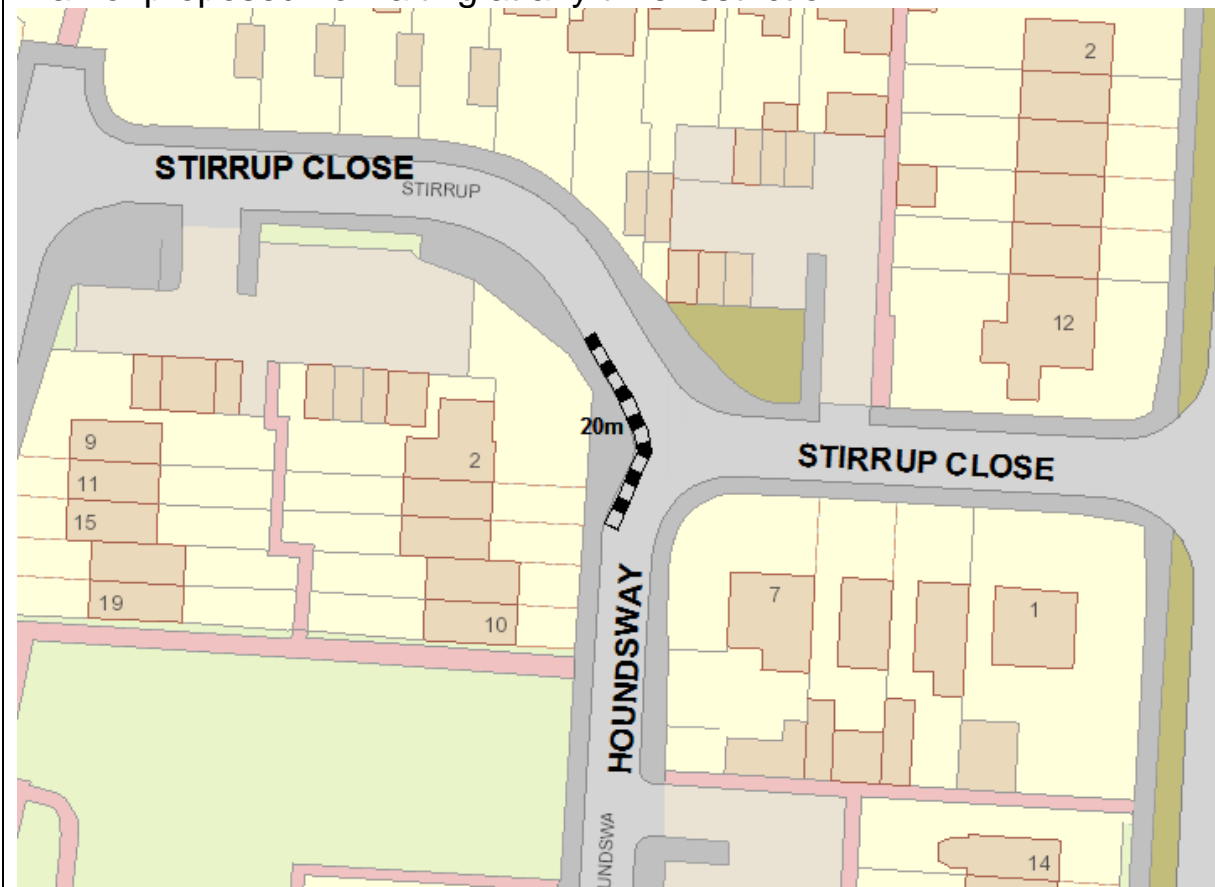
Options.

- 1. Implement as advertised-** Not recommended
- 2. No further action-** Recommended as the proposal is not supported by any of the residents.
- 3. Implement a lesser restriction-** Not recommended.

Q3**Location: Stirrup Close/Houndsway****Nature of problem and advertised proposal**

A resident raised an issue regarding a vehicle parking on the footpath/ junction and restricting visibility of the Stirrup Close/Houndsway directional street name plate.

Plan of proposed no waiting at any time restriction:

**Representations received**

We received six objections to the proposal.

Comments received from Cllr. Waller:

- The consensus position from nearby residents is that the road sign from Stirrup Close could be relocated from the streetlight opposite the Houndsway junction and added to the same column as currently shows the Houndsway sign and thus achieve the objective of legible road signage at a much reduced cost to the process of advertising the TROs for the application of a very short stretch of double yellow lines.

Representations received:

- I strongly object to the above proposed traffic restrictions for the following reasons:
 - This is not needed and has caused unnecessary concern for me and the residents of the properties it would affect.

- I do not have an issue with the car parked in front of my house. As a single person it offers me security and it does not cause an obstruction for pedestrians, wheelchairs or mobility scooters.
- I have elderly parents with mobility issues who may be deterred from visiting if they are unable to park close to my property which would have a negative impact on my mental health and wellbeing.
- From the initial concern a suggestion to raise the lower street name plate was made. There is already a name plate for Stirrup Close. This, or an additional name plate, could be fixed adjacent to the Houndsway sign on the lamp post at the edge of my property which would provide better visibility to oncoming vehicles.
- The above solution would be a lot cheaper than introducing double yellow line restrictions. The amount of money this issue/consultation/letters/council meetings must have already cost plus the cost of the proposed works is a disgraceful waste/use of money which I would think the council can ill afford.
- As a homeowner, and friend to all on the street I find the idea of this completely unnecessary and detrimental to the residents. We are a small street who accommodate each other with respect. By adding the double yellow lines this would cause a detrimental impact on both our neighbours and ourselves. With that said I wish to strongly oppose this suggestion.
- Please accept this email as an objection to proposed parking restrictions that will both affect Houndsway and Stirrup Close residents with the introduction of 20metres of double yellow lines. Local residents are aware that this proposal is based on one resident that had issues TWO years ago when a delivery van was unable to find her house due to a car been parked in front of a low street sign.
Since this restriction has been put forward, the resident has in fact tried to take back their complaint as the proposals are not needed. The fact is, there is a Houndsway street sign displayed high on a lamp post almost in line with the lower sign and then about 5 metres around the forked junction of the two roads, another high street sign clearly displays Stirrup Close.
A suggestion to move the Stirrup Close sign onto the same lamppost as the Houndsway one must be a more sensible idea than the hassle of double yellow lines. Which official will be walking the streets to check on these double yellow lines throughout the day which are located nowhere near any others?
As a resident for over 16yrs, there has always been a car parked in front of the signage and there has never been an issue with local neighbours.

The neighbourhood is a very close one which consists of two dead end streets, no through traffic, nothing.

If double yellow lines were introduced, this will have a knock on effect to other local residents.

Cars from Stirrup Close that park on private land belonging to the houses on Houndsway will need to relocate their cars to allow cars affected by the double yellow lines to park. The knock on effect in the local area will be detrimental to the harmony of the area.

Maybe if cars from the houses on Foxwood Lane, parked outside the front of their houses and not at the back on Stirrup Close, that would alleviate a problem too.

The proposal of double yellow lines is a preposterous idea and will affect the house prices where double yellow lines are going to be outside their properties. Why live somewhere with double yellow lines outside whereas next door properties don't?

I hope the council see sense and reject the proposal.

- The proposal to add yellow lines to the above road is totally unnecessary and if the yellow line proposal was to go ahead it would cause more problems for parking in the area. It would increase traffic speed on the corner as people would take less care driving. A simple solution to the identification of Stirrup Close would be to move the sign that's halfway up Stirrup Close but facing the wrong way or have a sign on the lamppost where the Houndsway sign is. I have lived here for over 20 years and there has never been a need to introduce yellow lines. Unfortunately for delivery drivers the YO24 postcode takes people to the top of the street, the disadvantage of being reliant on a SATNAV. As for the car that parks on the wide kerb there is always ample room for anybody to pass with a large pram or mobility scooter. There has always been someone's car parked there and it has never caused any issues since the Estate was built.

As a resident of Houndsway YO243NQ I would like to object to the proposal of double yellow lines outside our properties.

This case has apparently been raised due to the complaint of one resident living on Stirrup Close regarding Asda deliveries two years ago and there has apparently been no more concerns raised since according to our local councillors. Is this really grounds for double yellow lines?

It could set a precedence for the request for parking restrictions on other parts of Houndsway and Stirrup Close. Many properties don't have or can't afford to create off street parking due to the price of having a dropped kerb installed, and as it stands we all manage to park with no problems or objections amongst each other apart

from this one isolated case. This includes the parking of residents from Foxwood lane parking to the rear of their properties on Stirrup Close. In some cases off street parking facilities not used by residents of Houndsway have been offered and are being used by residents of Stirrup Close with no facilities, easing parking and access for residents with off street parking on parts of Stirrup close.

In many cases we became a closer knit community due to lockdown and I fear this could upset the status quo.

There are also concerns amongst residents that this will push parking into areas that are not causing issues at the moment. Perhaps financial help could be offered for the creation of dropped kerbs instead of double yellow lines.

This proposal seems an unnecessary measure due to one complaint.

I would like to think that this proposal is rejected.

- I am writing in regards to your recent proposal to add double yellow lines to the corner of Houndsway. As a homeowner, and friend to all on the street I find the idea of this completely unnecessary and detrimental to the residents.

We are a small street who accommodate each other with respect.

By adding the double yellow lines this would cause a detrimental impact on both our neighbours and ourselves. With that said I wish to strongly oppose this suggestion.

Representation received from the Foxwood Residents Association:

- Three of our committee members live on Stirrup Close and have done so for over 30 years. We are therefore familiar with the parking situation.

The following summarises the situation.

1. All properties in the area have access to off-street parking spaces. In the case of the terraced properties on Houndsway and Stirrup Close (and Bellhouse Way), they are located in discrete communal parking areas. Some property owners have also chosen to provide dropped kerbs and an access to parking spaces in their front gardens. In the case of the detached houses in the area, they all have driveway and/or garage parking within the curtilage of the property.

2. Generally parking hasn't been an issue in the area in the 40 years or so since the estate was constructed. There were some issues with vandalism to vehicles parked in the communal areas although this has receded, and the spaces are now well used. The garages which were constructed in the communal areas were specified some 30 years ago. This means that they are too small

to accommodate many modern vehicles although they are well used for storage including motorcycles. There have been some issues with potential theft from the garages in recent months (with the target generally being motorcycles).

3. Parking congestion has increased in recent years because of commercial vehicle owners/employees parking at home. This partly stems from the increase in home deliveries. It is a mounting issue across York and is not peculiar to the Foxwood area.

4. We understand that the original complaint arose because the surface-level street name sign was obscured by an Audi car which routinely parked on the public footpath. This vehicle blocked the sightline of visitors and delivery drivers who were not familiar with the layout of the estate.

5. While parking on public footpaths may not be unlawful per se, it is in breach of the Highway Code. It represents an unnecessary hazard for disabled people, particularly those who are partially sighted.

6. Had we been consulted before the proposed parking restrictions were advertised, we would have suggested that the way forward was for the authorities to liaise with the owner of the car and ask him to park elsewhere.

7. We can now confirm that the Audi has not been parked on the footpath in Houndsway during the last 3 weeks. A Kia car was parked there for a short time today (photo).

8. Our view is that it is not necessary at this time to proceed with parking restrictions. The situation should be monitored for 6 months and, if the footpath parking has ended, then further action will not be necessary.

9. If, however, the Council intends to impose restrictions, then they should cover only the immediate corner of the Houndsway/Stirrup Close junction.

Officer analysis and recommendation

A street name plate has been removed from a nearby column and installed on the column on this junction. However, the issue of footpath parking remains at this location. The vehicle is accessing this area across the tactile crossing or up the full height of the kerbline. There is potential for damage to the highway to consider and a safety concern regarding driving on the footpath when accessing or exiting the space.



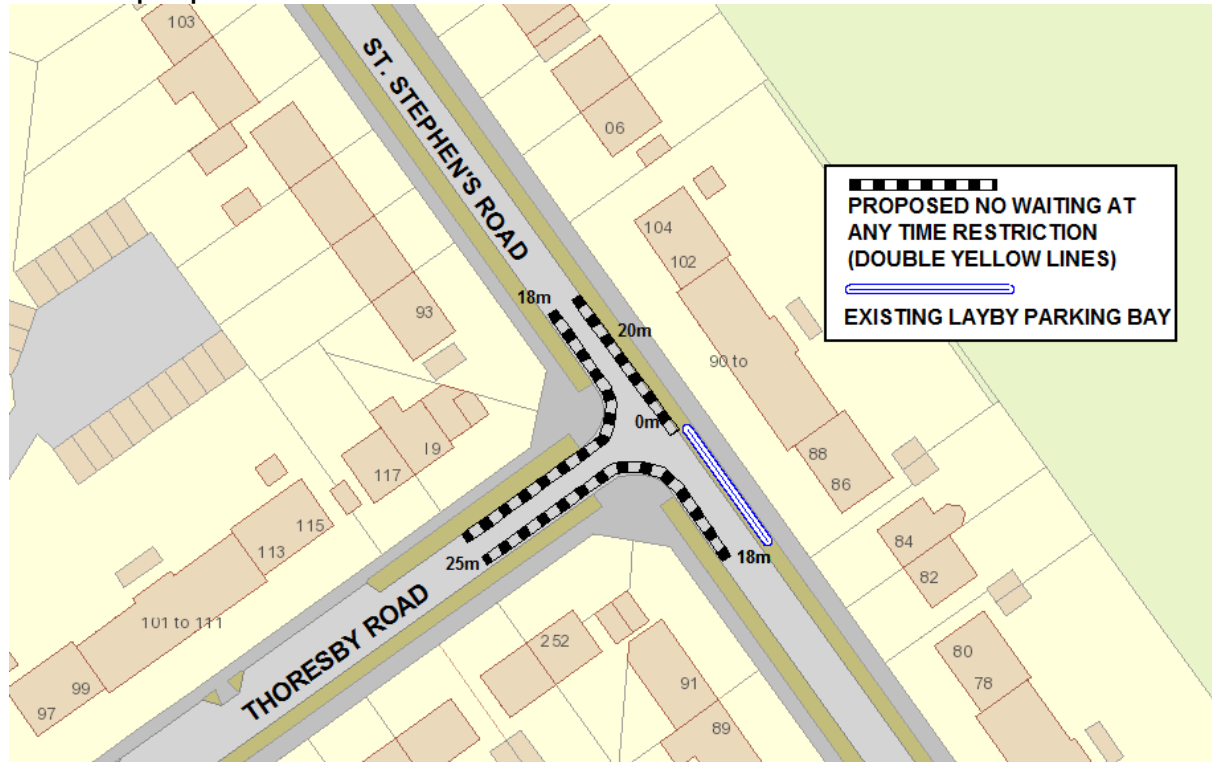
Options.

1. **Implement as advertised-** Recommended for the reason outlined above.
2. **No further action-** Not recommended.
3. **Implement a lesser restriction-** Not recommended

Q4**Location: St. Stephen's Road/ Thoresby Road****Nature of problem and advertised proposal**

Cllr. Waller raised an issue of vehicles parking close to the junction leading to restricted access for vehicles turning into the junction. The restricted access has created an issue for the refuse wagons manoeuvring in the area leading to some damaged verges.

Plan of proposed restrictions:

**Representations received**

We received five representations in objection to the proposal. We also received a petition with 16 signatories requesting Ecogrid lay-by in front of 90-104 St. Stephen's Road.

Comments from Cllr. Waller:

- The initial request related to parking across the verge cross over to the end property on the odd side of Thoresby Road. These double yellow lines go much further than the initial request. Residents in St Stephen's Road have signed a petition asking for an additional lay by in front of 90 to 104 should the double yellow lines be applied in front of that block. Whilst the double yellow lines in St Stephen's Road would assist with the operation of the bus route there is experience of a shortage of parking in this location which should be addressed through estate improvement works.

Representations in objection:

- I am writing regarding the proposal for double yellow lines outside the properties on the North East

side of the road on St Stephens Road~ After receiving no official information regarding the proposal until the signs were posted on the lamp posts outside my property~ Then receiving a copy of the proposal letter a week later from the Westfield Ward forum informing us of the proposal I wish to object to this proposal as a leaseholder in the flats address above~ This proposal will cause more difficulties for me personally with limited mobility issues and property owner~ As well as the other leaseholders and residents in the flats and other residents in St Stephens Road~ This proposal will not only de value our properties and cause personal difficulties but cause more parking issues on the road with ten cars needing parking places~ With at present a parking bay for only three~ Causing alternative parking needing to be sought fur~ther down the street outside other properties~ There have been a number of reasons put forward from other residents as to why this proposal has been put forward some been the use of parking on kerbs causing them to deteriorate this is due to private property owners on St Stephens Road having more than one car so using the kerbs for their second cars etc~ Bus route there is a limited bus service down the road that does not disrupt or hamper parking outside the properties~ I don't know or understand what this proposal for double yellow lines will do for St Stephens Road but I do know it will cause more difficulties for parking in the road so I must emphasise that I strongly object to this proposal

- In relation to the proposed No Waiting at any time in the letter dated 10th November 2023 for the Residents of Block 90 – 100 St Stephens Road Acomb .

On the Map included with the Proposed New Layout it shows 20m of Double Yellow Lines on the same side as the Block of Flats 90 – 100 and also Opposite on Thoresby road 25m up to the junction of St Stephens Road.

The 20 m Double yellows on St stephens itself with not improve the parking problem at all , I believe what it will do is push vehicles further down St Stephens Road causing a knock on effect for Residents who already park on the road itself causing further congestion and animosity when Car Owners are unable to park and may end up blocking driveways .

More parking needs to be made available ie another layby parking bay for 3 or more vehicles outside the Block of flats 90 – 100 this will reduce the intrusion of vehicles taking up the road and assist with the access for the bus that travels along the designated Bus Route thus reducing the Ongoing damage to the curbs on the junction of Thoresby Road and St Stephens.

I can Understand the possible need for the Double Yellows on Thoresby road 25m approach to the junction for vehicles but certainly not for St Stephens itself .

Surely other junctions onto St Stephens would have to be the same and not just one.

I strongly Object to the Proposal for he reasons above and hope that you can take these into serious consideration.

- I must inform you with great regret that I do not agree with the planned investment in creating a double yellow line on St. Stephens Road. I am a resident of the building opposite Thorsby Road, flat number (House number redacted). In our building we have 12 car owners and only three parking spaces intended for when there are yellow double lines. How do you imagine where the rest of the cars will be parked? We are supposed to park in nearby parking lots and have no control over them. Who will be responsible when someone destroys our cars? You will take responsibility in such a situation. Older people, disabled people and families with children live here. For decades, people were not bothered by the existing street parking situation. First, I propose to create additional parking spaces to provide residents with a place to park. I am sending you an example that can be introduced at low cost and where there may be new places.
- I am writing to strongly object to the proposed double yellow lines on St Stephens Road. The block of flats on the proposed junction, 90-100 St Stephens Road, YO24 3EF has currently 13 cars between the residents of the 10 flats. Where do you suggest we park considering there is only 3 spaces in the layby?! There is already disputes from residents in the next block if we park further down the street, I have personally been threatened by a local resident when I parked opposite his drive, on the public highway, upon my return home from work at 3am because I couldn't park near my own flat. It is bad enough that I cannot park near my home late at night, this situation is just going to be exacerbated by double yellow lines on this junction. If alternative parking is arranged first, by making the grass verges dedicated parking bays using the plastic gridding, then there may be a case for putting no waiting on the curves into Thoresby road, but leaving the main St Stephens road still parking. Surely it only needs to be on one side to enable the bus to get through? Also is this going to be put on the other junctions of St Stephens Road, St Stephens Green and the other Thoresby road junction? If not, why not?

Dear Sir/Madam,

As a resident of the block of flats in the St Stephens Road area, where the parking restrictions are being proposed.

I am writing to object on the grounds that, though I agree vehicles should not be parking on the junction.

These plans with out more of road parking being provided, is going to severely limit parking on St Stephens Road.

This will cause problems for your residents plus the grass verges that are now, will become a quagmire, hazardous, unsightly, and a disgrace to York city.

Yours faithfully

Officer analysis and recommendation

The petition and some of the objections we received requested the installation of an ecogrid parking lay-by. This is not within the scope of this project. Vehicles parking too close to the junction on Thoresby Road cause vehicles approaching the junction to proceed in the centre of the carriageway and have restricted visibility at the junction.

Options.

1. **Implement as advertised-** Not recommended.
2. **Take no further action-** Not recommended.
3. **Implement a lesser restriction-** Recommended to remove the proposed restrictions in front of the flats. The proposed restrictions on the junction will provide for vehicles approaching the junction in their lane and improve visibility(as per plan below)





| | |
|----------------------|--|
| Meeting: | Decision Session |
| Meeting date: | 21/05/2024 |
| Report of: | Annemarie Howarth |
| Portfolio of: | Executive Member for Economy and Transport |

Decision Report: Consideration of results received from the consultation to extend R23 Residents Parking Zone to include Government House Road and a decision to be made on placing limited waiting restrictions on Water End slip road.

Subject of Report

1. To report the results of the informal consultation feedback received from residents in response to a proposal to extend Resident Parking (ResPark) zone R23 (Westminster Road) to include properties on Government House Road, and determine what action is appropriate following the results.
2. To consider implementing limited waiting restrictions on Water End slip road, to limit car parking on the slip road to a maximum of 2 hours, to restrict long term parking and better support recreational users of the river area.

Pros and Cons

3. Consultations relating to the implementation of new or extended residents parking zones are usually brought forward at the request of residents. In the case of Government House Road, the majority of residents on the street submitted a petition to the Council in September 2020 to ask for their street to be consulted for implementing resident priority parking restrictions.
4. As the initial, informal consultation was taking place with the residents of the street, a representation was made to the Council about the use of the parking area on the slip road, where it appeared that commuters were parking for the whole day, restricting access to the riverside for

recreational users. As these areas are very close to each other and restricting parking in one area would affect the other, an additional informal consultation was carried out to ask residents for their views on proposals to restrict parking in both areas.

5. The recommendation is to progress to the next stage of consultation for both areas. If this is approved, it would enable the statutory consultation process for:
 - the extension of R23 to include Government House Road; and
 - a 2-hour parking limit on the slip road.
6. Progressing the recommended extension of R23, to include Government House Road, to legal advertisement would allow further consideration of the views of residents (in support and in objection). If the proposal is advertised, residents and non-residents alike would have the opportunity to provide written representations for or against the proposal which would be presented to the Executive Member for Transport at a decision on whether the extension of the zone should go ahead.
7. Should the scheme not be progressed to legal advertisement this would go against the majority views of the residents on Government House Road and would not give the opportunity to gather further representations from the wider community.
8. Additionally, should the proposed 2-hour parking restriction on Water End slip road be progressed to advertisement this would also give local residents and the wider community the opportunity to provide written representations.
9. Removing all day commuter parking will have an advantage for the community wishing to utilise the area along the river for short term recreational use. It would also comply with CYC's Local Transport Plan's objectives as described below.
10. The two areas and proposed restrictions need to be considered together as the introduction of a time limit for parking on the Water End slip road without introducing parking restrictions on Government House Road would be likely to result in the displacement of the commuter parking currently taking place on the slip road to on-street parking on Government House Road.

Policy Basis for Decision

11. To progress to the statutory consultation stage to consider implementing parking management measures in line with the council's objectives as stated in the Local Transport Plan and the majority preferences of residents from the consulted street.
12. Restricting parking on the slip road would comply with the Local Transport Plan (LTP) objective of *"the transfer of inward commuting and visitor trips to the Park & Ride service, combined with restricting the availability of city centre parking, will remain a key strategy for reducing trips in the urban area"*. As stated above, the two areas need to be considered together due to the risk of displaced parking if the slip road restrictions were to be implemented without restrictions on Government House Road.

Recommendation and Reasons

13. It is recommended that approval be given to advertise an amendment to the York Parking, Stopping and Waiting Traffic Regulation Order to:
 - Restrict the maximum duration of parking on the Water End slip road to 2 hours; and
 - Introduce Residents' Priority Parking for Government House Road as an extension of the existing R23 scheme. A plan showing the proposed extended scheme is provided as Annex C.
14. The recommended option acknowledges the LTP objective to transfer commuting and visitor trips to the Park & Ride services and the views of the majority of residents on Government House Road.
15. It also provides an opportunity for further representations to be considered once the proposed modifications to the Order are advertised.
16. The views gathered through the statutory consultation period will inform the decision to be made on whether to implement the recommended options or review the approach.
17. If parking restrictions are implemented on Water End slip road, this would be likely to have an impact on on-street parking on Government House Road which is currently largely unrestricted.

Background

18. A petition was received from a substantial proportion of residents on Government House Road in September 2020 requesting that the council consider implementing residents only parking restrictions on the street. As such the area was included within the current waiting list for resident parking consultations.
19. Once the area reached consultation stage, we collated and posted the relevant consultation documentation (informal consultation) to all properties included within the proposed extended area on 11th July 2023 requesting that residents return their questionnaires, by email wherever possible or to the Freepost address provided, by Friday 4th August 2023. The plan of the extended consultation area outlining which properties received the documentation is included as Annex C outlined in red.
20. During the consultation, separate communication was received requesting limited waiting restrictions to be implemented on the Water End slip road due to the long-term commuter parking taking place restricting the area available for short term recreational use visitors.
21. If any changes to the slip road are recommended this would then have an impact on residents of Government House Road and if restrictions were implemented on Government House Road, this would potentially have an impact on the slip road.
22. As such, a further update letter was sent to residents on 21st November 2023 (Annex E) to advise of the request and provide further opportunity for comments to be received to ensure that, due to the close proximity and impact each one would have on the other, both locations could be reviewed together.

Consultation Analysis

23. The consultation documentation is included within this report as:
 - **Annex A:** Consultation letter sent to residents of Government House Road.
 - **Annex B:** Questionnaire to be returned with preferred options.
 - **Annex C:** Plan of the consultation area and proposed extended R23 boundary.
 - **Annex D:** How a Resident Parking Scheme Works using entry/exit regulations, the current cost of permits.
 - **Annex E:** Additional update letter sent to residents relating to the slip road request.

24. There are nine properties located on Government House Road of which all provided a response. During the consultation period on proposed residents parking restrictions, we received eight responses in favour of a full time 24hour restriction and one against any resident parking restrictions for Government House Road.
25. One written representation was received against the proposed resident parking scheme, which is included in full within Annex G. This representation also relates to the adoption of Government House Road and the vehicle rights which exist. These matters have previously been addressed by CYC and are not relevant to this decision. Comments were also included relating to the existing parking taking place on Government House Road, with the representation expressing the view that there are no parking issues on the street.
26. Due to the additional request for restrictions to be implemented on Water End slip road and the objection comments received, a Parking Survey was undertaken in September 2023. The data was collated between 7.00am and 7.00pm from Wednesday 27th September to Sunday 1st October 2023. This was to ensure that parking activities were recorded for both mid-week and weekends.
27. The data collated confirmed that long term parking was taking place mainly on weekdays on both the slip road and Government House Road. The timings suggest that this would be regular commuter parking taking between 4 and 6 spaces of the current unrestricted area on the slip road on the days the data was collated.
28. There is currently unrestricted highway parking space for approximately 6 vehicles on the slip road. This all-day parking on weekdays significantly reduces parking capacity available on the slip road for recreational users, which in turn increases the non-resident parking taking place on Government House Road. Details of the data collated can be viewed within Annex I.
29. If approval to proceed to advertisement is granted, in line with the recommended option, further consultation will be carried out in accordance with the required legal process. Notices will be placed on street, in The Press and delivered to properties in the affected area. An update letter will be sent to all consulted properties advising of the outcome and next stages once established, it will also give details on how to provide further representations for consideration.

Details would also be delivered to the surrounding area due to the additional restrictions proposed for Water End slip road to enable representations to be received from the nearby properties which are not included within the proposed extended residents parking area.

Options Analysis and Evidential Basis

Option 1 (Recommended Option) (Annex C)

30. Advertise an amendment to the Traffic Regulation Order to introduce new Residents' Priority Parking restrictions for Government House Road, to operate 24hours Monday to Sunday, to be an extension of R23. In addition, it is recommended to introduce limited waiting parking restrictions on Water End slip road to restrict parking to a maximum of 2 hours, no return within 1 hour, 24 hours a day Monday to Sunday, as outlined on the plan included as Annex F.
31. This is the recommended option as it supports the Council's LTP objective to transfer commuting and visitor trips to the Park & Ride services, support residents' access needs to recreational areas on the riverside, addresses the parking displacement issues which would arise if restrictions were only implemented in one area, and acknowledges the views of the majority of residents on Government House Road.

Option 2:

32. No further action to be taken and the area is removed from the residents parking waiting list. Commuter parking on the slip road would continue to take place.
33. This is not the recommended option because it does not address the issues of commuter parking (in line with LTP objectives) and access to the riverside for recreational purposes. It would also go against the clearly expressed preference of the majority of residents on Government House Road.

Organisational Impact and Implications

34. This report has the following implications:
35. **Financial;** Funds allocated within the core transport budget will be used to progress the proposed residents parking scheme to legal advertisement. Should the scheme then be implemented the ongoing enforcement and administrative management of the additional residents

parking provision will need to be resourced from the department's budget, funded through income generated by the new restrictions.

36. **Human Resources (HR);** If implemented after advertisement, enforcement will fall to the Civil Enforcement Officers adding a relatively small area to an existing Resident Parking area. New zones/areas also impact on the Business Support Administrative services as well as Parking Services. Provision will need to be made from the income generated from new schemes to increase resources in these areas as well as within the Civil Enforcement Team as and when required. As the proposed changes are for relatively small areas, the impact of the proposed measures on workloads are likely to be limited.
37. **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.
38. When considering whether to make or amend a TRO, CYC as the Traffic Authority needs to consider:
39. The duty of the Authority (as set out in section 122(1) of the Road Traffic Regulation Act 1984) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) so far as practicable;
40. Factors which may point in favour of imposing a restriction on that movement. Such factors include the effect of such movement on the amenities of the locality and any other matters appearing to be relevant, including all the factors mentioned in Section 1 of the Road Traffic Regulation Act 1984 as being expedient in deciding whether a TRO should be made; and;
41. The balance between these considerations to come to the appropriate decision.
42. When considering the parking restrictions proposed for the Water End slip road, the Traffic Authority has considered its duty (as stated above) against the factors mentioned in Section 1 of the Road Traffic Regulation Act 1984 and the provision of access to recreational areas for all users, whilst implementing the Local Transport Plan's objective of restricting commuter and visitor parking close to the city centre to encourage the use of Park & Ride and sustainable modes of transport in the urban area.

43. **Procurement;** Any change, or additional signage will be procured in accordance with the Council's Contract Procedure Rules and where applicable, the Public Contract Regulations 2015. The Commercial Procurement team will need to be consulted should any purchasing for additional signage take place.
44. **Health and Wellbeing:** The introduction of a time limit on car parking on the Water End slip road aims to ensure that the small area of car parking remains available for recreational users of the riverside during the day. This should have a positive impact on the health and wellbeing of users of the paths alongside the river by enabling those who may not be able to travel there by sustainable modes to park near a convenient access point to access the riverside paths and open areas available near the River Ouse.
45. **Environment and Climate action;** implementing residents parking restrictions will restrict the number of vehicle movements looking to find on street parking and encourage the use of more sustainable transport modes for non-residents by reducing the opportunities to park in or close to the city centre, in line with Local Transport Plan objectives.
46. **Affordability:** residents and their visitors requiring on street parking on Government House Road will be required to pay to purchase a resident parking permit (or other permit as applicable) along with any visitor permits which would also be required. The financial impact on the residents of Government House Road is likely to be limited as most dwellings have sufficient off-street parking available to cater for the day to day needs of the dwellings. Limited waiting of 2 hours on Water End slip road is proposed to remain free of charge. The drivers which currently park on the Water End slip road are likely to have to find somewhere else to park, possibly at a cost (car parks, pay and display bays or Park & Ride), change transport mode or change destination.
47. **Equalities and Human Rights:** No direct equalities and human right implications have been identified.
48. This proposal would affect those residents living in the proposed extended area and any other residents who may currently utilise the existing unrestricted parking available
49. It is important to note however that Blue Badge holders are able to park in resident parking areas and limited waiting bays free of charge for unlimited durations.

- 50. Blue Badge holders would therefore be able to continue parking on Government House Road and on the Water End slip road without any additional costs or time restrictions.
- 51. **Data Protection and Privacy**; no issues identified.
- 52. **Communications**; no issues identified.
- 53. **Economy**; no issues identified.
- 54. **Specialist Implications Officers**; no issues identified.

Risks and Mitigations

- 55. In compliance with the Council’s risk management strategy there is an acceptable level of risk associated with the recommended option.

Wards Impacted

Clifton

Contact details

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

Author

| | |
|-------------------------|--------------------------|
| Name: | Annemarie Howarth |
| Job Title: | Traffic Projects Officer |
| Service Area: | Network Management |
| Telephone: | 01904 551337 |
| Report approved: | Yes/No |
| Date: | 19/03/2024 |

Background papers

N/A

Annexes:

- **Annex A:** Consultation letter sent to residents of Government House Road.
- **Annex B:** Questionnaire to return with preferred options.
- **Annex C:** Plan of the consultation area and proposed extended R23 boundary.
- **Annex D:** How a Resident Parking Scheme Works using entry/exit regulations, the current cost of permits.
- **Annex E:** Additional update letter sent to residents relating to the slip road request.
- **Annex F:** Plan of proposed restrictions.
- **Annex G:** Written representation received against the proposal.
- **Annex H:** Additional comments received after update letter sent in relation to Water End slip road.
- **Annex I:** Data collated during the Parking Survey undertaken on Government House Road and the Water End slip road.



To the owner

Dear Resident

Request for Residents' Priority Parking

We are writing to you because we have received a petition from residents of your street requesting us to consider introducing a Residents' Priority Parking scheme.

The attached plan indicates the extent of the proposed new area to be consulted which would be an extension of the existing R23 Westminster Road scheme (an outline of the existing boundary has also been included for reference). We are proposing to introduce a scheme within the extended boundary which would operate on entry zone signage. This type of scheme proposed does not require extensive signing and lining and would allow residents, when displaying the required permit, to park anywhere on street so long as you are not parking on any existing restrictions which may be in place and no obstruction to the highway or private accesses is being caused. Entry/exit signs would be erected at the entrance to the street and small ad hoc repeater signs can be placed on existing poles/lamp columns. A similar scheme can be seen nearby on Clifton Dale.

Generally we require a 50% response rate from the consultation. Then from the returns we would require a majority in favour to take the proposal forward and initiate the legal consultation/advertisement process (when formal objections and representations can be made).

Consequently, it would be helpful if you would take the time to complete the included questionnaire and return your preferences to highway.regulation@york.gov.uk before **Friday 4th August 2023**.

Alternatively, the questionnaire sheet can be returned to City of York Council using the following freepost address:

Directorate of Place & Economy

West Offices, Station Rise
York
YO1 6GA

Tel: 01904 551337

Email: highway.regulation@york.gov.uk

Date: 11th July 2023

Freepost RTEG-TYYU-KLTZ
City of York Council
West Offices
Station Rise
York YO1 6GA

Consultation documents

The following information and documents are enclosed:

1. Plan of the consultation area proposed to be included within the R23 zone (red outline). The existing R23 zone boundary has been outlined in black
2. How a Resident Parking Scheme Works using entry/exit regulations
3. Questionnaire (please return responses via email where possible)

We can only accept one completed questionnaire from each household. Please return these details along with any comments you may have to us by 4th August 2023.

Please where possible do try to email your responses to:
highway.regulation@york.gov.uk Please give all the information we have asked for on the questionnaire, including your name and address.

You can add 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 forward the contact details of the owner (if known) or managing agent. As residents in the area, you should still complete the questionnaire and return your preferences to us. We will contact the owner separately.

The results of the consultation will be reported to the Executive Member for Transport at a Public Decision Session. We will write to you again before the meeting date with further information on how to join the meeting or make further representation. The meeting is likely to take place in September.

Please contact me on the email address provided if you wish to discuss this further or require any clarification at this stage.

Yours faithfully

A Howarth

Corporate Director: Neil Ferris

www.york.gov.uk

Annemarie Howarth
Traffic Project Officer

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Return to: FAO Annemarie Howarth; Traffic Team, Network Management (Transport)

Questionnaire Sheet

Extension of R23
Residents' Priority Parking Scheme for
Government House Road



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 times of operation. It would also be helpful if you could complete this section even if you have indicated "NO"

| | |
|---------------------------------------|--|
| Monday to Friday, 9am to 5pm | |
| 7 day week restriction, full time | |
| Other? Please specify your preference | |

Name: (Mr. Mrs. Miss Ms)

Surname:

Address:

.....

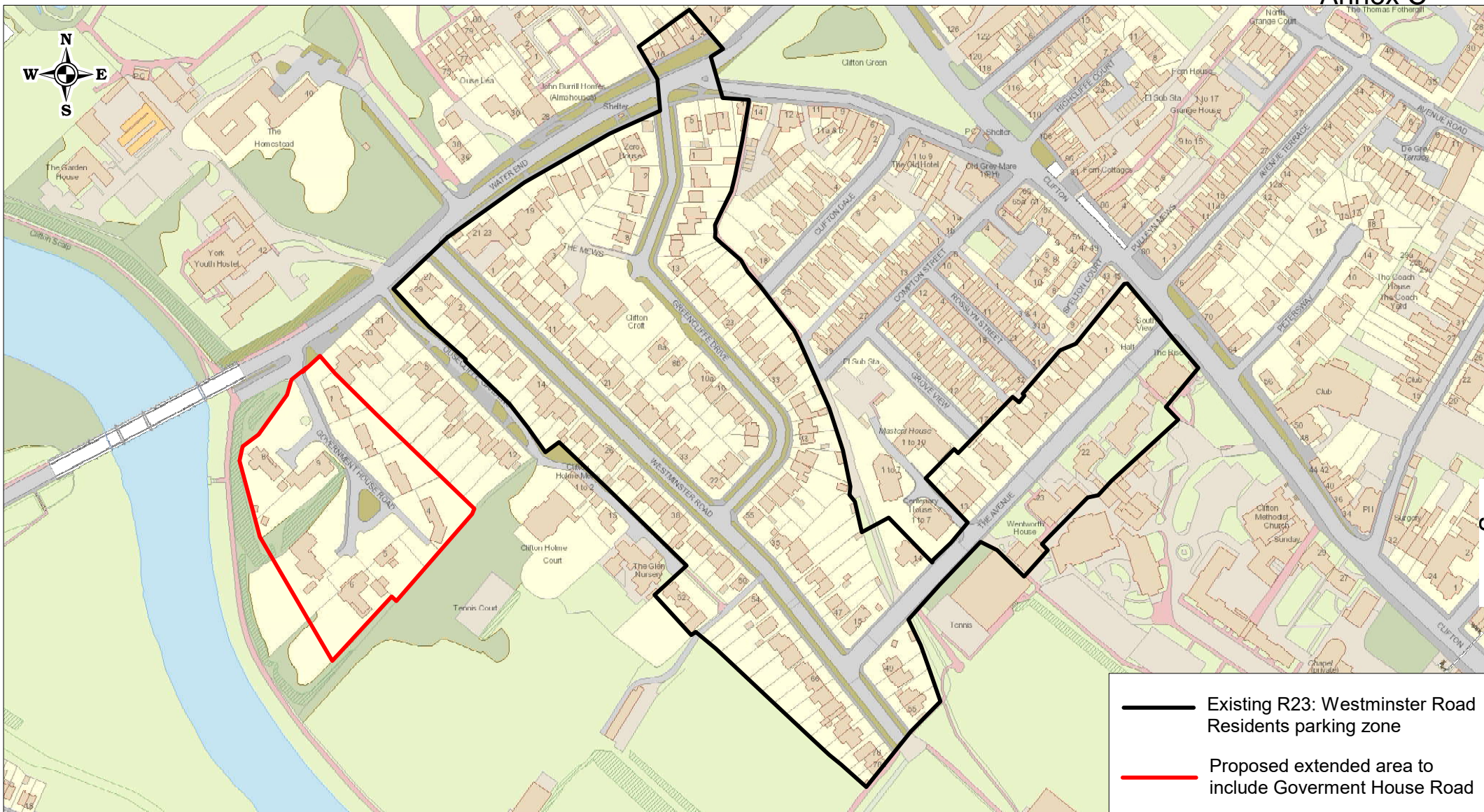
Postcode

Please return the above information via email where possible, alternatively return this form to:

*Freepost RTEG-TYYU-KLTZ
City of York Council
West Offices
Station Rise
York YO1 6GA*

*All responses must be received by **Friday 4th August**. We will only accept one completed form/email from each household and your preferences are kept confidential. Please aim to email your preferences and any comments you have to highway.regulation@york.gov.uk*

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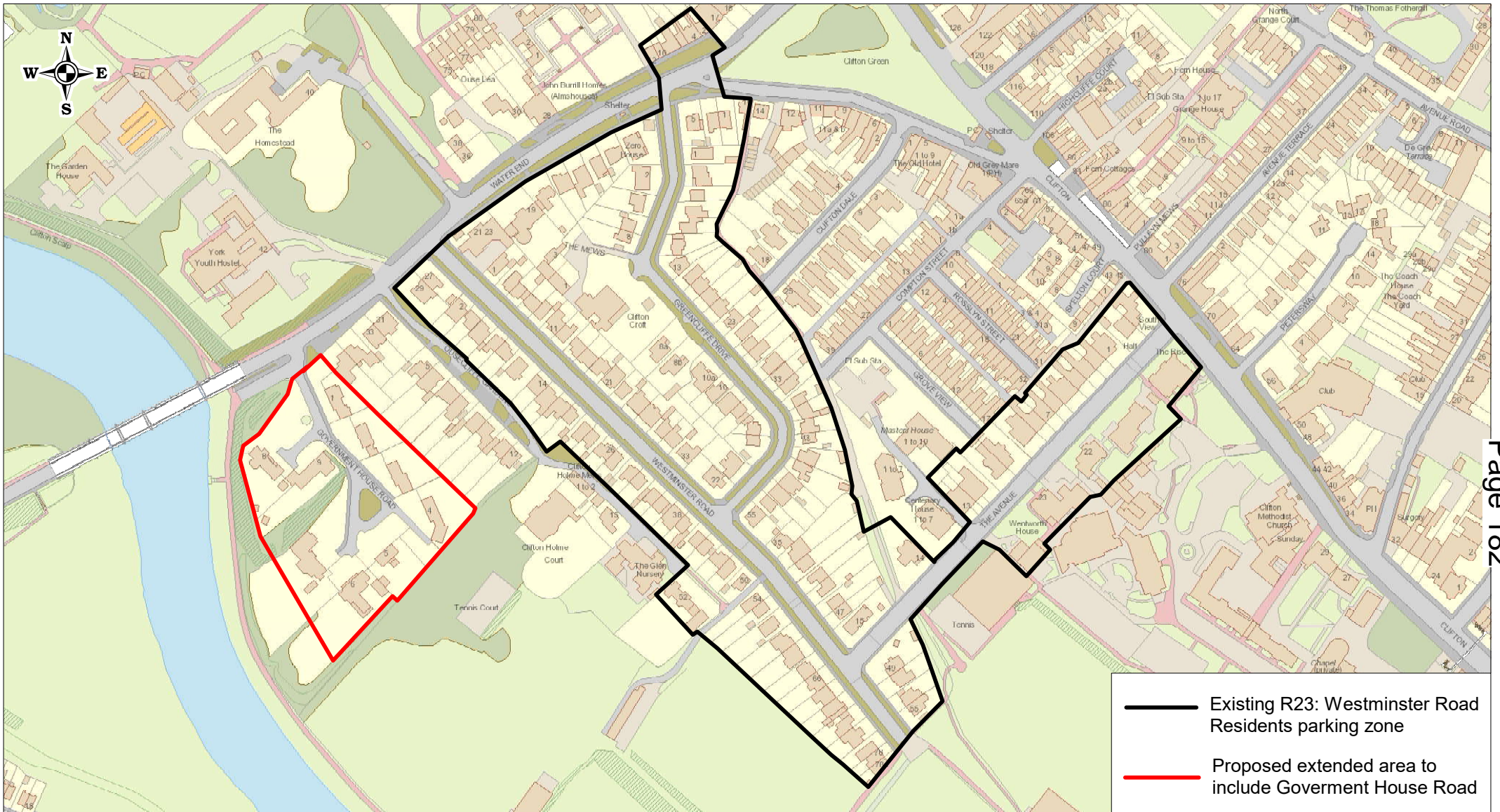
— Existing R23: Westminster Road Residents parking zone

— Proposed extended area to include Government House Road



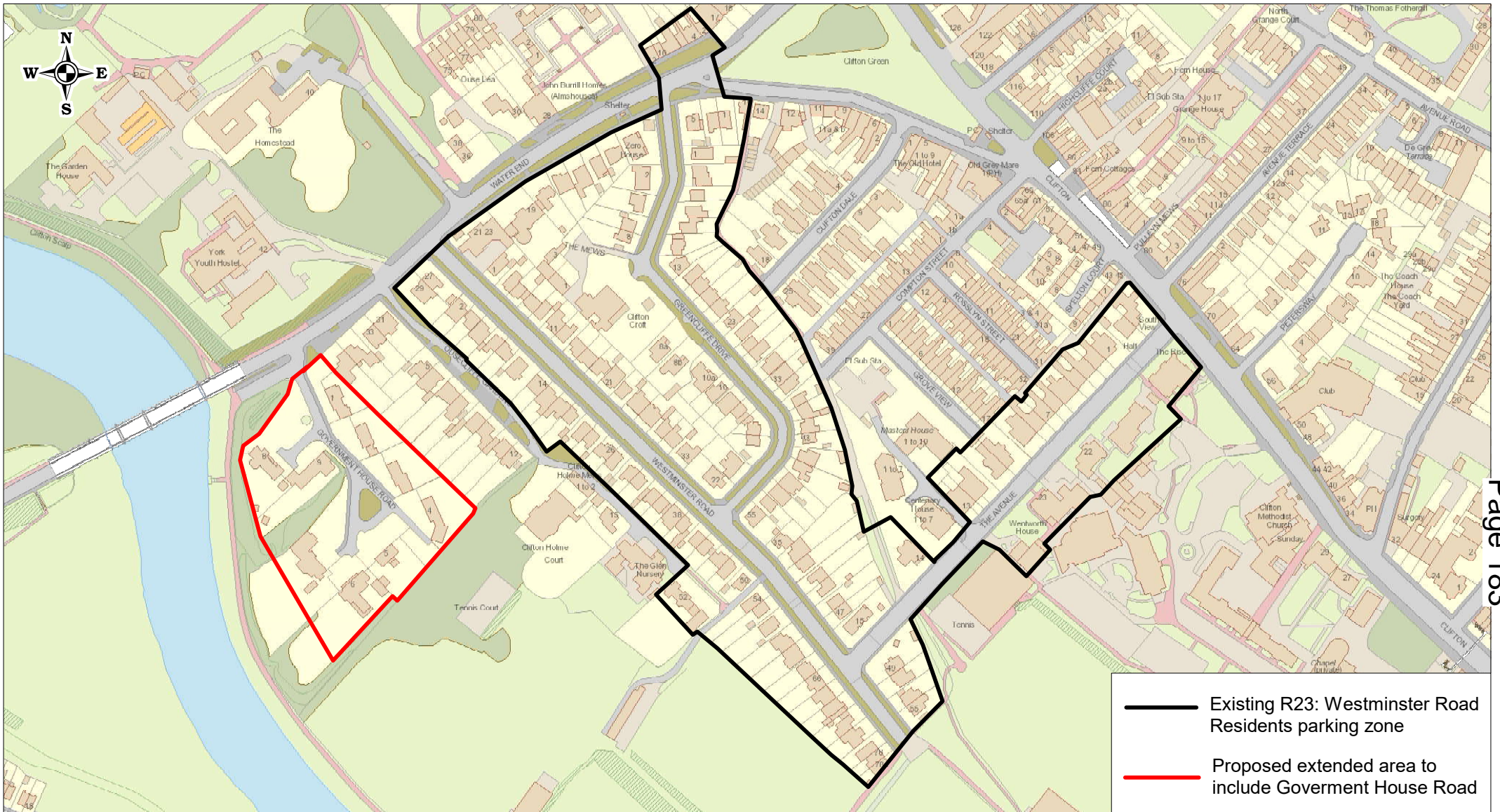
R23: proposed extended area to include Government House Road

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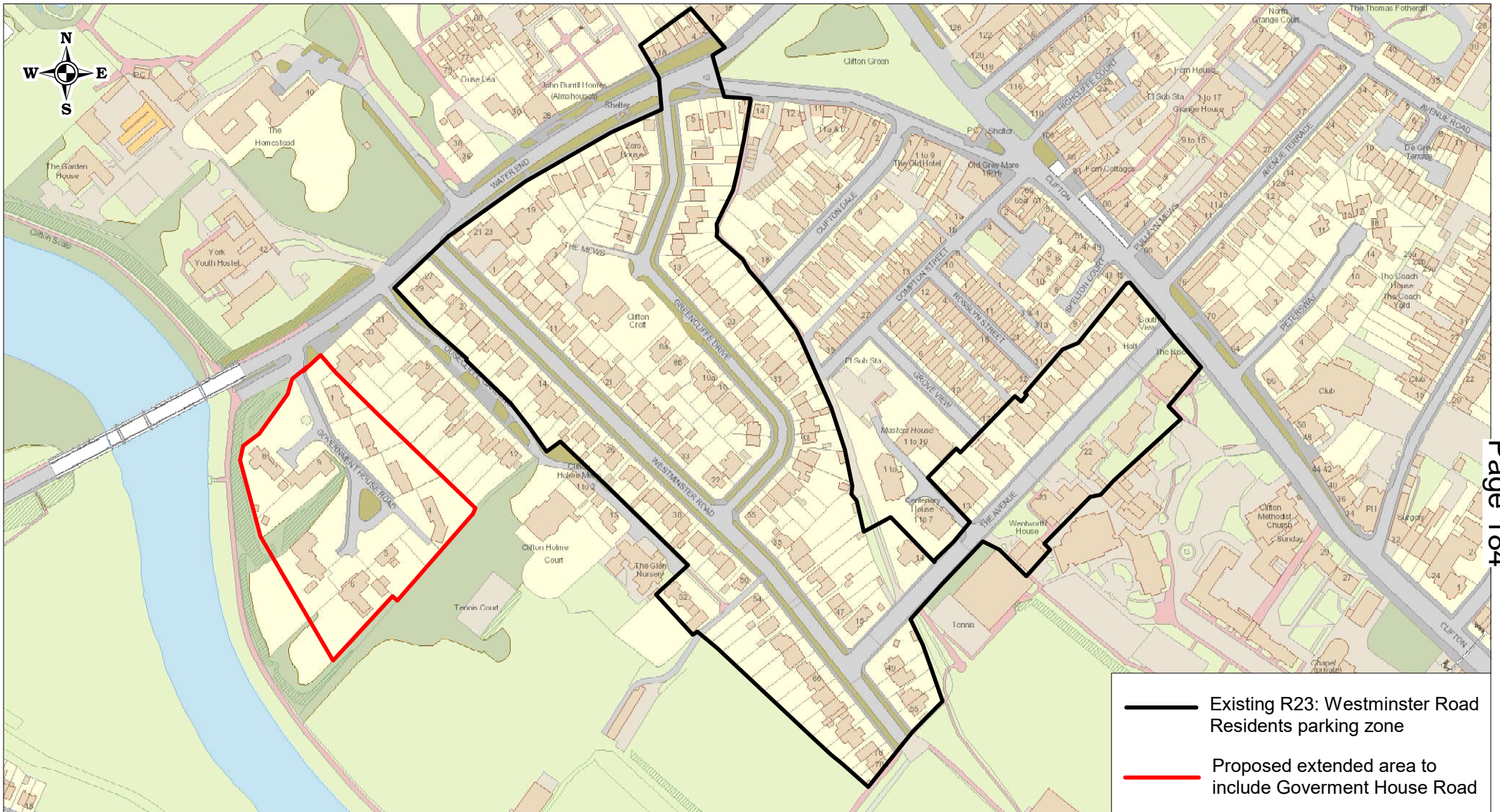
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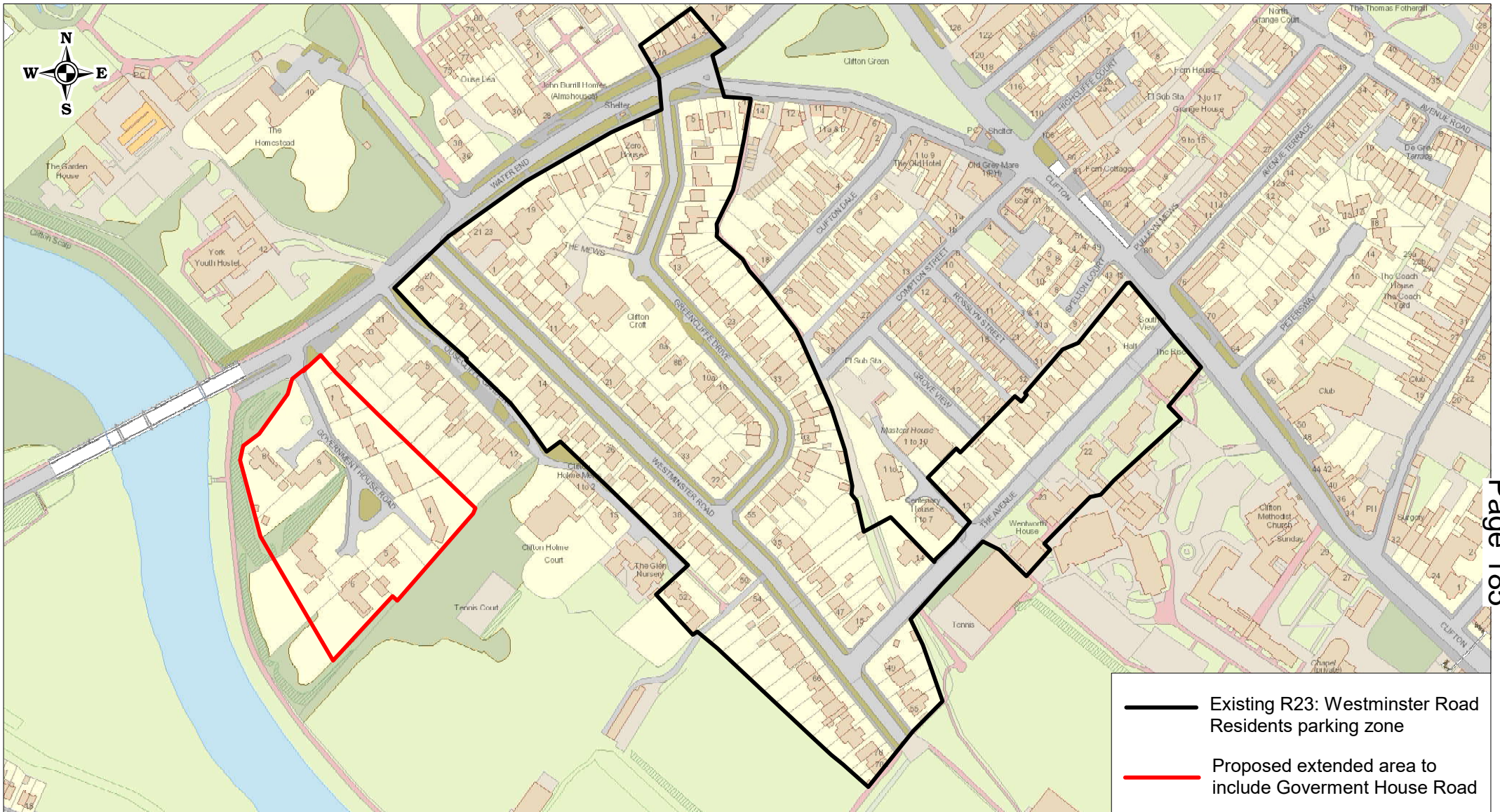




 Existing R23: Westminister Road Residents parking zone
 Proposed extended area to include Government House Road



R23: proposed extended area to include Government House Road

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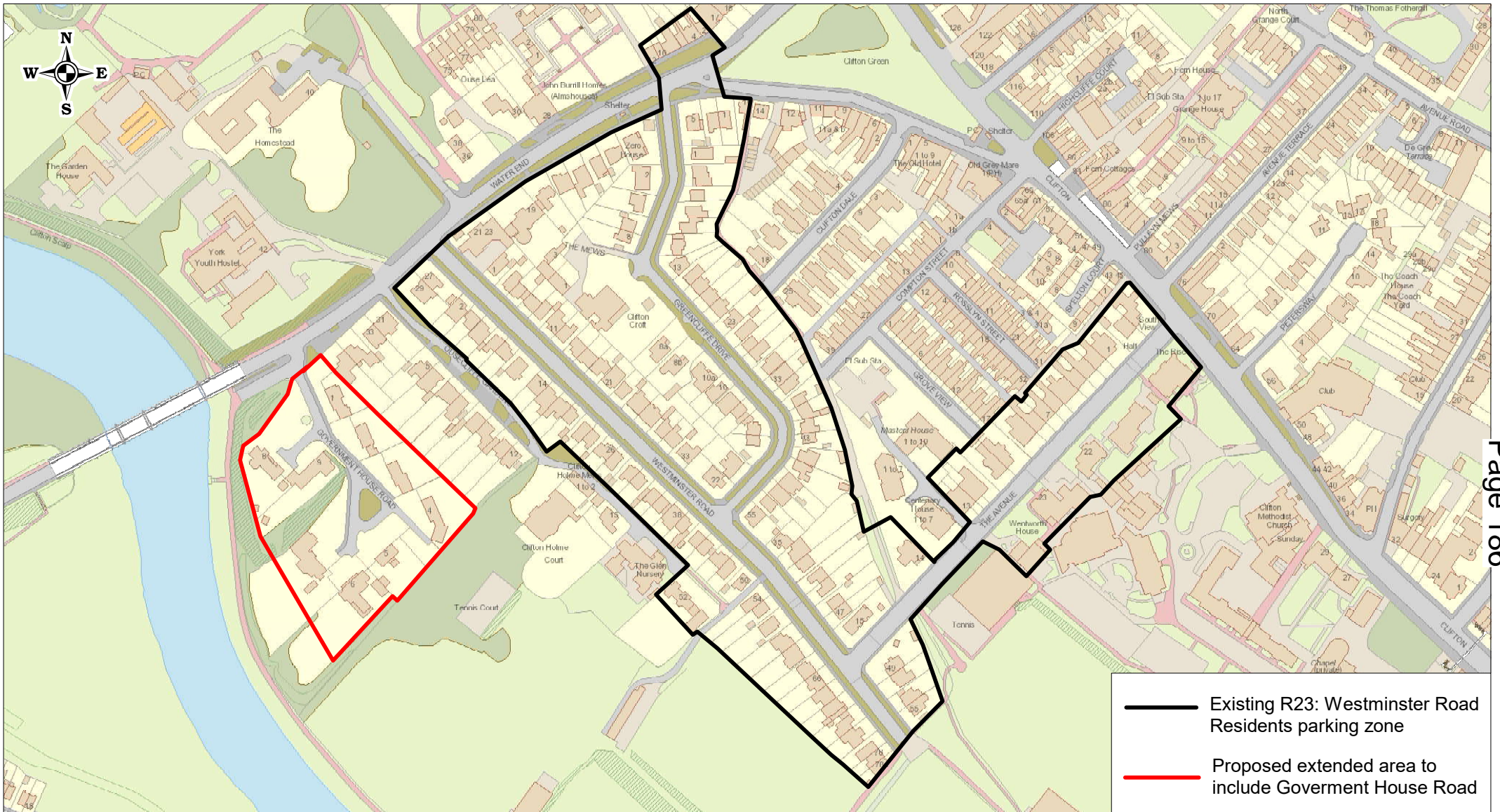




 Existing R23: Westminister Road Residents parking zone
 Proposed extended area to include Government House Road



R23: proposed extended area to include Government House Road

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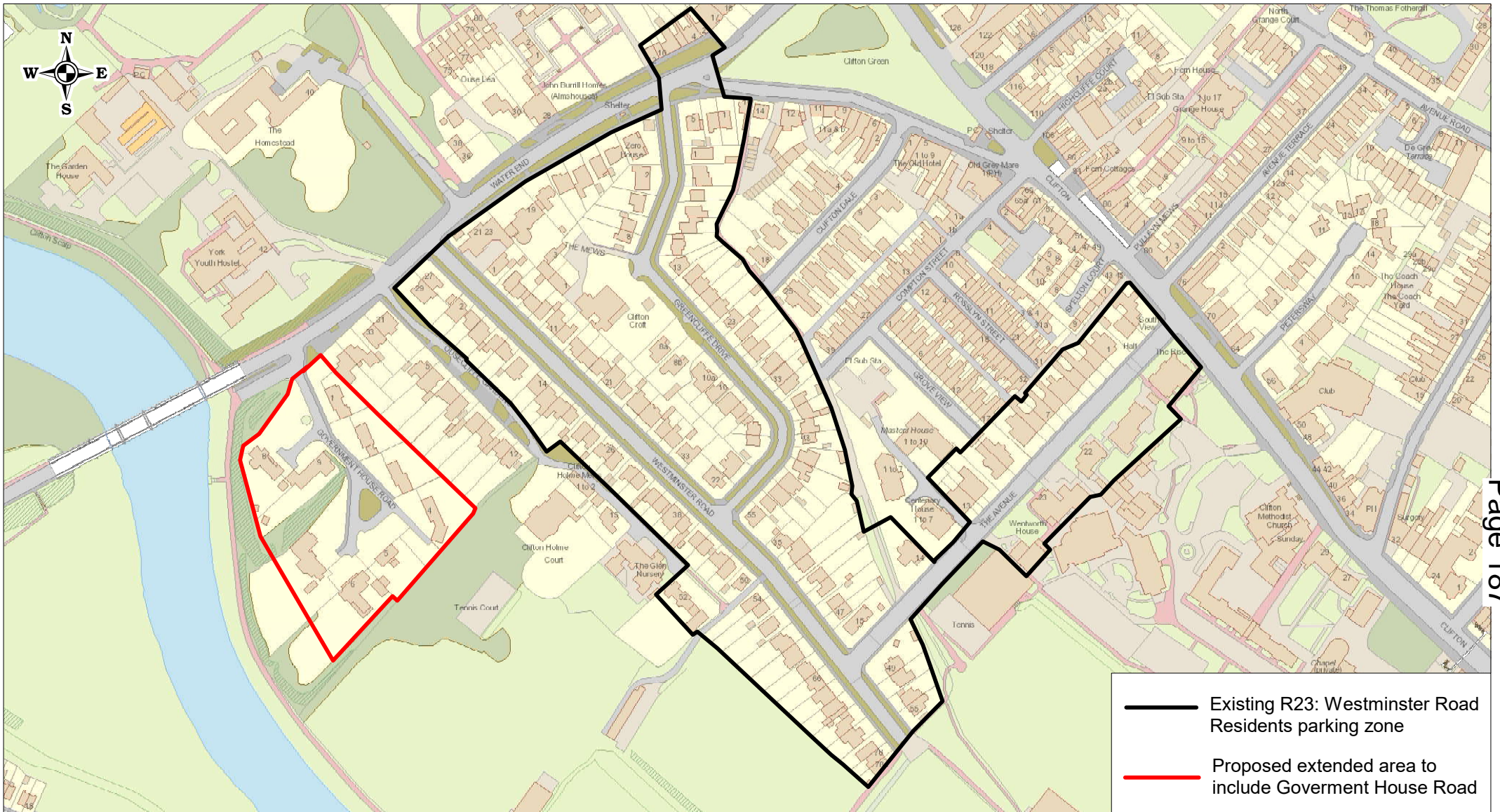


 Existing R23: Westminster Road Residents parking zone
 Proposed extended area to include Government House Road



R23: proposed extended area to include Government House Road

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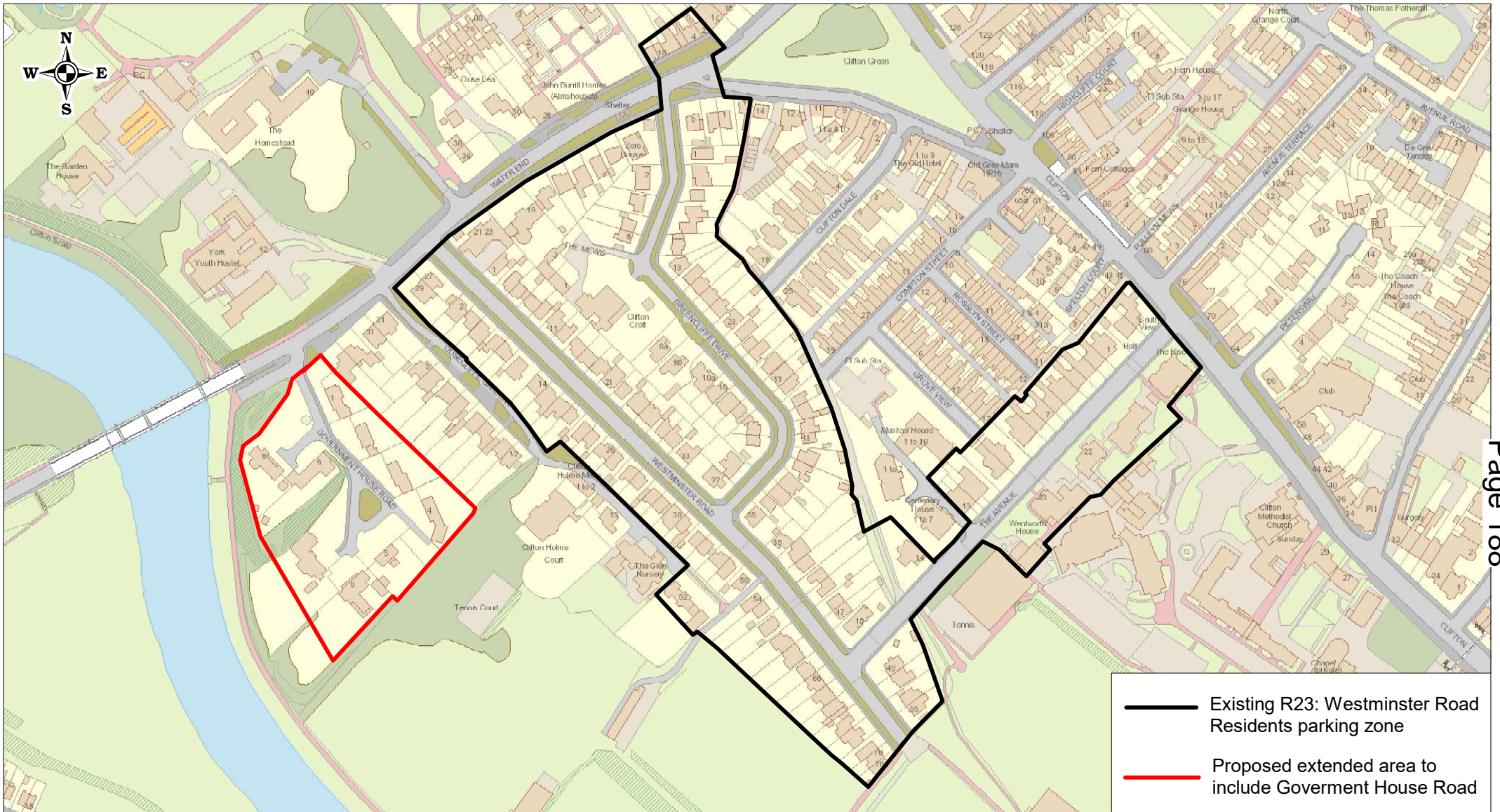


Existing R23: Westminster Road Residents parking zone
 Proposed extended area to include Government House Road



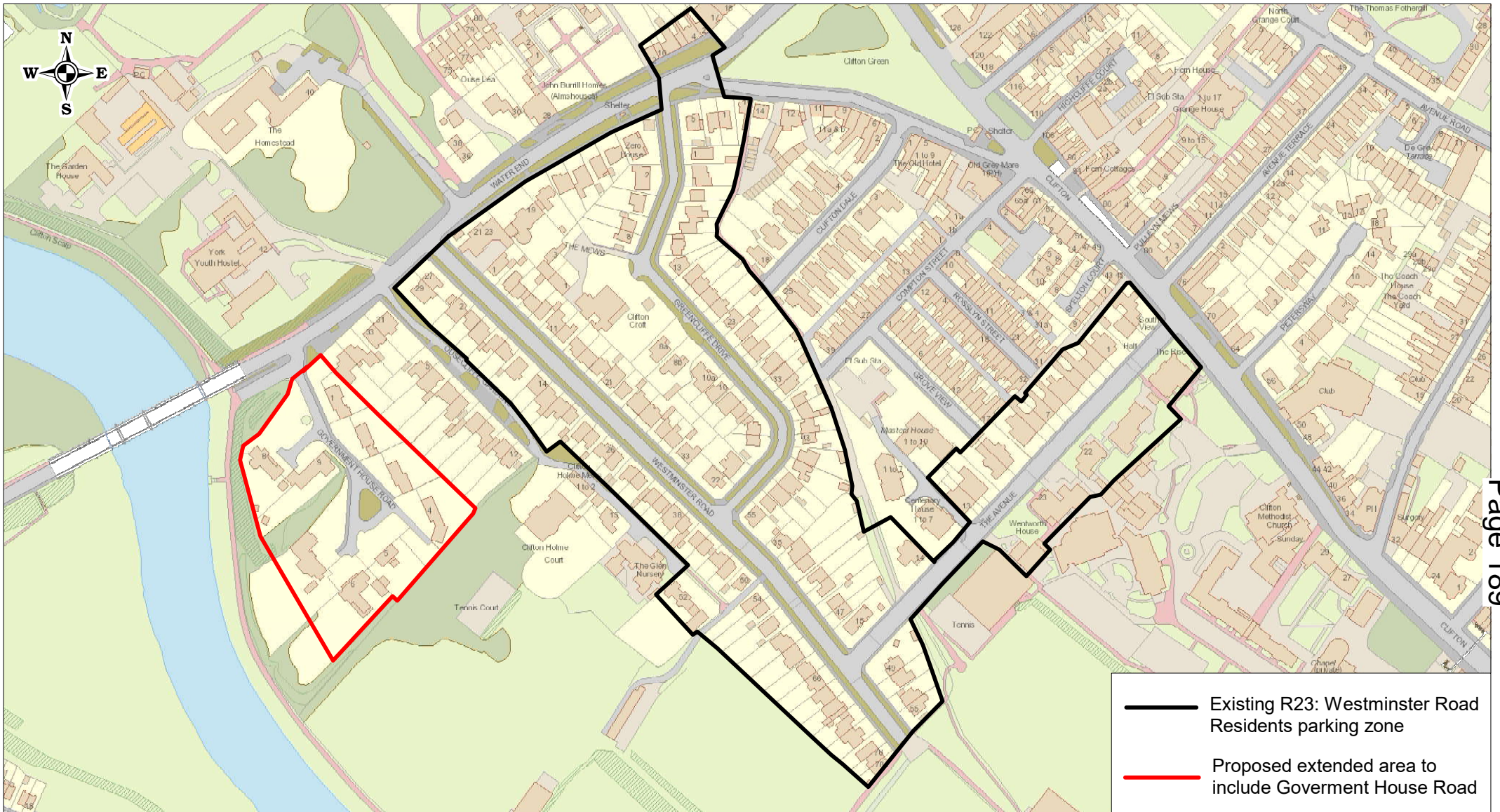
R23: proposed extended area to include Government House Road



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R23: proposed extended area to include Government House Road

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 Existing R23: Westminster Road Residents parking zone
 Proposed extended area to include Government House Road



R23: proposed extended area to include Government House Road

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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

ANNEX D

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.

Permits

Within a ResPark zone a range of permits are available; please visit: www.york.gov.uk/ParkingAndPermits for further details.

However, most residents will obtain a **Household Permit**. Tenants can apply in their own right although we also ask tenants to make their landlords aware of the scheme.

If progressed your new permit would be allocated to a vehicle number plate (known as the vehicle registration mark, or ‘VRM’) of your choice. Using our Permit Portal, you’ll be able to change the allocation of a permit to another

ANNEX D

vehicle (for example, if you have a courtesy car, or need to park another of your cars on street.

Residents can obtain additional permits if you need them. You can also register visitors (by the day) online.

Discounted permits are available for low emission vehicles and there's a surcharge for some higher emission vehicles.

| Permit Type | Discounted rate | Standard rate | Premium rate |
|-------------------------------|------------------------|----------------------|---------------------|
| Household | £49.98 | £99.95 | £139.00 |
| Additional (1 st) | £110.00 | £220.00 | £310.00 |
| Additional (2 nd) | £220.00 | £440.00 | £600.00 |
| HMO residents | £96.25 | £192.50 | ---- |
| Business | £240.00 | £480.00 | ---- |

| Visitor Permits | Cost per book |
|---------------------------------------|----------------------|
| Book of 5 permits | £6.75 |
| Book of 5 permits – discounted charge | £1.75 |

Please visit: www.york.gov.uk/ResPark, for more information about resident parking schemes and associated costs.

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Place Directorate

West Offices
Station Rise
York
YO1 6GA

Tel: 01904 551337
Email: highway.regulation@york.gov.uk
Date: 21st November 2023

Dear Resident

Request for Residents' Priority Parking update

As you will be aware we contacted residents of Government House Road earlier this year in relation to a request we received for the implementation of residents priority parking restrictions, at that time we requested for you to return your preferences on residents parking restrictions and include any representations you may have on the proposed scheme that would then be included within an Executive Member Decision Session Report.

During this period, we received a separate request relating to restricting the long-term parking taking place on the slip road located off Water End which leads to the river. Because of this request any proposed amendments to the slip road will also be included within the same Decision Session Report for consideration and a decision made on whether to progress to legal advertisement or not.

As any further restrictions in this area would then have an additional impact on Government House Road this letter is to advise you of this further update and also request that if you have any added representations to make in addition to any previous comments received please supply these by email to highway.regulation@york.gov.uk by no later than Friday 1st December. Please note that if any restrictions are recommended and subsequently progressed to advertisement there will also be a further opportunity for representations to be made at that stage.

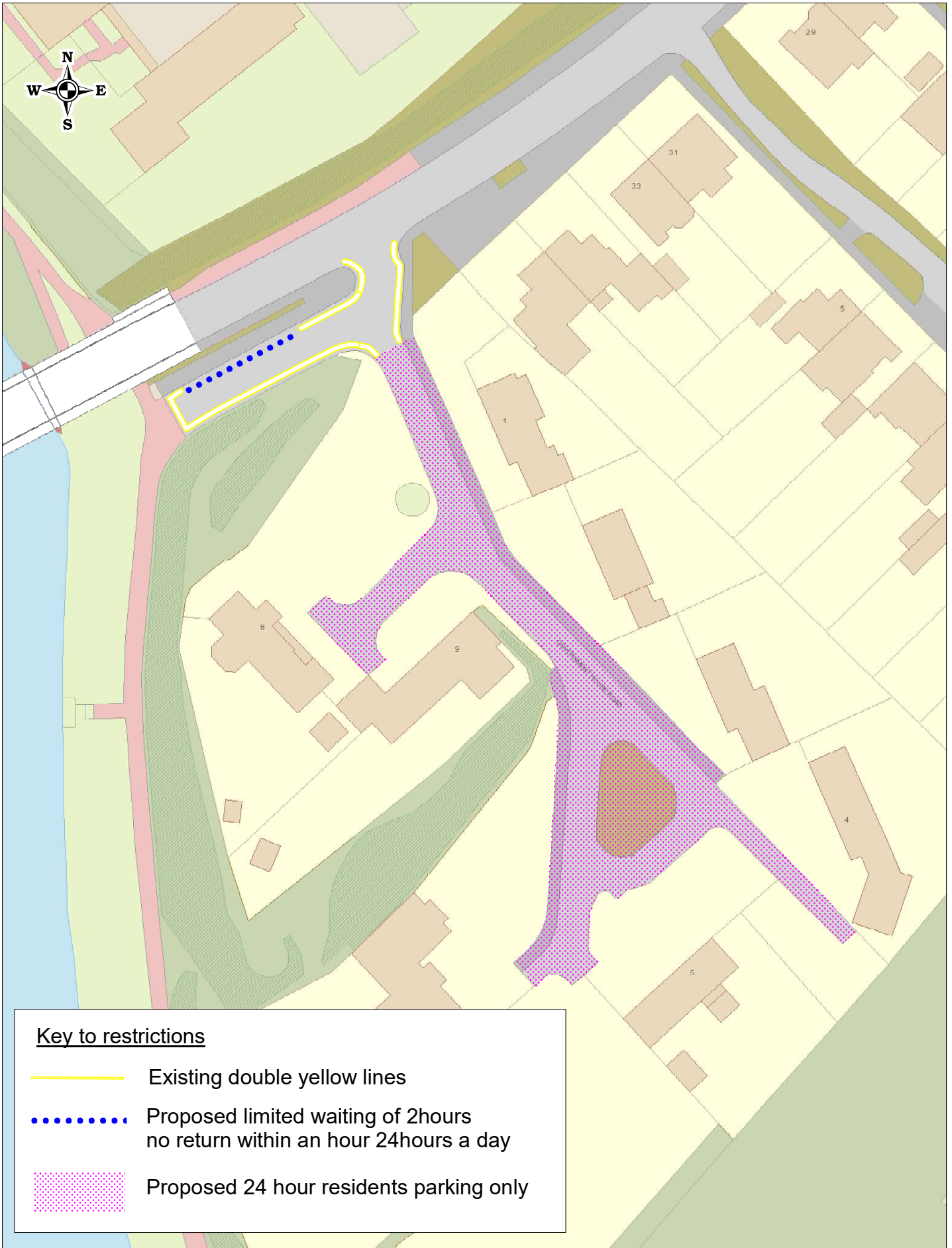
The results of the consultation and any recommendation for the area, including the slip road, will be reported to the Executive Member for Transport at a Public Decision Session. We will write to you again before the meeting date with further information on how to view the report and request to speak at the meeting if desired. The meeting is likely to take place in February.

Please contact me on the email address provided if you wish to discuss this further or require any clarification at this stage.




Yours faithfully

A Howarth

Annemarie Howarth
Traffic Project Officer



Key to restrictions

-  Existing double yellow lines
-  Proposed limited waiting of 2hours
no return within an hour 24hours a day
-  Proposed 24 hour residents parking only



**Government House Road/Water End
Proposed restrictions**

| | |
|-------------|--|
| SCALE | 1 : 800 |
| DATE | Dec 2023 |
| DRAWING No. | |
| DRAWN BY | © Crown copyright. All rights reserved |
| Licence No. | 2003 |

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Thank you for your email. I am writing along with the attached questionnaire for the proposed Respark for Government House Road. I obviously will be attending any meeting to voice my concerns on the matter, which are (not limited to) the following:

1. Can you please clarify the council's position that public car rights exist over Government House Road (GHR): how do public car rights exist over GHR and can you please evidence this? Your email just states that it doesn't restrict motorised vehicles, but that doesn't clarify public rights. Ruth Stockley was the council's legal representative for the JR concerning the adoption and it's the council's legal duty to ensure they are following the terms in which the road was adopted. The council should be seeking advice from Ruth Stockley concerning public rights of mechanically propelled vehicles on GHR. I've had my own legal advice on this point and I've been assured that public car rights could not have existed prior to adoption, and as such, they currently do not exist.

2. As was mentioned in your previous email, the application for Respark was submitted in September 2020, one month after the council unlawfully removed the 'Private Road - No Trespassers' sign at the entrance of Government House Road, when it was still indeed a private road and private property.

3. The neighbour who submitted the Respark application did so directly as a result to the council's own decision to remove the private sign, which introduced parking in front of this neighbour's house.

4. The council wrote to residents in April 2021 to let them know they could have the road adopted using (and only using) s.228(7), legislation which requires the road to be a private street. Eight of the nine residents (I was left unaware of the potential adoption) petitioned to have the road adopted therefore all of these residents agreed that GHR was a private street.

5. The council adopted the road in July 2021, but they did not adopt the road with public car rights. In order to have adopted the cul-de-sac, which wasn't a highway until the 2021 adoption, to allow public car use, the adoption notice/certificate needed to expressly state within the adoption that rights for mechanically propelled vehicles were included. This is clearly outlined in NERCA 2006 (which concerns all road adoptions); s.66 is specific to all private roads that are adopted after 2006. There is no exemption for private roads adopted using s.228(7). So, when you say NERCA doesn't relate to private road adoption using s.228(7) what do you mean? It is patently obvious, the council is confused by the recent question they posed to Lexisnexis concerning public car rights for a road adoption using s.228(7), and asking this question in the first place is admission that car rights weren't even considered for the adoption of GHR. I suggest that if the council still doesn't understand s.228(7) and the public rights this adoption created, they should seek Ruth Stockley's advice for clarification.

6. It is a juxtaposition that eight of the nine residents petitioned to allow the public to use their private cul-de-sac in exchange for public maintenance, just to restrict the public's only interest in the cul-de-sac. Also, if the residents believed they could petition for Respark in 2020 when the road was private, that just proves they were continually misled by the council.

7. As a resident of GHR, I see two cars (from two different houses) that regularly park on the road; one of those neighbours has a single drive and garage, and the other has a double drive and a single garage. The other houses have parking for multiple cars. Is there any evidence beyond the petition itself that parking is a struggle for residents? I see very few temporarily parked cars (mostly families and dog walkers) that seem to park in front of Number 1's house to enjoy the esplanade. More often, Government House Road is empty. Please see the attached video taken today at 15.30, generally showing what the parking situation looks like, which I've now started documenting. Does this seem like a £6000 investment going to good use? This sum also does not include Respark maintenance nor any parking enforcement. Legality of car rights aside, I can imagine there are other streets that actually have parking problems rather than a neighbour who just doesn't like people parking in front of his house.

8. As the council has no authority to insinuate public car use on Government House Road, and equally has no authority to invest in Respark for Government House Road, any expenditure is unlawful and will be reported to the auditors. The council also does not have the authority to give permission for neighbours to park wherever they want, this is down to private rights, if they even exist.

9. If the council imposes any authority for public car use by making a decision to implement Respark over my land, I will judicial review the decision.

Sincerely,

Annex H

We are pleased to know that the proposed R23 (10 minute restriction) parking scheme extension to include Government House Road looks set to be progressed.

Speaking personally, we think it is sensible to include amendments or restrictions in relation to the slip road, going down to the river.

Might any restrictions for that slip road only be limited to an hour, say, to allow for genuine dog walkers, which will have the effect of preventing all day parking (and sometimes longer) by some people?

The issues that we experience in the street, people parking all day and going to work, people parking for a weekend and in one case parking to go away on holiday for a week, are all replicated on the slip- way so I fully understand that you would want to restrict parking on there too.

Obviously restricting parking on the slip-way but not in the street would simply make our situation worse so I am assuming that isn't an option.

I'm not clear if being part of the same decision report means that both areas have to have the same restrictions, I hope not. Personally I think that 60 minutes would be sensible for the slip-way, allowing genuine walkers/dog walkers to go for a stroll whilst stopping people parking for work, but I would hope that the street would be restricted to 10 minutes, as requested.

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Government House Road parking survey

Survey data taken

Day 1 - Wed, 27th Sep 2023

Day 2 - Thu, 28th Sep 2023

Day 3 - Fri, 29th Sep 2023

Day 4 - Sat, 30th Sep 2023

Day 5 - Sun 1st Oct 2023

Separated within the following zones:



Date Day 1 - Wed, 27th Sep 2023

Survey Time 07:00-19:00 (12 hours)

Start or End time of Survey

| Area | Arrival Time | Departure Time | Duration of Stay | Vehicle Type |
|--------------|--------------|----------------|------------------|--------------|
| Average Time | | | 2:35:25 | - |
| ZONE 1 | 07:00:00 | 07:24:34 | 00:24:34 | LGV |
| ZONE 1 | 07:00:00 | 15:03:13 | 08:03:13 | Car |
| ZONE 1 | 07:00:00 | 15:44:55 | 08:44:55 | Car |
| ZONE 1 | 07:04:22 | 15:31:40 | 08:27:18 | Car |
| ZONE 1 | 07:29:10 | 09:19:26 | 01:50:16 | Car |
| ZONE 1 | 07:29:18 | 08:14:43 | 00:45:25 | Car |
| ZONE 1 | 07:48:06 | 08:37:52 | 00:49:46 | Car |
| ZONE 1 | 08:08:00 | 08:10:46 | 00:02:46 | Car |
| ZONE 1 | 08:16:01 | 16:10:15 | 07:54:14 | Car |
| ZONE 1 | 08:26:56 | 09:43:20 | 01:16:24 | Car |
| ZONE 1 | 08:38:14 | 08:46:47 | 00:08:33 | Car |
| ZONE 1 | 08:38:53 | 17:21:04 | 08:42:11 | Car |
| ZONE 1 | 09:14:44 | 10:06:43 | 00:51:59 | Car |
| ZONE 1 | 11:29:17 | 12:09:31 | 00:40:14 | Car |
| ZONE 1 | 11:57:47 | 12:00:08 | 00:02:21 | Car |
| ZONE 1 | 12:38:07 | 12:57:47 | 00:19:40 | LGV |
| ZONE 1 | 12:54:47 | 13:33:58 | 00:39:11 | Car |
| ZONE 1 | 13:35:08 | 14:17:26 | 00:42:18 | Car |
| ZONE 1 | 14:44:18 | 16:40:48 | 01:56:30 | Car |
| ZONE 1 | 16:14:02 | 16:52:58 | 00:38:56 | Car |
| ZONE 1 | 16:17:25 | 19:00:00 | 02:42:35 | Car |
| ZONE 1 | 16:20:01 | 19:00:00 | 02:39:59 | Car |
| ZONE 1 | 17:07:38 | 19:00:00 | 01:52:22 | LGV |
| ZONE 1 | 18:00:02 | 19:00:00 | 00:59:58 | Car |
| ZONE 1 | 18:15:23 | 19:00:00 | 00:44:37 | Car |
| ZONE 1 | 18:49:57 | 19:00:00 | 00:10:03 | Car |
| ZONE 2 | 07:50:31 | 17:14:29 | 09:23:58 | Car |
| ZONE 2 | 08:00:36 | 08:24:59 | 00:24:23 | Car |
| ZONE 2 | 09:24:32 | 11:21:27 | 01:56:55 | Car |
| ZONE 2 | 11:25:45 | 12:12:42 | 00:46:57 | Car |
| ZONE 2 | 11:28:43 | 14:28:23 | 02:59:40 | Car |
| ZONE 2 | 11:56:45 | 11:58:44 | 00:01:59 | Car |
| ZONE 2 | 13:58:27 | 15:19:53 | 01:21:26 | LGV |

Vehicle Type

M/C

Car

LGV

| | | | | |
|--------|----------|----------|----------|-----|
| ZONE 2 | 14:56:19 | 14:59:04 | 00:02:45 | Car |
| ZONE 3 | 08:58:13 | 13:51:04 | 04:52:51 | Car |
| ZONE 3 | 09:10:20 | 09:11:55 | 00:01:35 | LGV |
| ZONE 3 | 12:12:59 | 12:20:12 | 00:07:13 | LGV |
| ZONE 3 | 12:59:12 | 19:00:00 | 06:00:48 | Car |
| ZONE 3 | 16:01:54 | 18:12:54 | 02:11:00 | Car |
| ZONE 4 | 07:00:00 | 13:51:39 | 06:51:39 | Car |
| ZONE 4 | 07:55:38 | 15:04:53 | 07:09:15 | Car |
| ZONE 4 | 12:09:18 | 14:47:31 | 02:38:13 | Car |
| ZONE 4 | 13:39:14 | 15:04:04 | 01:24:50 | LGV |
| ZONE 4 | 14:23:12 | 14:25:16 | 00:02:04 | LGV |
| ZONE 4 | 14:56:25 | 14:59:12 | 00:02:47 | Car |
| ZONE 4 | 15:57:40 | 19:00:00 | 03:02:20 | Car |
| ZONE 5 | 07:46:07 | 16:31:15 | 08:45:08 | LGV |
| ZONE 5 | 07:46:31 | 10:15:26 | 02:28:55 | LGV |
| ZONE 5 | 07:46:49 | 13:19:33 | 05:32:44 | LGV |
| ZONE 5 | 08:16:32 | 11:17:30 | 03:00:58 | Car |
| ZONE 5 | 08:20:35 | 10:15:36 | 01:55:01 | LGV |
| ZONE 5 | 08:34:16 | 13:16:43 | 04:42:27 | LGV |
| ZONE 5 | 08:59:05 | 15:12:42 | 06:13:37 | Car |
| ZONE 5 | 09:02:33 | 09:26:29 | 00:23:56 | LGV |
| ZONE 5 | 09:32:44 | 11:30:35 | 01:57:51 | LGV |
| ZONE 5 | 10:25:30 | 11:47:18 | 01:21:48 | Car |
| ZONE 5 | 11:46:56 | 11:51:35 | 00:04:39 | LGV |
| ZONE 5 | 11:49:55 | 15:48:10 | 03:58:15 | LGV |
| ZONE 5 | 12:07:41 | 13:05:09 | 00:57:28 | Car |
| ZONE 5 | 13:30:50 | 16:33:33 | 03:02:43 | LGV |
| ZONE 5 | 13:41:52 | 13:44:09 | 00:02:17 | LGV |

Date Day 2 - Thu, 28th Sep 2023

Survey Time 07:00-19:00 (12 hours)

Start or End time of Survey

| Area | Arrival Time | Departure Time | Duration of Stay | Vehicle Type |
|--------------|--------------|----------------|------------------|--------------|
| Average Time | | | 2:27:40 | - |
| ZONE 1 | 07:00:00 | 08:44:38 | 01:44:38 | Car |
| ZONE 1 | 07:00:00 | 07:19:32 | 00:19:32 | LGV |
| ZONE 1 | 07:00:00 | 16:22:31 | 09:22:31 | Car |
| ZONE 1 | 07:00:00 | 16:24:54 | 09:24:54 | Car |
| ZONE 1 | 07:00:00 | 19:00:00 | 12:00:00 | Car |
| ZONE 1 | 07:03:58 | 07:37:13 | 00:33:15 | Car |
| ZONE 1 | 07:23:47 | 16:42:19 | 09:18:32 | Car |
| ZONE 1 | 07:44:28 | 15:42:35 | 07:58:07 | Car |
| ZONE 1 | 08:04:07 | 08:47:00 | 00:42:53 | Car |
| ZONE 1 | 08:27:42 | 09:40:02 | 01:12:20 | Car |
| ZONE 1 | 08:46:15 | 17:36:13 | 08:49:58 | Car |
| ZONE 1 | 09:03:57 | 10:04:18 | 01:00:21 | Car |
| ZONE 1 | 09:17:07 | 09:26:59 | 00:09:52 | Car |
| ZONE 1 | 09:58:33 | 12:19:42 | 02:21:09 | Car |
| ZONE 1 | 10:10:24 | 10:46:26 | 00:36:02 | Car |
| ZONE 1 | 16:36:24 | 16:40:08 | 00:03:44 | Car |
| ZONE 1 | 16:41:56 | 17:25:13 | 00:43:17 | Car |
| ZONE 1 | 16:50:23 | 17:38:48 | 00:48:25 | Car |
| ZONE 1 | 17:01:08 | 18:11:05 | 01:09:57 | Car |
| ZONE 1 | 17:12:57 | 19:00:00 | 01:47:03 | LGV |
| ZONE 2 | 07:50:49 | 08:39:11 | 00:48:22 | Car |
| ZONE 2 | 09:32:20 | 10:28:21 | 00:56:01 | Car |
| ZONE 2 | 09:45:51 | 13:17:25 | 03:31:34 | Car |
| ZONE 2 | 10:51:18 | 12:42:12 | 01:50:54 | Car |
| ZONE 2 | 10:56:36 | 15:12:21 | 04:15:45 | Car |
| ZONE 2 | 12:16:56 | 12:50:26 | 00:33:30 | Car |
| ZONE 2 | 13:27:02 | 14:28:49 | 01:01:47 | Car |
| ZONE 2 | 13:52:49 | 13:53:39 | 00:00:50 | LGV |
| ZONE 2 | 14:48:50 | 15:50:11 | 01:01:21 | Car |
| ZONE 2 | 16:08:24 | 17:10:54 | 01:02:30 | Car |
| ZONE 2 | 17:25:42 | 18:09:55 | 00:44:13 | Car |
| ZONE 3 | 10:39:29 | 10:44:58 | 00:05:29 | LGV |
| ZONE 3 | 10:56:18 | 11:01:52 | 00:05:34 | LGV |
| ZONE 3 | 15:39:56 | 16:26:53 | 00:46:57 | LGV |
| ZONE 4 | 07:00:00 | 13:56:19 | 06:56:19 | Car |

| Vehicle Type |
|--------------|
| M/C |
| Car |
| LGV |

| | | | | |
|--------|----------|----------|----------|-----|
| ZONE 4 | 13:18:43 | 13:22:11 | 00:03:28 | Car |
| ZONE 4 | 13:19:41 | 13:23:08 | 00:03:27 | Car |
| ZONE 4 | 13:53:53 | 14:09:19 | 00:15:26 | LGV |
| ZONE 4 | 13:54:50 | 14:10:17 | 00:15:27 | LGV |
| ZONE 4 | 15:42:28 | 16:11:36 | 00:29:08 | Car |
| ZONE 4 | 16:23:05 | 18:50:24 | 02:27:19 | Car |
| ZONE 5 | 07:37:37 | 16:36:01 | 08:58:24 | LGV |
| ZONE 5 | 07:48:44 | 13:13:18 | 05:24:34 | LGV |
| ZONE 5 | 08:12:16 | 08:43:28 | 00:31:12 | Car |
| ZONE 5 | 09:02:57 | 12:52:56 | 03:49:59 | Car |
| ZONE 5 | 11:22:30 | 12:51:03 | 01:28:33 | LGV |
| ZONE 5 | 13:10:11 | 15:11:42 | 02:01:31 | Car |
| ZONE 5 | 13:27:58 | 19:00:00 | 05:32:02 | LGV |
| ZONE 5 | 14:02:06 | 14:56:41 | 00:54:35 | Car |
| ZONE 5 | 15:12:50 | 15:14:00 | 00:01:10 | LGV |
| ZONE 5 | 17:13:02 | 19:00:00 | 01:46:58 | Car |
| ZONE 5 | 17:57:53 | 18:05:36 | 00:07:43 | Car |

Date Day 3 - Fri, 29th Sep 2023

Survey Time 07:00-19:00 (12 hours)

Start or End time of Survey

| Area | Arrival Time | Departure Time | Duration of Stay | Vehicle Type |
|---------------------|--------------|----------------|------------------|--------------|
| Average Time | | | 1:59:19 | - |
| ZONE 1 | 07:00:00 | 07:19:14 | 00:19:14 | LGV |
| ZONE 1 | 07:00:00 | 15:28:52 | 08:28:52 | Car |
| ZONE 1 | 07:00:00 | 19:00:00 | 12:00:00 | Car |
| ZONE 1 | 07:13:18 | 08:37:41 | 01:24:23 | Car |
| ZONE 1 | 07:29:58 | 16:06:36 | 08:36:38 | Car |
| ZONE 1 | 07:48:43 | 08:13:29 | 00:24:46 | LGV |
| ZONE 1 | 07:52:11 | 18:17:02 | 10:24:51 | Car |
| ZONE 1 | 07:52:15 | 07:52:38 | 00:00:23 | Car |
| ZONE 1 | 08:14:46 | 09:19:54 | 01:05:08 | Car |
| ZONE 1 | 08:52:07 | 09:43:17 | 00:51:10 | Car |
| ZONE 1 | 09:25:49 | 10:51:27 | 01:25:38 | Car |
| ZONE 1 | 09:33:55 | 09:51:38 | 00:17:43 | Car |
| ZONE 1 | 09:45:03 | 10:54:59 | 01:09:56 | Car |
| ZONE 1 | 10:14:56 | 11:52:04 | 01:37:08 | Car |
| ZONE 1 | 10:37:39 | 12:47:06 | 02:09:27 | Car |
| ZONE 1 | 10:59:34 | 14:43:04 | 03:43:30 | Car |
| ZONE 1 | 12:15:41 | 14:27:36 | 02:11:55 | Car |

Vehicle Type

M/C

Car

LGV

| | | | | |
|--------|----------|----------|----------|-----|
| ZONE 1 | 12:48:00 | 13:53:25 | 01:05:25 | Car |
| ZONE 1 | 13:10:00 | 13:59:07 | 00:49:07 | Car |
| ZONE 1 | 14:30:06 | 15:37:09 | 01:07:03 | Car |
| ZONE 1 | 14:53:14 | 16:10:51 | 01:17:37 | Car |
| ZONE 1 | 16:02:03 | 16:31:36 | 00:29:33 | Car |
| ZONE 1 | 16:17:53 | 17:31:33 | 01:13:40 | Car |
| ZONE 1 | 16:32:07 | 17:02:07 | 00:30:00 | LGV |
| ZONE 1 | 16:39:36 | 17:03:16 | 00:23:40 | Car |
| ZONE 1 | 17:30:11 | 17:36:18 | 00:06:07 | Car |
| ZONE 1 | 17:55:12 | 17:56:57 | 00:01:45 | LGV |
| ZONE 1 | 17:57:51 | 18:32:43 | 00:34:52 | Car |
| ZONE 1 | 18:05:14 | 18:37:38 | 00:32:24 | Car |
| ZONE 1 | 18:09:18 | 19:00:00 | 00:50:42 | Car |
| ZONE 1 | 18:18:38 | 19:00:00 | 00:41:22 | Car |
| ZONE 1 | 18:39:29 | 19:00:00 | 00:20:31 | Car |
| ZONE 1 | 18:39:55 | 19:00:00 | 00:20:05 | M/C |
| ZONE 1 | 18:41:00 | 19:00:00 | 00:19:00 | M/C |
| ZONE 1 | 18:49:24 | 19:00:00 | 00:10:36 | M/C |
| ZONE 2 | 07:00:00 | 07:03:45 | 00:03:45 | M/C |
| ZONE 2 | 07:53:39 | 08:40:31 | 00:46:52 | M/C |
| ZONE 2 | 08:04:21 | 17:21:43 | 09:17:22 | M/C |
| ZONE 2 | 08:10:15 | 08:44:03 | 00:33:48 | M/C |
| ZONE 2 | 10:03:21 | 10:41:29 | 00:38:08 | M/C |
| ZONE 2 | 10:36:10 | 11:04:26 | 00:28:16 | M/C |
| ZONE 2 | 10:56:15 | 13:03:11 | 02:06:56 | M/C |
| ZONE 2 | 11:10:59 | 12:45:03 | 01:34:04 | M/C |
| ZONE 2 | 11:20:30 | 11:48:17 | 00:27:47 | M/C |
| ZONE 2 | 12:08:58 | 14:28:10 | 02:19:12 | M/C |
| ZONE 2 | 12:52:45 | 13:38:01 | 00:45:16 | M/C |
| ZONE 2 | 13:12:30 | 14:35:01 | 01:22:31 | M/C |
| ZONE 2 | 13:14:48 | 14:35:14 | 01:20:26 | M/C |
| ZONE 2 | 13:38:08 | 13:39:16 | 00:01:08 | M/C |
| ZONE 2 | 13:42:49 | 14:45:14 | 01:02:25 | M/C |
| ZONE 2 | 14:42:21 | 16:30:42 | 01:48:21 | M/C |
| ZONE 2 | 16:25:19 | 16:29:49 | 00:04:30 | M/C |
| ZONE 2 | 18:39:05 | 19:00:00 | 00:20:55 | M/C |
| ZONE 3 | 08:28:58 | 10:27:03 | 01:58:05 | M/C |
| ZONE 3 | 10:31:03 | 16:59:42 | 06:28:39 | M/C |
| ZONE 3 | 18:38:50 | 18:38:59 | 00:00:09 | M/C |
| ZONE 4 | 07:00:00 | 13:21:32 | 06:21:32 | Car |
| ZONE 4 | 10:36:38 | 10:51:12 | 00:14:34 | LGV |
| ZONE 4 | 15:44:19 | 19:00:00 | 03:15:41 | Car |
| ZONE 5 | 07:00:00 | 13:38:12 | 06:38:12 | Car |
| ZONE 5 | 07:42:52 | 13:15:00 | 05:32:08 | LGV |
| ZONE 5 | 07:59:29 | 09:22:17 | 01:22:48 | Car |
| ZONE 5 | 08:03:31 | 11:04:16 | 03:00:45 | Car |

| | | | | |
|--------|----------|----------|----------|-----|
| ZONE 5 | 08:10:27 | 11:04:13 | 02:53:46 | LGV |
| ZONE 5 | 08:23:49 | 11:38:18 | 03:14:29 | Car |
| ZONE 5 | 08:33:14 | 11:37:20 | 03:04:06 | LGV |
| ZONE 5 | 08:35:40 | 09:57:35 | 01:21:55 | Car |
| ZONE 5 | 10:08:24 | 10:09:31 | 00:01:07 | LGV |
| ZONE 5 | 10:37:26 | 12:00:04 | 01:22:38 | Car |
| ZONE 5 | 10:39:40 | 15:07:45 | 04:28:05 | LGV |
| ZONE 5 | 11:27:33 | 11:38:10 | 00:10:37 | LGV |
| ZONE 5 | 11:32:08 | 11:32:56 | 00:00:48 | Car |
| ZONE 5 | 12:04:31 | 15:00:52 | 02:56:21 | Car |
| ZONE 5 | 12:22:27 | 17:31:57 | 05:09:30 | Car |
| ZONE 5 | 13:17:08 | 13:18:29 | 00:01:21 | Car |
| ZONE 5 | 13:35:06 | 15:09:25 | 01:34:19 | LGV |
| ZONE 5 | 13:49:31 | 14:54:59 | 01:05:28 | LGV |
| ZONE 5 | 15:34:46 | 18:16:04 | 02:41:18 | Car |
| ZONE 5 | 16:15:56 | 16:17:11 | 00:01:15 | LGV |

Date Day 4 - Sat, 30th Sep 2023

Survey Time 07:00-19:00 (12 hours)

Start or End time of Survey

| Area | Arrival Time | Departure Time | Duration of Stay | Vehicle Type |
|--------------|--------------|----------------|------------------|--------------|
| Average Time | | | 2:18:49 | - |
| ZONE 1 | 07:00:00 | 08:01:31 | 01:01:31 | Car |
| ZONE 1 | 07:00:00 | 08:42:27 | 01:42:27 | Car |
| ZONE 1 | 07:00:00 | 08:53:07 | 01:53:07 | Car |
| ZONE 1 | 07:00:00 | 10:18:42 | 03:18:42 | Car |
| ZONE 1 | 07:23:43 | 08:36:31 | 01:12:48 | Car |
| ZONE 1 | 07:44:30 | 08:32:44 | 00:48:14 | Car |
| ZONE 1 | 08:04:40 | 08:54:19 | 00:49:39 | Car |
| ZONE 1 | 08:50:02 | 10:01:40 | 01:11:38 | Car |
| ZONE 1 | 08:58:34 | 12:08:09 | 03:09:35 | Car |
| ZONE 1 | 09:22:57 | 14:05:42 | 04:42:45 | Car |
| ZONE 1 | 09:29:04 | 11:14:56 | 01:45:52 | Car |
| ZONE 1 | 09:35:51 | 10:39:09 | 01:03:18 | Car |
| ZONE 1 | 09:39:31 | 11:59:09 | 02:19:38 | Car |
| ZONE 1 | 10:20:12 | 11:19:53 | 00:59:41 | Car |
| ZONE 1 | 10:24:12 | 13:45:35 | 03:21:23 | Car |

| Vehicle Type |
|--------------|
| M/C |
| Car |
| LGV |

| | | | | |
|--------|----------|----------|----------|-----|
| ZONE 1 | 10:44:18 | 12:08:47 | 01:24:29 | Car |
| ZONE 1 | 10:50:45 | 12:08:51 | 01:18:06 | Car |
| ZONE 1 | 11:50:07 | 12:55:45 | 01:05:38 | Car |
| ZONE 1 | 11:55:09 | 17:09:18 | 05:14:09 | Car |
| ZONE 1 | 12:13:25 | 14:25:31 | 02:12:06 | Car |
| ZONE 1 | 12:17:35 | 13:13:46 | 00:56:11 | Car |
| ZONE 1 | 12:37:18 | 14:47:27 | 02:10:09 | Car |
| ZONE 1 | 13:01:53 | 16:40:58 | 03:39:05 | Car |
| ZONE 1 | 14:03:20 | 15:36:17 | 01:32:57 | Car |
| ZONE 1 | 14:06:16 | 16:11:42 | 02:05:26 | Car |
| ZONE 1 | 14:07:35 | 16:47:08 | 02:39:33 | Car |
| ZONE 1 | 14:45:01 | 15:04:40 | 00:19:39 | Car |
| ZONE 1 | 15:22:34 | 16:13:55 | 00:51:21 | Car |
| ZONE 1 | 17:41:09 | 17:59:42 | 00:18:33 | Car |
| ZONE 1 | 18:19:13 | 18:53:19 | 00:34:06 | Car |
| ZONE 1 | 18:42:40 | 19:00:00 | 00:17:20 | Car |
| ZONE 2 | 07:28:57 | 08:22:10 | 00:53:13 | Car |
| ZONE 2 | 07:16:47 | 09:09:31 | 01:52:44 | Car |
| ZONE 2 | 08:28:04 | 12:21:28 | 03:53:24 | Car |
| ZONE 2 | 08:30:43 | 09:40:50 | 01:10:07 | Car |
| ZONE 2 | 09:22:23 | 10:39:21 | 01:16:58 | Car |
| ZONE 2 | 09:30:10 | 10:51:11 | 01:21:01 | Car |
| ZONE 2 | 09:38:22 | 09:38:36 | 00:00:14 | Car |
| ZONE 2 | 09:42:00 | 11:56:31 | 02:14:31 | Car |
| ZONE 2 | 11:05:09 | 12:30:22 | 01:25:13 | Car |
| ZONE 2 | 11:41:49 | 16:48:12 | 05:06:23 | Car |
| ZONE 2 | 12:37:46 | 17:48:33 | 05:10:47 | LGV |
| ZONE 2 | 13:07:28 | 17:20:32 | 04:13:04 | Car |
| ZONE 2 | 14:31:40 | 16:14:20 | 01:42:40 | Car |
| ZONE 3 | 09:32:02 | 16:11:22 | 06:39:20 | Car |
| ZONE 3 | 11:38:27 | 11:41:45 | 00:03:18 | LGV |
| ZONE 3 | 17:27:41 | 17:28:22 | 00:00:41 | LGV |
| ZONE 4 | 07:00:00 | 13:35:32 | 06:35:32 | Car |
| ZONE 4 | 09:34:31 | 19:00:00 | 09:25:29 | Car |
| ZONE 4 | 09:41:03 | 14:23:44 | 04:42:41 | Car |
| ZONE 4 | 09:43:38 | 10:55:45 | 01:12:07 | Car |
| ZONE 4 | 09:52:04 | 11:19:33 | 01:27:29 | Car |
| ZONE 4 | 09:54:06 | 11:19:48 | 01:25:42 | Car |
| ZONE 4 | 11:21:10 | 11:22:06 | 00:00:56 | LGV |
| ZONE 4 | 13:26:03 | 15:19:01 | 01:52:58 | Car |
| ZONE 4 | 16:01:03 | 19:00:00 | 02:58:57 | Car |
| ZONE 4 | 16:27:22 | 18:19:08 | 01:51:46 | Car |

| | | | | |
|--------|----------|----------|----------|-----|
| ZONE 5 | 07:00:00 | 08:07:59 | 01:07:59 | Car |
| ZONE 5 | 07:00:00 | 08:30:04 | 01:30:04 | Car |
| ZONE 5 | 07:29:14 | 16:40:00 | 09:10:46 | LGV |
| ZONE 5 | 07:42:20 | 13:56:44 | 06:14:24 | Car |
| ZONE 5 | 07:43:59 | 08:28:19 | 00:44:20 | LGV |
| ZONE 5 | 08:02:40 | 16:39:56 | 08:37:16 | LGV |
| ZONE 5 | 08:17:26 | 08:28:45 | 00:11:19 | LGV |
| ZONE 5 | 08:48:37 | 10:42:29 | 01:53:52 | LGV |
| ZONE 5 | 10:27:53 | 11:27:53 | 01:00:00 | LGV |
| ZONE 5 | 11:15:32 | 14:08:48 | 02:53:16 | LGV |
| ZONE 5 | 11:42:17 | 11:43:32 | 00:01:15 | LGV |
| ZONE 5 | 13:30:24 | 15:10:16 | 01:39:52 | Car |
| ZONE 5 | 14:23:49 | 16:39:49 | 02:16:00 | LGV |

Date Day 5 - Sun 1st Oct 2023
Survey Time 07:00-19:00 (12 hours)

Start or End time of Survey

| Area | Arrival Time | Departure Time | Duration of Stay | Vehicle Type |
|--------------|--------------|----------------|------------------|--------------|
| Average Time | | | 1:58:21 | - |
| ZONE 1 | 07:00:00 | 19:00:00 | 12:00:00 | Car |
| ZONE 1 | 07:46:20 | 09:17:29 | 01:31:09 | Car |
| ZONE 1 | 07:59:56 | 09:10:02 | 01:10:06 | Car |
| ZONE 1 | 09:04:29 | 09:38:31 | 00:34:02 | Car |
| ZONE 1 | 09:12:03 | 10:07:28 | 00:55:25 | Car |
| ZONE 1 | 09:22:56 | 14:17:35 | 04:54:39 | Car |
| ZONE 1 | 09:36:03 | 12:38:08 | 03:02:05 | Car |
| ZONE 1 | 09:39:32 | 11:19:24 | 01:39:52 | Car |
| ZONE 1 | 10:05:09 | 13:46:20 | 03:41:11 | Car |
| ZONE 1 | 10:16:38 | 15:28:22 | 05:11:44 | Car |
| ZONE 1 | 10:25:04 | 11:56:14 | 01:31:10 | Car |
| ZONE 1 | 11:23:42 | 17:01:31 | 05:37:49 | Car |
| ZONE 1 | 11:24:21 | 12:01:22 | 00:37:01 | Car |
| ZONE 1 | 12:22:01 | 17:19:24 | 04:57:23 | Car |
| ZONE 1 | 12:39:24 | 13:13:36 | 00:34:12 | Car |
| ZONE 1 | 12:59:54 | 14:43:47 | 01:43:53 | Car |
| ZONE 1 | 13:23:52 | 15:51:40 | 02:27:48 | Car |

| Vehicle Type |
|--------------|
| M/C |
| Car |
| LGV |

| | | | | |
|--------|----------|----------|----------|-----|
| ZONE 1 | 13:32:28 | 14:22:56 | 00:50:28 | Car |
| ZONE 1 | 14:06:03 | 15:19:58 | 01:13:55 | Car |
| ZONE 1 | 14:25:06 | 17:52:27 | 03:27:21 | Car |
| ZONE 1 | 14:43:47 | 15:48:00 | 01:04:13 | Car |
| ZONE 1 | 14:50:58 | 14:56:34 | 00:05:36 | Car |
| ZONE 1 | 15:44:44 | 15:47:41 | 00:02:57 | Car |
| ZONE 1 | 16:35:47 | 17:00:12 | 00:24:25 | Car |
| ZONE 1 | 16:44:18 | 16:45:15 | 00:00:57 | Car |
| ZONE 1 | 17:08:52 | 18:07:38 | 00:58:46 | Car |
| ZONE 1 | 17:59:14 | 18:43:34 | 00:44:20 | Car |
| ZONE 1 | 18:32:46 | 19:00:00 | 00:27:14 | Car |
| ZONE 1 | 18:43:27 | 18:55:11 | 00:11:44 | Car |
| ZONE 2 | 07:00:00 | 07:12:13 | 00:12:13 | Car |
| ZONE 2 | 08:14:17 | 10:20:35 | 02:06:18 | Car |
| ZONE 2 | 09:31:34 | 10:11:11 | 00:39:37 | Car |
| ZONE 2 | 09:42:29 | 10:10:01 | 00:27:32 | Car |
| ZONE 2 | 10:04:59 | 12:08:06 | 02:03:07 | Car |
| ZONE 2 | 10:18:41 | 12:52:50 | 02:34:09 | Car |
| ZONE 2 | 10:23:17 | 11:15:04 | 00:51:47 | Car |
| ZONE 2 | 10:41:51 | 17:01:41 | 06:19:50 | Car |
| ZONE 2 | 11:17:17 | 12:13:50 | 00:56:33 | Car |
| ZONE 2 | 12:15:42 | 12:53:30 | 00:37:48 | Car |
| ZONE 2 | 12:33:23 | 13:16:54 | 00:43:31 | LGV |
| ZONE 2 | 13:24:42 | 14:52:47 | 01:28:05 | Car |
| ZONE 2 | 13:28:19 | 15:50:53 | 02:22:34 | Car |
| ZONE 2 | 13:42:35 | 14:19:33 | 00:36:58 | Car |
| ZONE 2 | 14:34:59 | 15:30:52 | 00:55:53 | Car |
| ZONE 2 | 14:49:59 | 16:27:26 | 01:37:27 | Car |
| ZONE 2 | 16:57:45 | 17:27:29 | 00:29:44 | Car |
| ZONE 3 | 10:57:42 | 11:03:10 | 00:05:28 | LGV |
| ZONE 4 | 07:00:00 | 13:57:52 | 06:57:52 | Car |
| ZONE 4 | 09:48:07 | 09:49:10 | 00:01:03 | Car |
| ZONE 4 | 10:01:02 | 11:40:47 | 01:39:45 | Car |
| ZONE 4 | 10:28:37 | 10:35:47 | 00:07:10 | LGV |
| ZONE 4 | 10:33:38 | 11:40:15 | 01:06:37 | Car |
| ZONE 4 | 10:52:15 | 12:21:55 | 01:29:40 | Car |
| ZONE 4 | 11:03:07 | 12:22:39 | 01:19:32 | Car |
| ZONE 4 | 11:05:14 | 13:05:17 | 02:00:03 | Car |
| ZONE 4 | 11:41:09 | 14:05:02 | 02:23:53 | Car |
| ZONE 4 | 14:09:43 | 19:00:00 | 04:50:17 | Car |
| ZONE 4 | 15:11:45 | 16:16:03 | 01:04:18 | Car |

| | | | | |
|--------|----------|----------|----------|-----|
| ZONE 4 | 15:26:55 | 16:29:55 | 01:03:00 | Car |
| ZONE 4 | 16:13:39 | 16:14:39 | 00:01:00 | LGV |
| ZONE 5 | 07:00:00 | 11:34:05 | 04:34:05 | Car |
| ZONE 5 | 07:00:00 | 16:26:36 | 09:26:36 | Car |
| ZONE 5 | 11:14:05 | 15:13:12 | 03:59:07 | Car |
| ZONE 5 | 11:32:14 | 13:45:18 | 02:13:04 | Car |
| ZONE 5 | 11:33:15 | 12:52:41 | 01:19:26 | Car |
| ZONE 5 | 13:08:19 | 14:20:35 | 01:12:16 | Car |
| ZONE 5 | 16:14:05 | 16:15:22 | 00:01:17 | LGV |
| ZONE 5 | 16:26:10 | 16:26:21 | 00:00:11 | Car |
| ZONE 5 | 16:33:28 | 19:00:00 | 02:26:32 | Car |

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