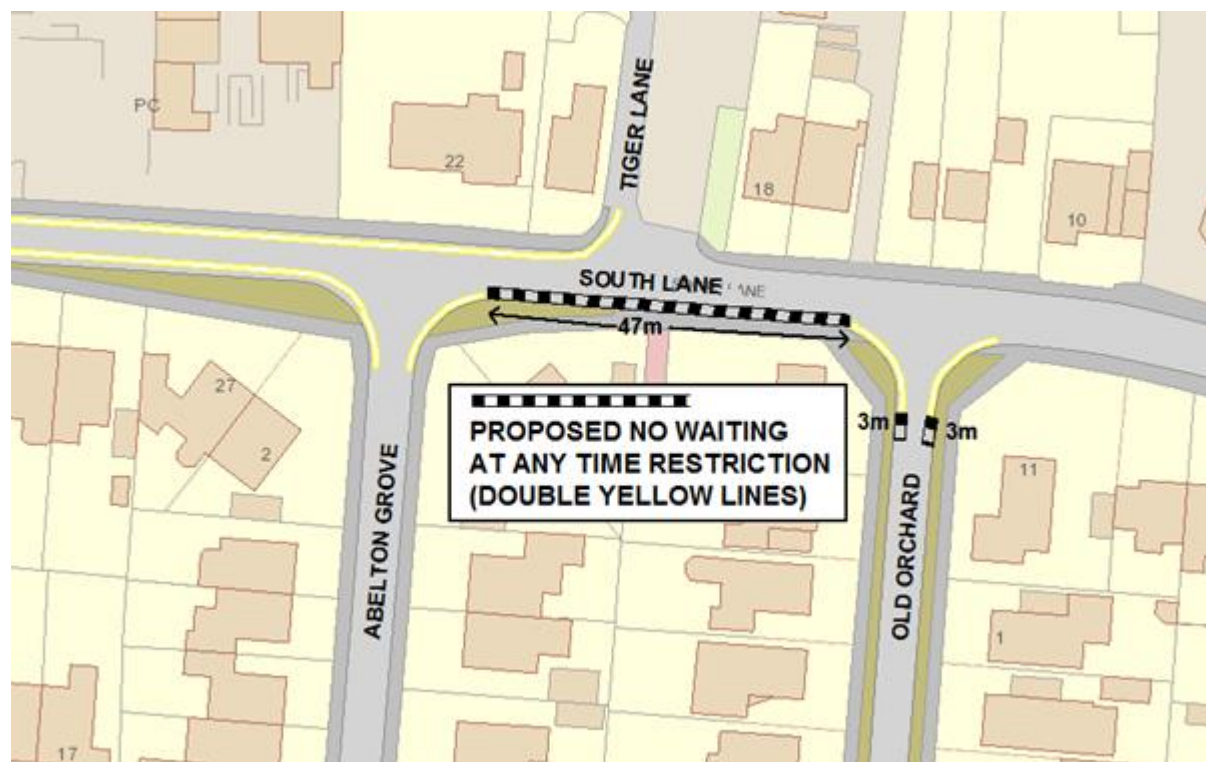


Annex G Haxby & Wigginton Ward

G1 Location: South Lane

Nature of problem and plan of Advertised Proposal

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



Representations Received

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

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

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

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

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

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

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

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

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

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

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

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

The answers??

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

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

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

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

Officer analysis

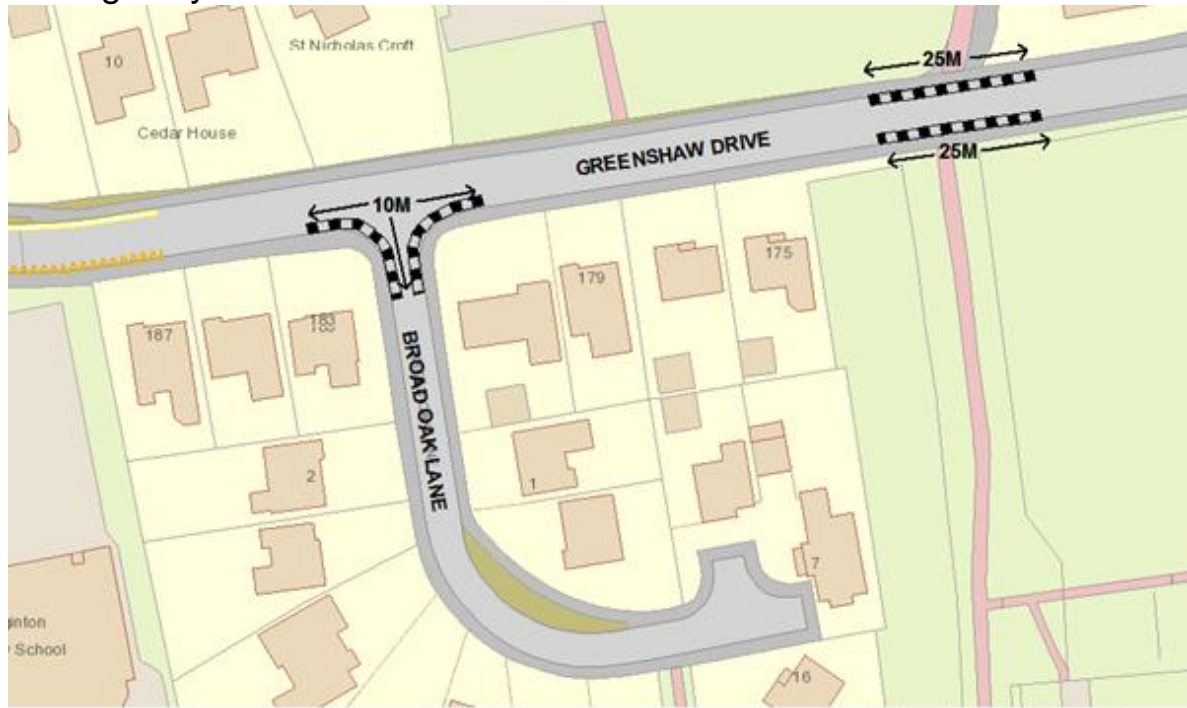
Restrictions have been proposed for this location in previous years and on each occasion has received a number of strong objections to each proposal from nearby residents. Therefore, we recommend no further action is taken at this location.

Options

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

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

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



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

Representations Received

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

Support:

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

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

Objection:

- I wish to object to the proposal of the no waiting at any time near Wigginton School.
Also there is not enough parking at Wigginton School and I see a number of Teachers parking there – so you are going to make your staff have issues parking also.
Wonder Years has small children attending and with before and after school club. The staff have no parking and so need to park there. Also parents drop children off for breakfast club and need somewhere to quickly drop off before going to work.

Officer analysis and recommendation:

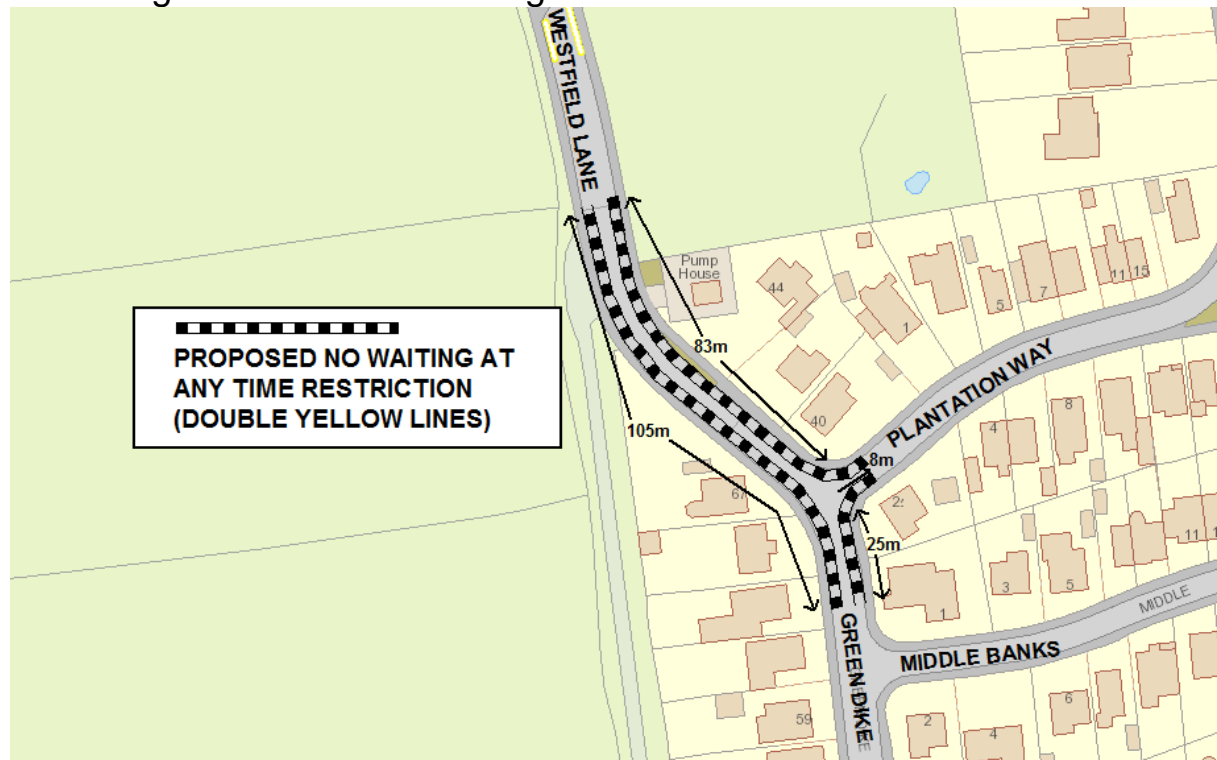
The proposed restrictions will provide clearer sight lines for pedestrians crossing Greenshaw Drive and the junction of Broad Oak Lane. They will also provide clearer visibility for vehicles exiting Broad Oak Lane. Therefore, the recommendation is to implement the restrictions as advertised.

Options

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

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

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



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

Representations Received

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

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

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

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

have room for busses to drive down.

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

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

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

Officer analysis and Recommendation

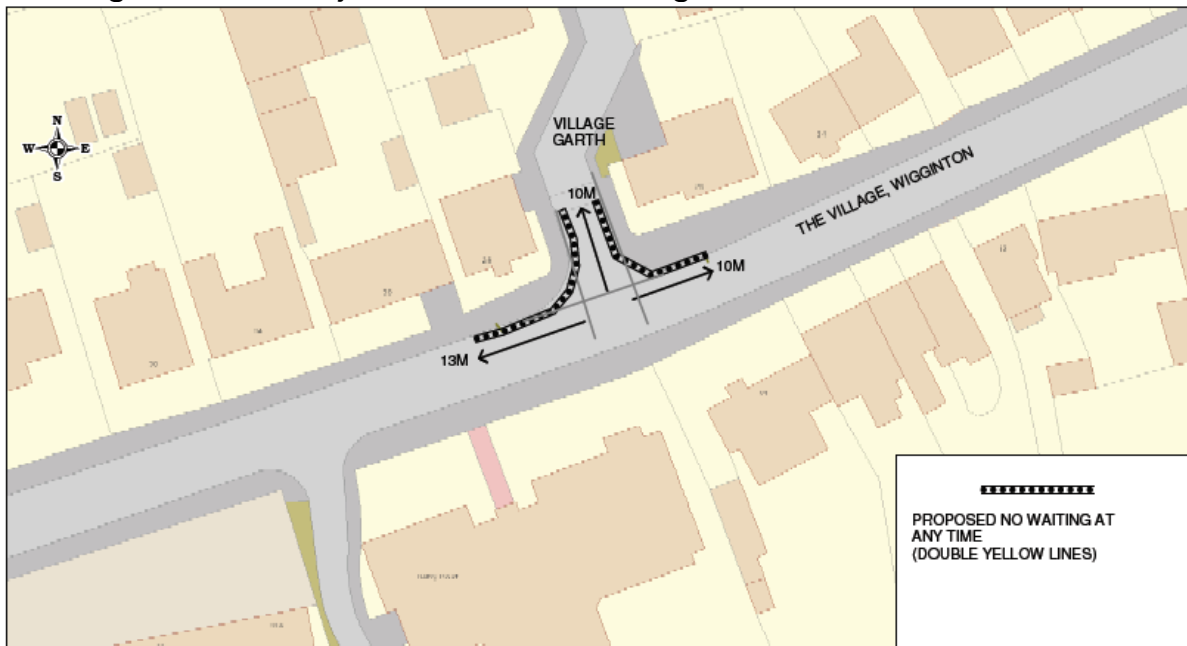
The original request was received from a local ward councillor and following advertisement of the proposed restrictions we have received a large number of objections from the residents who will be directly affected by the restrictions. Although parking may create a slight obstruction on occasions this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

Options

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

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

Parking close to the junction area causing issues with access.



No waiting at any time for junction protection.

Representations Received

In objection:

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

- On closer inspection of the proposed introduction of Yellow Lines to the entrance to Village Garth, it appears that the 10 metre intention will only take the lines (in Village Garth) to what is presently a speed hump, which is still approximately 7 or 8 metres before the road then 'kinks' to the right.

This will still enable 1 x vehicle to park on the left side of the entrance before the 'kink', and arguably allow enough space for 1 x vehicle to park on the right side of the entrance before the 'kink'. This would still make it both difficult and possibly dangerous if vehicles are entering and leaving Village Garth at the same time. Is it not possible (and certainly safer) to extend the Yellow Lines to the full straight section before the kink to the right?

In other words, there should be no parking facility on either side of that initial stretch of the entrance. I note that the proposal allows for 13 metres of lines on The Village, so presumably there is no specific limitation on Yellow Line length into Village Garth.

- The description for above is incorrect as the 13-metre measurement is based on the eastern kerb line of Village Garth and not the centreline of Village Garth. Regardless of incorrect description, the drawing implies no possibility for couriers / deliveries to temporarily stop right in front of our property (which can still be permitted for 26 The Village). There is currently no regular parking occurring in front of our property and there is existing paving (as shown below) to deter kerb mounting. Our recommendation, as shown in the attached map, is to reduce the double yellow line length from 13 metres to 5 metre from the eastern kerb line of Village Garth or 8 metres from the projected centreline) of Village Garth.
- The no waiting lines on corner of Village Garth. Whilst I think something needs to be done about the parking on that corner as people don't seem to understand the problems created by blocking sight lines. I'm concerned that people will just park further up the close which will impact further on us residents trying to park. I'm not sure what the solution is as I've discussed it with other residents and the police without coming to a satisfactory resolution. I'm not sure where this proposal has come from as I thought the residents I'd spoken to had decided to just try to live with the situation.
- As a resident of Village Garth from the beginning (1999) and the parking and safety issues getting worse year on year. We ask you to extend double yellows to 20metres as the road narrows at the chicane for speed control in the Garth.

In support:

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

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

Officer analysis and Recommendation

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

Options

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